Authority: Nottingham City Council

Document: Local highways maintenance transparency report

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Overview:

The Department for Transport (DfT) expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our Highway Network

Nottingham City Council (NCC) manages and maintains adopted highway assets falling within its 825km network.

The table below details the highway network that NCC manages:

Lengths of highway, footways and cycleways (km)						
A road	**B and C roads**	**U roads**	**Total roads**	**Footways**	**Other public rights of way**	**Cycleways**
82km	67km	676km	825km	1310km	90km	206km

In addition to the above there are also several other assets that NCC manages as part of the highway's asset, this includes but is not limited to 185 key bridges and structures, over 36,395 streetlights, 167 traffic signalled junctions, 169 pedestrian signals and 37,349 road gullies.

Highway Maintenance Spending Figures

Highway maintenance spending					
Year	**Capital allocated by DfT (£,000s)**	**Capital spend (£,000s)**	**NCC Revenue spend (£,000s)**	**Estimate of % spent on preventative maintenance**	**Estimate of % spent on reactive maintenance**
2025/26 (projected)	£6,173***	£6,173***	£2,032	75%	25%
2024/25	£3,090	£3,090	£1,993	61%	39%
2023/24	£7,765**	£7,765**	£1,971	80%	20%
2022/23	£6,256*	£6,256*	£1,671	79%	21%
2021/22	£2,765	£2,765	£1,671	62%	38%
2020/21	£3,970	£3,970	£1,671	70%	30%

*These figures include additional Levelling Up Funding of £3.50m

**These figures include additional Levelling Up Funding of £5.00m
*** These figures include additional City Region Sustainable Transport Settlement 2 (CRSTS2) Funding of £1.8m

Additional information on spending

Highway maintenance covers many different activities. Below details the typical types of works undertaken in line with the spending figures in the table above.

NCC's preventative maintenance activities include:

- Structural highway resurfacing programmes
- Preventative highway surfacing programmes
- Planned highway patching programmes
- Capital structures maintenance
- Capital cycle infrastructure maintenance schemes (on and off road)
- City centre streetscape maintenance

NCC's reactive maintenance activities include:

- Reactive and emergency carriageway repairs - including pothole filling
- Reactive and emergency footpath repairs
- Reactive and emergency structures repairs
- Reactive and emergency drainage repairs
- Gully cleaning
- Signs and road markings maintenance
- Street furniture maintenance
- Cycleways maintenance
- Trash screen clearance
- Winter gritting
- Emergency call out

The table below details the estimated number of potholes filled by NCC over the last 5 years:

Estimate of number of potholes filled (temporary repairs)				
2021/22	**2022/22**	**2022/23**	**2023/24**	**2024/25**
5,446	6,729	6,862	17,133	13,881 *

* Number of potholes filled (temporary repairs) reduced as a result of increased 1st time permanent highway maintenance repairs and increased planned maintenance.

Condition of local roads

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads

(SCANNER) laser-based technology. In addition to this, NCC currently undertakes an Annual Engineering Inspection (AEI) condition survey on the entire highway network, and in 2024 took the decision to begin reporting the AEI condition figures and move away from SCANNER data. Given the methodology involved within the two surveys it was felt the AEI offered a more accurate condition, and was a truer reflection of the network, and its maintenance requirements. This is because the National Indicator Information, Road Condition Index (RCI) & UK Pavement Management System (UKPMS) RCI's is recorded at 10m and 20m intervals respectively, however when developing capital preventative maintenance or resurfacing schemes these are not realistic lengths. The Annual Engineer Inspection (AEI) condition survey is undertaken by professional engineers who record an effective treatment for a more realistic treatment length.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27 a new methodology will be used based on a new standard for road condition monitoring data (BSI PAS2161). Local highway authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England. Further details are available at https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01

The table below details the condition of the City's A Roads (major roads intended to provide large scale transport links, for example A6514 Western Boulevard, Nottingham). This information is collected annually:

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	8%	47%	45%
2021	8%	49%	43%
2022	10%	47%	43%
2023	9%	53%	38%
2024	19%	31%	51%

The table below details the condition of the City's B (roads intended to connect different areas, feed traffic between A roads and smaller roads on the network, for example B686 Carlton Road, Nottingham) and C Roads (smaller roads intended to connect unclassified roads with A & B roads, for example C183 Hartley Road, Nottingham). This information is collected annually:

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green

2020	7%	52%	41%
2021	6%	52%	42%
2022	6%	52%	42%
2023	11%	55%	34%
2024	21%	23%	56%

The table below details the condition of the City's Unclassified (U) Roads. This information is collected annually:

Year	Percentage of U Roads in the Red category
2020	12%
2021	12%
2022	12%
2023	13%
2024	14%

Additional information on condition

The condition of NCC's network has benefited in recent years from an injection of additional funding in the form of its grant funded Streets for People Programme (SfP). To increase local influence, this additional grant was allocated to the City's twenty wards using a formula, based on ward population and index of multiple deprivation statistics. The funding improved local roads for cycling and walking across NCC's neighbourhoods and was additional funding for upgraded routes to NCC's local districts and centres. This significant neighbourhood-based investment transformed public highway areas across the City. The SfP increased spending on the public highway by £8.5m since 2023. We expect that the network will continue to improve given recent confirmation of £1.8m of funding secured via the East Midlands Combined County Authority (EMCCA) and CRSTS 2 for 2025/26. The AEI condition surveys will continue to monitor the network going forward to further evidence this improvement.

Plans

Overall strategy

NCC's strategy supports the Council's Vision and Corporate Priorities, the Council's duty and obligations under the Highways Act 1980, how this aligns with the risk-based guidance provided in the Highways Code of Practice 'Well-Managed Highway Infrastructure' October 2016 and outlines the benefits of adopting an asset management approach to service delivery.

NCC understands the vital role played by Nottingham's highway infrastructure network in supporting the authority's vision of:

- Delivering for local people
    - Empowering communities

    - Healthy and safe residents

- Leading Nottingham forward
    - Improving infrastructure and connectivity
    - Championing sustainability

NCC recognises the importance of its local highway network in supporting the delivery of services and achieving the overarching Council vision and transport goals, and is committed to applying asset management principles to the management and maintenance of its highway infrastructure to:

- Ensure high-quality service provision for NCC's residents and its road users is safeguarded through affective asset management of all highway infrastructure, demonstrating value for money.
- Maintain a safe network where the ability to protect residents and road users is an absolute priority.

With regards to best practice NCC are continuously developing the materials and approaches used within highway maintenance. We liaise with market leaders in their development and trialling of new innovative materials that should last longer and offer environmental benefits, such as using recycled materials. Our annual programme includes preventative maintenance schemes for both carriageway and footway using cold lay products, as well as In situ recycling. More recently we have moved away from standard high friction surfacing, and as standard now use a cold lay "Highways Authority Product Approval Scheme" (HAPAS) approved epoxy surface to provide longer lasting life and a significant carbon saving.

Specific plans for 2025/26

NCC delivers a balanced maintenance programme using approved methodologies which risk assess various parameters including condition, maintenance hierarchy, usage, social and economic factors, among others. This approach allows us to develop a programme designed to address structural deterioration using resurfacing and reconstruction schemes, In situ recycling works, and targeted preventative maintenance schemes designed to extend the lifecycle of existing highway assets in accordance with lifecycle planning ideology. The full, approved maintenance programme is published on the NCC website (https://www.transportnottingham.com/project/highways-planned-maintenance-and-streets-for-people/) which is regularly updated and provides up to date information on individual scheme delivery.

The table below details the expected outputs for NCC's 2025/26 Maintenance Programme:

Maintenance activity	Expected output
Carriageway resurfacing	10.3km
Carriageway in situ recycling	2.2km
Carriageway surface treatments	7.2km
Carriageway preventative patching	11,120m2
Footway resurfacing	4.4km

Reactive/emergency pothole repairs	13,000
Major structures maintenance	2
Cycle infrastructure schemes	24

NCC continues to prioritise and champion preventative maintenance, with over 28% of the 2025/26 Maintenance Programme dedicated to surface treatments and preventative patching. This approach will ensure the continued effort to prolong the life of the highway asset with the available funding and reduce emergency reactive repairs and associated costs.

NCC will communicate key messages with respect to the Maintenance Programme online including:

- **Programme –** the works programme will be on the Highways Planned Maintenance webpages contained within the Transport Nottingham website.
- **Individual schemes –** sharing information on any potential change to the highway is an important part of communicating with our citizens. We will let stakeholders know about any works that will affect them.
- **Disruption** – works on the highway are coordinated through our Network Management team in order to minimise disruption. Meetings are held to discuss any clashes and how best to coordinate any proposed work.

Information technology offers new ways of communicating. At the same time, for many people, traditional methods like letters and leaflets still play a fundamental role that must not be undervalued.

All correspondence will be clear and plain English, and we will continue to use a mixture of social media and traditional methods to ensure that businesses, citizens, stakeholders and visitors of Nottingham are appropriately informed of our Maintenance Programme.

The table below provides a framework for how we communicate based on the anticipated duration, level of disruption and scale of works. It has been designed for the Maintenance Programme and acts as a decision matrix to deliver a consistent approach to our communications.

Communication decision matrix

Level of Communications	**Planned Maintenance pre works leaflet sent to residents and**	**Bespoke** Information letter **and diversion plan** to affected **residents and** businesses	Email to Local **Councillors**	**Email** Public Transport operators	Provide Local Press releases	Advance Notice, Diversion, Information Signs	Provide Variable Message Signs (VMS)	Works info in weekly roadworks email	Information to Website	Information Leaflet, Posters, Boards	Public consultation*	Information road show*
Low	☐		☐						☐			
Low - Medium	☐		☐					☐	☐			

Medium	□	□	□	□		□		□	□	□		
Medium -High	□	□	□	□	□	□	□	□	□	□		
High	□	□	□	□	□	□	□	□	□	□	□	□

- **Low** – a scheme not requiring a road closure or a prohibition for parking. The work would be minor in nature and last 1-2 days.
- **Low - Medium** – a road closure and temporary parking prohibition may be needed, however where practical these will be avoided where possible. The work would be minor in nature and not exceed 5 working days.
- **Medium** – A road closure may be required, and more complex temporary traffic management will be needed to facilitate the work, possibly a lane closure and the use of two-way signals to manage traffic. The work is likely to exceed 5 working days in length.
- **Medium - High** – A road closure will be required and diversion route put in place. The work will exceed 5 working days and will involve disruption to traffic flow, public transport etc.
- **High** – A scheme that will involve a major upgrade or change of use. A road closure will be required and diversion route put in place for vehicles and include changes to public transport routes. The work will exceed 10 working days and will involve disruption to traffic flow, public transport etc.

Whilst the above communications matrix will provide the basis of communications with respect to the likely effects and severity of the works to be undertaken, there may be instances where communication is increased / reduced to account for:

- Lower / higher than expected traffic flows
- Access problems
- Environmental issues
- Local interests
- Presence of significantly high cyclists / pedestrians / vulnerable users
- Significant effects on local businesses
- Increased potential for disruption

Streetworks

NCC currently holds quarterly joint street works co-ordination meetings with utility companies to identify and prevent scheme clashes, and to ensure works are scheduled effectively, with the aim of minimising disruption to the public. This meeting also allows us to actively avoid excavation within newly resurfaced schemes, or reprogramme if required.

We also currently use the Section 58 restriction powers under the New Roads and Street Works Act 1991 (NRSWA), this enables us to prevent excavation within recently resurfaced roads for up to 5 years for planned utility works.

NCC also have a permitting system in place to effectively manage the network and works on it, to ensure traffic movements are kept flowing and reduce the likelihood of work clashes, as well as the issuing of fines where permit conditions have been contravened.

Climate change, resilience and adaptation

NCC has taken the ambitious aim of becoming the first UK carbon neutral city, setting itself the target to achieve this by 2028. On the 13th of January 2020, NCC acknowledged the scale of this challenge by declaring a Climate and Ecological Emergency at Full Council, recognising the immediate action required to achieve sustainable carbon neutrality. A key objective in Nottingham's Carbon Neutral Action Plan is to develop a 'carbon neutral by design' ethos where everything that is proposed includes carbon reduction considerations/activities as a matter of course. This means that if you develop or change a policy, project, service, function, or strategy, you need to identify the impact of the activity regarding the climate. This is undertaken utilising a Carbon Impact Assessment (CIA). This assessments feeds into strategic carbon offsets and is monitored at a corporate, organisational level.

NCC has a Resilient Network Strategy which identifies a 'resilient network' to which we give priority, in order to maintain economic activity and access to key services during extreme weather. To understand the risks that the network faces from climate change this document is reviewed regularly and resilience risk assessments are to be carried out as required.