Potholes : Back in The Headlines

The new Government Approach To Assessing Performance
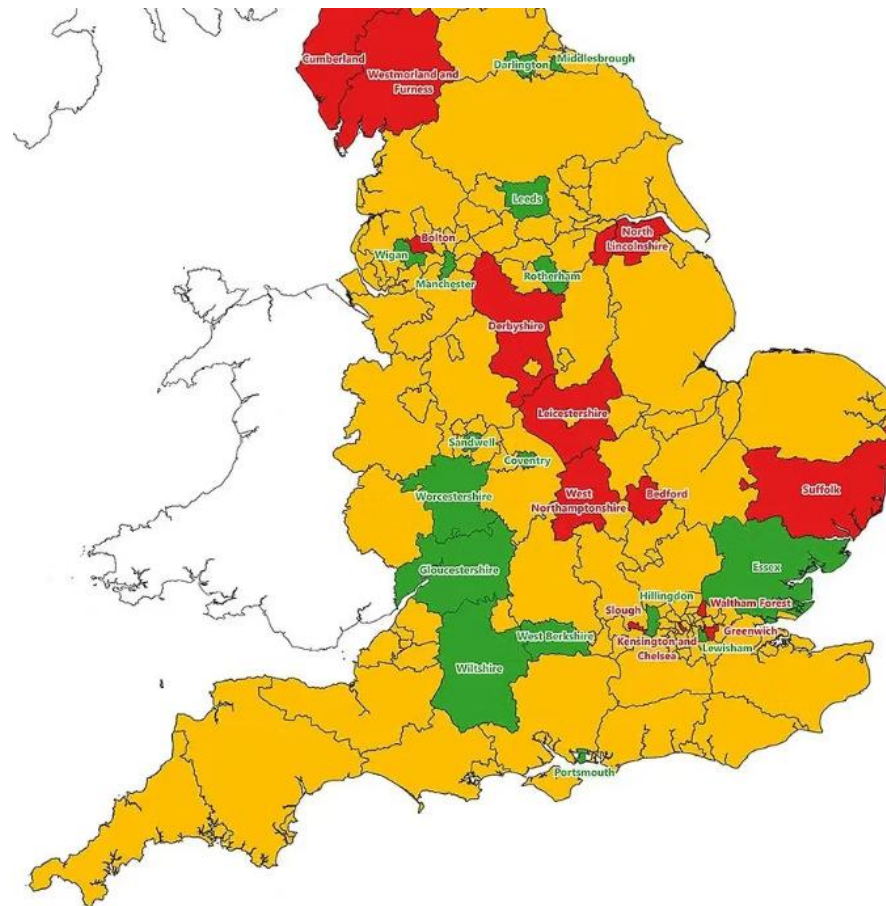
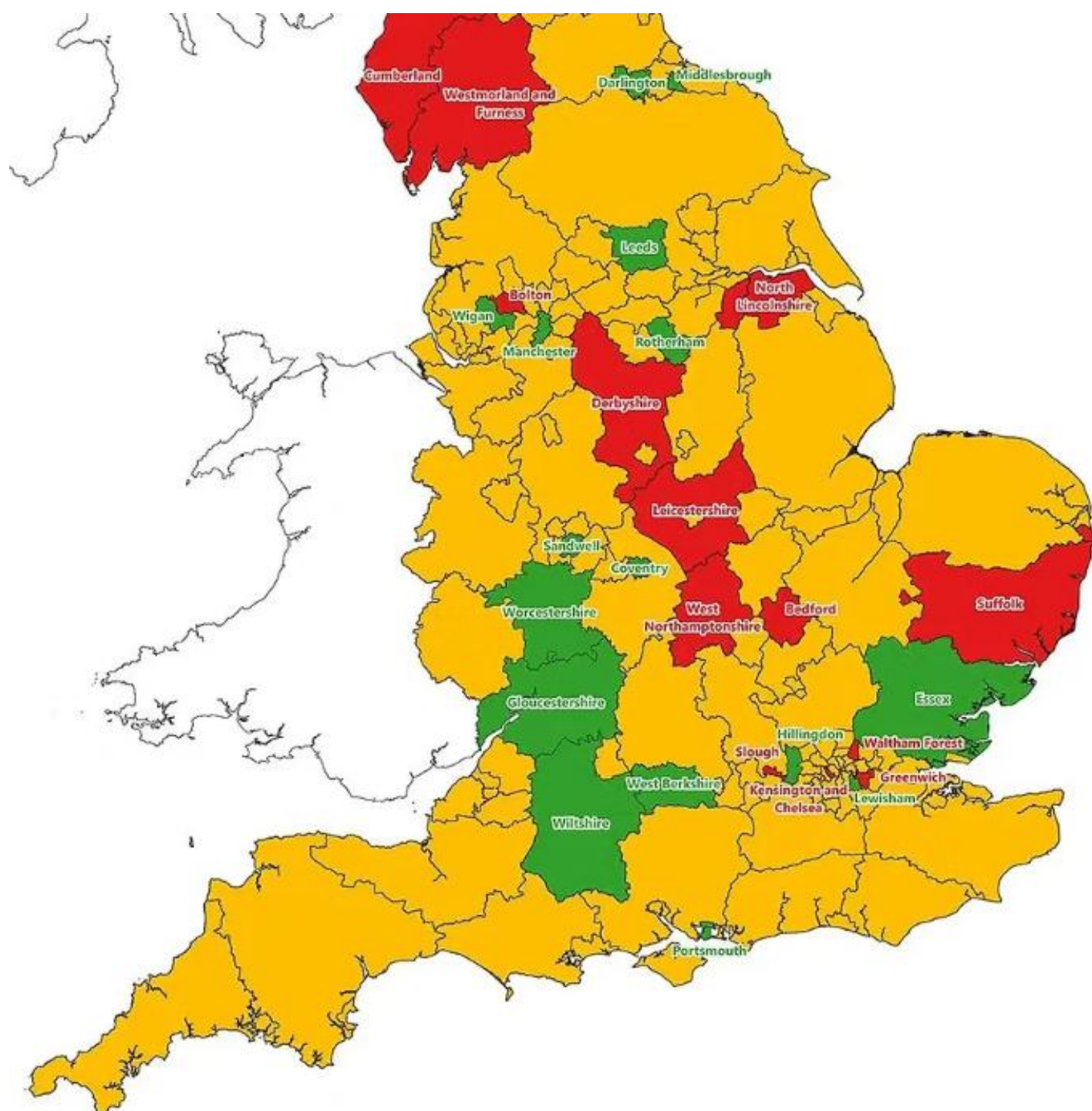# How well is your council fixing your roads?

New map rates how record government pothole funding is being used.

Department
for Transport

Overview

Every local highway authority in England has received a ratings for each of these 4 elements:

- condition, based on the local highway authority's road condition
- spend, based on how much money a local highway authority spends on highways maintenance
- best practice, based on how well the local highway authority follows best practices in highways maintenance
- overall, based on all the aspects outlined above

The ratings range from green (highest) through amber to red (lowest).

To work out the ratings for each local highway authority, 11 numeric metrics were calculated. These were then used to work out a numeric score for each of:

- condition
- spend
- best practice
- overall

Table 1 outlines how the 11 metrics contribute to the numeric scores for each scorecard element. All 11 metrics contribute to the overall numeric score.

Table 1 - what the metrics measure and the scorecard element they count towards

Metric	What it measures	Which scorecard element it counts towards
1	Condition of A roads	Condition
2	Condition of B and C roads	Condition
3	Condition of U roads	Condition
4	How much of a local highway authority's maintenance spend was spent on preventative maintenance, rather than reactive maintenance, as a percentage	Best practice
5a	The percentage of red-rated roads that a local highway authority plans to resurface in the financial year ending 2026	Best practice
5b	The percentage of green and amber-rated roads that a local highway authority plans to apply preventative treatment to in the financial year ending 2026	Best practice
6	How much capital funding a local highway authority plans to spend on highways maintenance in the financial year ending 2026, compared to their allocation from Highways Maintenance Block	Spend
7	Whether a local highway authority has plans to adopt innovation, such as innovative technologies in highways maintenance	Best practice
8	Whether a local highway authority has plans to minimise disruption caused by street or road works	Best practice
9	Whether a local highway authority has plans to decarbonise its maintenance operations and increase climate resilience	Best practice
10	Whether a local highway authority has plans to maintain footways or cycleways	Best practice

Department for Transport

Guidance
Methodology used to calculate ratings for local road maintenance

Published 11 January 2026

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3	Condition of U roads	Condition
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After combining the 11 metrics into 4 numeric scores, thresholds were applied to turn the numeric score into a rating.

What Can We Put In Place ?

1	Condition of A roads	Condition
2	Condition of B and C roads	Condition
3	Condition of U roads	Condition

Robust Survey Process :
Scanner /Artificial Intelligence

What Can We Put In Place ?

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Effective Asset Management Planning
(Resurfacing Works)

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Effective Asset Management Planning
(Surface Dressing /Micro Resurfacing)

100% Of Block Allocation
Ring Fenced To Highways Budget ?

What Can We Put In Place ?

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Innovative approach adopted ? (Spray /Thermal/ Bespoke Pothole Repair systems ?

Roadspace approach /permit system ?

Evidence of adoption of innovative Processes

Effective Asset Management Planning

Authorities need to demonstrate their methodology so they can provide a yes or no answer to each of the above

Current Performance :APSE Performance Networks Data

Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2024/25

Name of authority　　　　　　　Sample Authority

PIN

Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Previous year score	High/Low/ Neutral
PI 63b - Total investment expenditure by carriageway network length (excluding CEC)	48	£39,200.25	£10,289.92	£3,460.97			-			N
Footway asset performance indicators Safety										
PI 45a - Percentage of emergency (cat 1) defects made safe within response times	28	100.00%	83.51%	13.64%			100.00%			H
PI 46a - Percentage of safety inspections completed on time	30	100.00%	92.61%	37.42%			100.00%			H
PI 46b - Percentage of planned kilometres of safety inspections completed	18	100.00%	99.60%	92.80%			100.00%			H

Local Authority Pothole Compensation Claims

RAC Freedom Of Information Request 2024
(England , Scotland and Wales)

- 177 of 207 Authorities Response

- England : Highest Annual Third Party Claims Payout by a single Authority   £605,235

- Scotland : Highest Annual Third Party Claims Payout by a single Authority   £154,624

- Wales   : Highest Annual Third Party Claims Payout by a single Authority £76,991

Council pothole compensation claims rise by 90% in three years

Key Points To Consider

- REVIEW ASSET MANAGEMENT PLANS -   ARE THEY EFFECTIVE ?

- COMPILE CLEAR PRIORISATION OF RESURFACING PROGRAMMES

- EMBRACE PREVENTATIVE MAINTENEANCE PROCESSES

- DECARBONISATIN STRATEGY : IS ONE IN PLACE?

- EFFECTIVE MANAGEMENT OF ROADSPACE

- DON'T FORGET FOOTWAYS AND CYCLEWAYS

- ENGAGE IN PERFORMANCE NETWORKS TO GATHER BEST PRACTICE