

Carriageway ASOR summary

March 2025

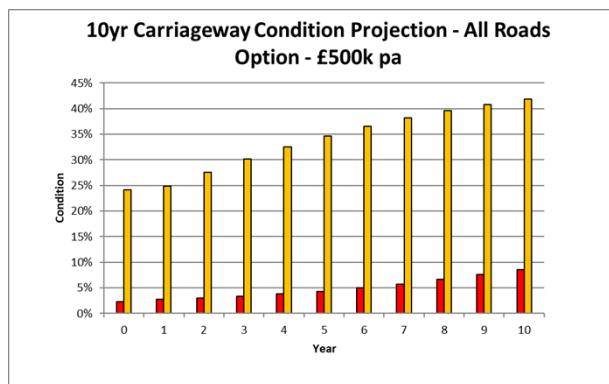
Purpose

The report summary describes the status of the Council's carriageways in terms of condition and investment as of March 2025.

The Asset

The council manages 404km of carriageways, 29% are classified roads and 71% residential streets.

Future Investment



Future investment at £500k is less than half the level required to prevent deterioration.

Over time the benefit of recent investment will be eroded and a consequential increase in roads in poor and deteriorating condition can be expected along with increasing defects, especially in harsh winter weather is experienced.

Customer Satisfaction

Satisfaction using the NHT (National Highways and Transport Network) survey compares well with other authorities, all indicators above the national average.

2024 NHT Results – Carriageways							
Ref	Indicator	RBC 2019	RBC 2020	RBC 2022	RBC 2023	RBC 2024	National Ave 2024
HMQI11	Number of Potholes		22%	43%	26%	25%	13%
HMQI12	Action to repair local roads		33%	59%	45%	42%	26%

Customer Contact / Potholes

The five-year trend in the number of customer contacts about carriageways shows that a standard annual level of between 600 and 800 can be expected. The 2024/25 reported level of 760 falls between that standard range.

3rd Party Claims

Claims received reduced in 2024/25 following three years of increases. The Council defended 83% of the settled claims during 2024/25.

Condition: Defects

Almost 400 safety defects were recorded in 2023/24 and 2024/25 almost double the amount recorded in 2022/23.

The quantity of maintenance defects recorded in 3 of the last 4 years has been approximately 3,000.

Despite the investment made in resurfacing over recent years significant levels of defects exist on the roads that have not been resurfaced recently with clusters of defects on some roads.,

Condition: Classified Roads

After years of improvement the classified roads have deteriorated in 2024/25.

Very little work was carried out on classified roads between the 2023 and 2024 surveys in terms of resurfacing and surface treatment. This was due to the preparation of a 2 year contract. A new maintenance programme began towards the end of 2024 but this would not be picked up until the 2025 survey. This has led to slightly more than the deterioration we'd expect if we had carried out a resurfacing programme during that period. More schemes are being completed in 2025/26 on classified roads which should prevent further deterioration in the year. Future funding however is anticipated to be insufficient to prevent deterioration.

Condition: Unclassified Roads

Between 2020/21 and 2022/23 additional investment reduced the quantity of unclassified roads requiring treatment to below 20%. Prior to the investment this was greater than 50%. 21% of unclassified roads are now in a condition where treatment is desirable.

Historical Investment

Between 2020/21 and 2022/23 the investment was significantly above the steady state. This allowed much needed improvement of the condition of unclassified road.

Prior to 2020/21 the level of investment was only above the steady state in 1 of the preceding 5 years.