Local highways maintenance transparency report – June 2025

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Introduction

This document has been produced by Redcar and Cleveland Borough Council (RCBC) to support our annual submission to the Department for Transport (DfT) as part of the Local Highway Transparency funding requirements, 2025/26.

The purpose of this report is to provide a clear account of our current asset management processes, maintenance investment, performance monitoring, and forward planning.

It has been designed to meet the Annex A (public-facing transparency) requirement of the Transparency Fund guidance.

The information presented reflects our local priorities, approach to risk-based efficient delivery of our highway programme, and our alignment with national codes of practice, including Well-Managed Highway Infrastructure (WMHI).

The content includes summary data on our network condition, maintenance expenditure, public engagement, innovation, and climate resilience.

Where relevant, we have included additional information beyond the DfT's minimum requirements to demonstrate added value and our commitment to continuous improvement.

This report has been prepared by the Transport, Engineering and Highways Team in consultation with senior officers.

As well as meeting DfT reporting requirements, the report also serves to improve transparency for our stakeholders, elected members, and residents.

Public-Facing Transparency Report

This section provides a summary of our highway maintenance approach, investment, and performance for transparency and public accountability.

The data presented intends to meet the Department for Transport's Annex A requirements and demonstrates how we manage and maintain our network in line with national guidance and local priorities.

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1. Our Highway Network

This table shows the current lengths of highway, footways, PROW (Public Right of Ways) and cycleways maintained by the authority.

Lengths of highway, footways, PROW and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	Cycleways
111.1 km	66.7 km	525.5 km	703.3 km	*528km	278 km	**264km

*Footway includes both footway and footpath lengths.

**Cycleways include both Cycleways and Cyclepaths.

1.1 - Wider Assets and Structures

The desire is to continue to build up our information data in relation to inventory and asset condition over the next few years.

Each asset has its own unique need and maintenance requirement; it is our intention to drive a data lead prioritisation of maintenance works across the different asset types with the desire to move to a cross-asset prioritisation process.

Cross-asset prioritisation ensures that when planning long term programmes of work, we fully understand the requirement of each asset and how the assets interact. As an example, by maintaining highway drainage systems, surface water is drained from the highway ensuring that the water does not cause damage to the highway surface.

1.2 - Our wider Highway Network asset inventory

This table gives a summary of the additional highway assets that we currently maintain, based on our latest inventory data.

Asset type	Unit	Quantity	Notes
Structures (Large span bridges and culverts)	count	96	Large culverts (typically over 2.5m)
Structures (small span bridges)	count	174	
Retaining Walls	count	82	
Street lighting columns	count	21,311	Includes 20,711 PFI and 600 RCBC Lanterns and Columns.
Traffic Signal heads	count	566	This includes 371 signal posts.
Pedestrian Crossings	count	69	This includes puffin, toucan and zebra crossings. (190 signal heads), (48 beacons)
Drainage Gullies	count	32,131	Regularly inspected and maintained (on a risk-based approach)
Grit Bins / Heaps	count	789	Located across the network for Winter Service Provision (355 Salt bins / 434 salt heaps

Differing maintenance regimes are applied to the above asset types in accordance with national codes of practice recommendations.

2. Maintenance Spending

2.1 – Highway Maintenance Spending Figures

The table below sets out our capital and revenue spending on highway maintenance over recent years (2020/21 – 2025/26), including the split between preventative and reactive activities.

Capital Allocation column shows spend funded from grant. Capital spend column may include carry over from previous years and additional funding.

Year	Capital allocated by DfT (£000s)	Capital spend (£000s)	Revenue spend (£000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2020/21	£4,595	£5,196	£1,731	84%	16%
2021/22	£4,342	£4,817	£1,988	84%	16%
2022/23	£4,739	£5,612	£1,703	88%	12%
2023/24	£4,255	£4,499	£1,997	83%	17%
2024/25	£3,990	£5,060	£2,440	80%	20%
2025/26 (projected)	£4,434	£6,977	£1,273	90%	10%

*Figures above do not include cyclic maintenance which includes activities such as gully cleansing, grass cutting and winter maintenance.

2.2 - How we classify Preventative and Reactive maintenance.

Preventative maintenance is determined by undertaking technical surveys with the use of the resulting data allowing us to gauge current asset condition enabling the planning of future maintenance programmes.

Highway preventative maintenance includes treatments such as carriageway resurfacing, surface dressing, micro surfacing, surface treatments (seal sprays, rejuvenators, micro asphalt and slurry seal), machine laid carriageway patching, joint sealing, and carriageway lining.

Reactive maintenance is a method of maintenance that we undertake following the unexpected failure of an asset, for example, the filling of Potholes, urgent carriageway and footway repairs and the maintenance of safety related carriageway lining. Also included are other safety related repairs to bollards, signs and pedestrian guard rails. These are typically identified through the Highway Safety Inspections undertaken by the Highway Inspectors.

2.3 - Additional Information on Spending

In the 2025/26 financial year, Redcar and Cleveland Borough Council have allocated approximately £8.25million of its capital and revenue maintenance funding to a mix of preventative and reactive maintenance, with a strategic focus on increasing the proportion of funding allocated to planned, cost-effective preventative works which is highlighted by the 10% increase in expenditure on Preventative works compared to 2024/2025 as detailed in the table within section 2.1 above.

On the road network (A, B, C and U), approximately 20 km of carriageways are proposed to receive preventative maintenance and 4 km of footways are proposed for improvement this is an increase of 2.5km compared to 24/25 figures. Additionally, 147 structures are proposed to receive inspections.

Over the past five years, the estimated number of potholes repaired has varied from 8143 (2020/21) to 9535 (2024/25) and is highlighted below, with an average of approximately 8940 per year.

In 2025/26, we aim to increase preventative works delivering more preventative maintenance compared to reactive maintenance on both classified and unclassified networks, while reducing demand-led reactive maintenance.

2.4 – Estimated number of potholes filled over the last 5 years

Estimate of number of potholes filled				
2020/21	2021/22	2022/23	2023/24	2024/25
8143	7,417	6964	12,635	9535

2.5 – Maintenance Activity Overview

Activity	2020/21	2021/22	2022/23	2023/24	2024/25
Carriageway resurfaced (km)	30.61	21.12	14.31	16.09	10.63
*Carriageway preserved (km)	0	0	0	0.1	11.0
Programmed Patching (m2)	0	0	0	601	1845
Footways improved (m)	696	5928	1619	710	1667
Percentage of streetlights upgraded (LEDs)	92.7%	94%	94.9%	95.8%	96.2%
Traffic signal heads refurbished	30	4	4	17	20
Drainage / gullies cleansed	15,664	11,752	8,134	8,927	5,201
Bridge Inspections	0	48	30	6	123

*Carriageway preserved: Includes surface dressing, retexturing and micro-asphalt.

From 2023/24 a greater emphasis is on programmed highway patching, rather than reactive individual pothole repairs, representing a more sustainable and cost-effective approach to network maintenance. This strategic method not only offers better long-term value for money but also improves network resilience, enhances ride quality, and minimises repeated disruptions to road users.

3. Condition of Local Roads

3.1 - SCANNER & AEI

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) a laser-based technology.

Several 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 the BSI PAS2161 standard.

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 the government gain a more detailed understanding of road conditions in England.

In 2024, the Council made the proactive decision to move to Annual Engineer Inspection (AEI) for the classified and unclassified road network. This decision was in line with the DfT widening the scope for local authorities to explore different technologies.

3.2 - Annual Engineering Inspection (AEI)

The Annual Engineering Inspection (AEI) is a network-level outcome based visual survey conducted by qualified highway engineers. Unlike SCANNER surveys, which assess road condition in 10-metre sub-sections, AEI evaluates entire road sections. This approach aligns with how maintenance schemes are typically planned and executed, providing a more practical basis for decision-making.

The AEI survey does carry out a defect identification process to produce a Condition Index (CI) in line with DfT reporting requirements for each road section (not 10m sub sections) which can be categorised into three condition categories (similar to SCANNER):

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

The AEI survey can not only be used for reporting Road Condition Indicators (RCI) with the additional benefit that this survey recommends treatment types and treatment extents, these treatment categories include:

- Resurfacing – Overlay or thin surfacing and reconstructions.
- Preservation – Surface dressing, micro-surfacing, or rejuvenation treatments.
- Revenue – Patching, Joint sealing, Haunching works.

This methodology supports lifecycle planning and asset management by identifying cost-effective maintenance strategies. The emphasis on preservation treatments helps extend the service life of the road network and reduce long-term maintenance costs.

While AEI may indicate a higher proportion of the network in poor condition compared to SCANNER, this reflects its whole engineering-led evaluation of entire maintenance lengths. This is demonstrated in the data shown in section 3.1.

AEI therefore provides a more accurate representation of maintenance needs and aligns with practical delivery on the ground whilst being aligned for the new PAS 2161 survey standards.

Further details are available at www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01

3.3 - A Roads condition

Five-year trend by road category.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	1 %	14 %	85 %
2021	1 %	15 %	84 %
2022	0 %	5 %	95 %
2023	0 %	5 %	95 %
2024	1 %	63 %	36 %

Collection Frequency for A roads: (100% network coverage): Results above from 2020 to 2023 were delivered from Scanner. 2024 was delivered using AEI.

3.4 - B & C Roads condition

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
*2020	1 %	13 %	86 %
2021	1 %	17 %	82 %
*2022	1 %	13 %	86 %
2023	1 %	12 %	87 %
2024	6 %	65 %	29 %

*Data currently missing from DfT website.

Collection Frequency for B & C roads: (100% network coverage): Results above from 2020 to 2023 were delivered from Scanner. 2024 was delivered using AEI.

3.5 - Unclassified Road Condition

Year	Percentage of U Roads in the Red category
*2020	[x] %
2021	18 %
2022	17 %
2023	22 %
2024	7 %

Collection Frequency for U roads: Network coverage 2000 to 2022, 25% : 2023, 100% : 2024 onwards, 50%.

*Data from 2020 CVI is unavailable due to cyber-attack.

3.6 - Coarse Visual Inspection (CVI)

The Coarse Visual Inspection (CVI) survey is a chainage-based method used in the UK to assess the surface condition of unclassified roads.

CVI allows local authorities to cover large sections of the network efficiently. CVI records visible defects such as cracking, rutting, and surface deterioration, helping inform maintenance planning and performance reporting.

Results for the period 2021 to 2023 CVI – Course Visual Inspections were used.

Results for the period 2024, AEI – Annual Engineering Inspections were used.

The change to AEI surveys has enabled the council to better measure the current condition of the unclassified network compared to the previous CVI surveys undertaken.

This has enabled a greater understanding of the carriageway condition, and an enhanced future maintenance programme associated with this classification.

4. Plans

4.1 – Overall Strategy

We are committed to maintaining and improving the highway network and the following is a summary of our asset management approach, how we deliver best practice and innovation and how we highlight key planned activities for the coming financial year.

Over the past two years, the use of AEI surveys has significantly improved RCBC's understanding of carriageway condition across the network, enabling the development of more robust and targeted future maintenance programmes through data-driven Value Management.

The survey data is processed within our dedicated asset management platform, where it is used to generate a prioritised forward works programme. This ensures a consistent, transparent, and auditable scoring methodology is applied across all identified schemes.

The scoring mechanism allows us to:

- Generate a score that reflects carriageway condition and maintenance requirements.

- Incorporate non-condition based factors such as ride quality, skid resistance and network hierarchy to support a risk-based approach to scheme selection.

- Enable clear differentiation between all available schemes through a transparent and consistent scoring framework.

Using the above principals RCBC have developed a 5-year proposed forward programme.

4.2 – Specific Plans for 2025/26

Activity	2025/26
Carriageway resurfacing (km)	17.39
Carriageway preservation (km)	0.1
Programmed Patching (m2)	2000
No. of Potholes filled (estimate)	8500
Footway improvements (m)	4120
Percentage of streetlights upgraded (LEDs)	96.3%
Traffic signal heads refurbishment	36
Drainage / gullies treated	10,400
Bridges Inspections	147

4.3 - Table – 2025/26 Split between Preventative and Reactive works

Work Type	Estimated Proportion
Preventative Works	90%
Reactive Works	10%

4.4 - Major schemes planned 2025/26

Scheme Name	Details
Structures 1. South Bank Station footbridge 2.EA Flood Alleviation – Skinningrove. 3.Upleatham Bridge Parapet repair 4.Layland Bridge Refurbishment	1. Demolition of existing footbridge, reinstating with a temporary footbridge. 2. Installation of new Highway Bridge from New Company Row to Zetland Row to allow removal of the existing Stone Row Bridge. 3. Repair of the parapet and re-pointing of mortar, including traffic calming measures. 4. Installation of a structural liner system due to significant defects to the reinforced concrete.
Traffic Signal Upgrades High Street / Kilton Lane traffic signal upgrade. Church Lane / Fabian Road traffic signals upgrade. Normanby Road / Fabian Road traffic signals upgrade. High Street Eston puffin crossing upgrade. Church Lane Guisborough toucan crossing upgrade	These projects will provide carbon savings as the new installations are moving away from Halogen lights to new LED (Light Emitting Diode) installations.
Proposed Carriageway resurfacing Pennyman Walk, Marske* B1380 Normanby Road Fabian Road Stanghow Road Rosecroft Lane Farndale Drive C104 Redcar Road	*Resurfacing with Universal Matters' Genable Pavement material There are no A roads being resurfaced this year.

5. Streetworks

We recognise that works, whether undertaken by the council or third parties – can be disruptive to residents, businesses, and road users. Our approach focuses on minimising disruption, improving coordination, and enforcing compliance through strong planning and regulations.

5.1 - Coordination & permitting

Systems and powers we use to coordinate and control streetworks.

Permit Schemes: RCBC run a permit scheme which helps regulate when and how streetworks take place. This improves coordination and reduces network disruption.

Fines and Penalties: Authorities have the power to enforce compliance through fines and penalties when streetworks cause undue disruption or fail to meet permit conditions. These measures help ensure contractors and utility companies adhere to agreed schedules, minimise road congestion, and maintain safety standards.

5.2 - Planning & Collaboration

How we work with utilities and others to avoid overlapping or repeated works

Coordination Codes of Practice: Neighbouring authorities and contractors convene four times a year to collaborate, with the aim to minimise disruption and enhance scheduling efficiency for streetworks. These regular meetings facilitate better coordination, improved communication, and the sharing of best practices, ensuring roadworks are carried out smoothly and with minimal impact on the public.

Joint Occupation or Consecutive Working: Where possible, we encourage multiple utilities to work in the same excavation either simultaneously or sequentially, reducing the need for repeated road closures.

Public Notifications & Consultation: Engaging early with businesses and residents is key to minimising disruptions. By gathering feedback before works commence, we are able to proactively address concerns, adjust schedules, and ensure that essential access points remain available.

5.3 - Disruption minimisation

Steps we take to reduce delays and public impact.

Time Restrictions: Time restrictions help reduce disruption by scheduling works at night or during weekends when traffic volumes are lower. This approach is particularly effective on strategic roads where daytime closures would cause significant delays. Works during quieter periods helps local businesses operate smoothly.

Public communication: Public communication plays a vital role in streetworks, ensuring transparency and minimising disruption for residents and businesses. Clear signage at work sites helps pedestrians and drivers understand the scope and duration of works with the use of social media and mobile notifications to provide instant updates on road closures and delays.

5.4 - Real-time monitoring

How we track live streetworks and respond quickly to problems.

Streetworks Management Systems: The UK government's Street Manager allows highway authorities to plan, manage, and record street and road works efficiently.

Integrated Works Management Platforms: Dedicated systems like Aurora help us manage our streetworks efficiently, offering conflict detection and coordination tools.

One.network: Forward facing information for residents and internal staff to understand what is taking place on network. Causeway one.network

5.5 - Enforcement & Compliance

How we make sure utilities and contractors follow the rules.

Dedicated inspectors: Play a crucial role in ensuring streetworks are carried out safely and efficiently. Their responsibilities typically include on-Site Inspections: Checking compliance with regulations like the New Roads and Street Works Act 1991.

Mobile Inspection Software: Platforms like Street Works Inspection (SWI) integrate with the UK's Street Manager system, allowing inspectors to conduct real-time assessments, take photos, and upload reports instantly.

Section 74 penalties: Apply when streetworks exceed their agreed duration, ensuring that works are completed efficiently and minimising disruption.

Authorities can charge undertakers (utility companies, contractors and ourselves) for unreasonably prolonged occupation of the highway. Fees vary based on the type of road and the duration of the overrun.

Work Restrictions: In extreme cases, companies may face restrictions on future permits. Performance-Based Inspections: We conduct targeted inspections on companies with a history of poor compliance, increasing scrutiny on their future projects.

5.6 - Inspection / Testing

Details of our streetworks inspection and testing regime, and how we ensure reinstatement quality and compliance with standards.

Our streetworks inspection and testing framework is designed to uphold reinstatement quality and ensure full regulatory compliance with the Specification for the Reinstatement of Openings in Highways (SROH). It operates through a systematic approach that integrates comprehensive monitoring, robust enforcement, and effective corrective actions to maintain high standards and minimise disruption.

5.7 - Summary 2025/26

Total number of streetworks openings during the reporting year: 2863

5.8 - Public-Facing Information – Streetworks

Roadworks | Redcar and Cleveland

6. Climate change, resilience and adaptation

Climate change is placing increased strain on the local highway network with rising temperatures, increased rainfall and more extreme weather events contributing to more frequent deterioration of infrastructure assets and elevated levels of associated risk.

In 2019, RCBC declared a climate emergency. The Council has a carbon neutral target of 2030, and the latest version of the Climate Strategy 2024-27 detailing is on our website. Climate Strategy 2024-2027.pdf

RCBC is actively working to reduce carbon emissions by utilising warm mix materials in all highway schemes where possible. This innovative approach involves using materials that require lower temperature, significantly reducing energy involved within the schemes. The lower temperature enables roads to be re-opened to traffic sooner, reducing the associated congestion.

The first low carbon road resurfacing project was undertaken with Miles Macadam in 2022, using their Milepave™, reducing emissions compared with conventional road surfacing by around 35%. Full details are available on the Miles Macadam's website. Milepave™

In 2024, RCBC resurfaced a section of an A road incorporating Low Carbon Materials' ACLA product, which is a specifically developed carbon-negative aggregate that acts as a carbon sink, utilising carbon removal technology to permanently remove carbon dioxide from the atmosphere. This reduced the projects carbon footprint by 7.98 tCO2e. Full details are available on the Low Carbon Materials website. ACLA

The first public location in the world to use Universal Matters' Genable Pavement material at our Flatts Lane Country Park in February 2025. Full details are available on Universal Matters website. Universal Matter

RCBC are constantly evaluating zero/low carbon options and currently in discussions with Tarmac, trailing of a new asphalt that uses algae as a biomass source material to produce a bio-bitumen, this will create a more sustainable road construction material. We are also currently undertaking the procurement process for Retread / Recycling.

We have worked hard to reduce emissions in every area. Highways inspectors drive EV vans, with HVO (Hydrotreated Vegetable Oil) being used in other vehicles (90% lower emissions than diesel), refuse vehicles have solar PV panels on their roofs to extend range and reduce emissions. A programme of replacing existing lanterns with LED lanterns helps with reducing energy use.

RCBC has embedded climate principals into its procurement process to demonstrate its commitment to reducing carbon emissions. Through this, and ensuring that sustainability is considered through project planning, the council demonstrates its commitment to becoming carbon neutral by 2030.

6.1 - Network resilience

RCBC currently have in place a Highway Infrastructure Resilient Network Strategy.

The Highway Infrastructure Resilient Network provides the minimum network of roads which will be maintained in Redcar & Cleveland in times of extreme weather or as a consequence of significant disruption.

The resilient network will be given priority, in order to maintain economic activity and access to key services during extreme weather. The strategy is reviewed every 2 years and is currently under review

6.2 - Climate change, resilience and adaption: Summary

In 2014, RCBC's emissions were around 22,000 tCO2e; today they are just over 5,000 tCO2e.

7. Sign-Off Confirmation

Role	Name	Signature	Date
Transport, Highways and Engineering Strategy Manager	Simon Houldsworth	Simon Houldsworth	26.06.2025