

Highways maintenance transparency report

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Transparency report

How we maintain local roads, pavements, and the wider highway network in the Borough of Redcar and Cleveland

A1 – What we are responsible for maintaining.

Redcar and Cleveland Borough Council is responsible for maintaining approximately 663 km of carriageway, comprising 89 km of locally managed major roads and 574 km of minor roads.

The carriageway figure is based on the latest Department for Transport RDL0202 road length statistics.

The Council is also responsible for maintaining a wide range of highway assets across the borough, including:

• Carriageways	663 km
• Footways (inc Footpaths)	528 km
• Cycleways (inc Cycle paths)	264 km
• Highway Structures (inc Retaining walls)	272.no
• Street lighting (inc PFI and RCBC)	22,854.no
• Road gullies	32,136.no
• Traffic signal heads	531.no

Maintenance regimes vary by asset type and follow national codes of practice. Maintaining the highway network is challenging due to its size, age and diversity, covering urban streets, rural roads, industrial routes, coastal locations and high-use corridors.

Traffic loading, heavy goods vehicles, utility works, winter weather, freeze-thaw cycles, flooding and surface water all accelerate deterioration. Some assets are ageing and require increasing levels of planned and reactive maintenance.

The council receives limited funding and prioritises repairs using condition data, safety risk, network importance and whole-life value to keep the network safe, resilient and serviceable.

A2 – Road conditions in the Borough of Redcar and Cleveland

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	0%	5%	94%
2024	1%	25%	74%
2025	1%	28%	70%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	0%	11%	89%
2024	6%	22%	72%
2025	3%	25%	71%

A2.3. U roads

Year	Percentage of road in red category
2023	22%
2024	7%
2025	7%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is in good condition and no further investigation or treatment is required.
- **Amber** – the road may need maintenance soon.
- **Red** – the road is in poor condition and should be considered for maintenance.

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data.

A2.4. - Additional information on carriageway condition

2024 figures for A, B and C roads have been corrected following verification of original results and the submission of supporting evidence to the Department for Transport. The figures shown in the tables are the latest official published values.

The Council uses Annual Engineering Inspection surveys to assess carriageway condition. The classified road network is surveyed annually, while the unclassified network is surveyed over a 2-year rolling programme.

Survey results are held within the Council's highway asset management system and are used alongside other asset and risk information to inform treatment selection, maintenance prioritisation and development of future works programmes.

A3 – What we are doing about potholes and other road defects.

A3.1. – What is a pothole?

A pothole is a localised failure of the highway surface where material has broken away creating a hole or depression within a carriageway, footway or cycleway. Potholes typically form when water enters cracks in the surface and combined with traffic loading and weather conditions, causes the surface to deteriorate and break apart.

The Council uses a risk-based approach to identify and manage potholes and other highway defects. Highway inspectors assess defects against criteria set out in the Highway Safety Inspection Manual, taking account of factors such as defect size, location, highway hierarchy, traffic volumes, pedestrian activity, vulnerable road users, visibility and weather conditions.

Defects are then categorised according to the likelihood and consequence of harm, with response times determined by the assessed level of risk. This ensures that resources are targeted towards defects presenting the greatest risk to highway users.

A3.2. – What we are doing to tackle potholes

During the 2025/26 financial year, the Council estimates that approximately 12,346 potholes were repaired across the carriageway network.

The Council's approach to tackling potholes is based on a risk-based highway maintenance strategy that balances reactive repairs with preventative maintenance. Safety-critical potholes identified through highway safety inspections are assessed and prioritised in accordance with the Highway Safety Inspection Manual to ensure risks to highway users are addressed promptly.

At the same time, the Council continues to deliver and develop preventative maintenance activities as well as carriageway resurfacing and planned capital patching programmes. These treatments address wider areas of deterioration before potholes develop, helping to improve network resilience, reduce future maintenance liabilities and deliver better long-term value.

Wherever it is safe and practical to do so, permanent repairs are prioritised over temporary solutions to minimise repeat visits and reduce disruption to road users. Highway inspectors work closely with maintenance and asset management teams to identify locations where recurring defects indicate the need for more extensive repairs or inclusion in future maintenance programmes.

Highway maintenance teams work closely with its drainage teams to address standing water and drainage issues that can accelerate highway deterioration and pothole formation.

However, permanent repairs cannot always be undertaken immediately. Factors such as public safety, traffic management requirements, weather conditions, operational constraints and programme coordination may require an interim repair to make a defect safe before a

permanent solution can be delivered. This ensures the greatest risks are managed quickly while longer-term repairs are planned and delivered efficiently.

A3.3. How members of public can report potholes and other highway defects

Members of the public can report potholes through the Council's dedicated online reporting service: [Report a pothole](#)

Other highway defects, including issues with paths, street lighting and street furniture, can also be reported online. [Report a problem with a path, streetlight, or street furniture](#)

Defects may also be submitted through [FixMyStreet](#), where reports are logged, mapped and forwarded to the appropriate council team.

Residents can also contact the Council directly by telephone on 01642 774774 or by emailing contactus@redcar-cleveland.gov.uk.

These combined digital and direct contact channels support efficient assessment, prioritisation and communication with residents on highway maintenance issues.

A3.4. What happens after a pothole is reported.

Reports received by the Council, either directly or through FixMyStreet are allocated to an appropriate officer, typically a Highways Inspector or Construction Officer.

The site is inspected and assessed against criteria set out in the Highway Safety Inspection Manual. When safe, defects may be repaired immediately; otherwise, a works ticket is raised and assigned an appropriate response priority based on level of risk identified. The detailed priority categories and response times are set out in Table B3.1 of the Technical Annex.

The defect report is then updated, allowing the person who reported it to track progress.

A4 – What we spend to maintain the highway network and where the funding is coming from.

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Total spend on highways maintenance	£9,915,933	£10,730,672	£12,877,600
Of which spent on:			
Carriageways	£5,099,043	£5,402,710	£6,517,353
Footways	£1,593,148	£1,424,777	£1,897,618
Structures (for example bridges or tunnels)	£437,387	£1,220,216	£1,531,733
Drainage	£646,457	£635,972	£769,708
Street lighting	£1,604,377	£1,618,770	£1,636,800
Other assets	£535,521	£428,227	£524,388

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£3,829,335	£4,426,563	£4,477,117
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£5,926,393	£6,592,792	£8,103,200
<u>Total</u>	£9,755,728	£11,019,355	£12,580,317

The Council's 2026/27 DfT highways maintenance allocation is £4,477,117.

Forecast eligible capital expenditure in 2026/27 is £4,774,400.

A balance of £298,223 of 2025/2026 allocation was carried over to 2026/2027 mainly due to receiving additional grant monies in February 2026.

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27 (Carriageways and footways)

Core carriageway and footway programme.

The lengths of carriageway planned for structural maintenance totals 20.169 km.

The lengths of carriageway planned for preventative maintenance totals 6.527km and include Joint repairs, Encapsulated surface dressing, renewal of anti-skid, pre planned patching in preparation for surface dressing in 2027 / 2028 and Micro asphalt.

The planned footway and footpath maintenance programme totals 3.396 km for structural maintenance and 0.965 km for preventative maintenance.

A full programme relating to carriageways and footways / footpaths is detailed in A5.2.

The Council also delivers maintenance for other highway assets, including drainage and structures, through separate dedicated programmes.

A5.2 - Full list of planned carriageway and footway works.

The Council's full list of planned carriageway and footway works for financial year 2026 / 2027 can be accessed via the link below.

[Planned Carriageway and Footway works 2026-2027](#)

A5.3 – How decisions are made on our maintenance plans.

Redcar and Cleveland Borough Council prioritises highway maintenance using an evidence-led, risk-based approach. For carriageways, Annual Engineering Inspection data is used to identify condition, deterioration and potential treatment needs, with prioritisation also informed by network hierarchy, safety risk, SCRIM deficiency, collision information and local engineering knowledge.

Candidate schemes are reviewed and validated before inclusion in the maintenance programme, taking account of the most appropriate treatment, whole-life value, available funding and opportunities to coordinate works with other highway assets and programmes.

The Council is also developing a more integrated cross-asset approach to maintenance planning. For example, drainage condition and maintenance needs are considered alongside carriageway schemes to help address water-related deterioration before resurfacing takes place.

This approach helps balance planned, preventative and reactive maintenance, target investment where it provides the greatest benefit and reduces avoidable future disruption and maintenance demand.