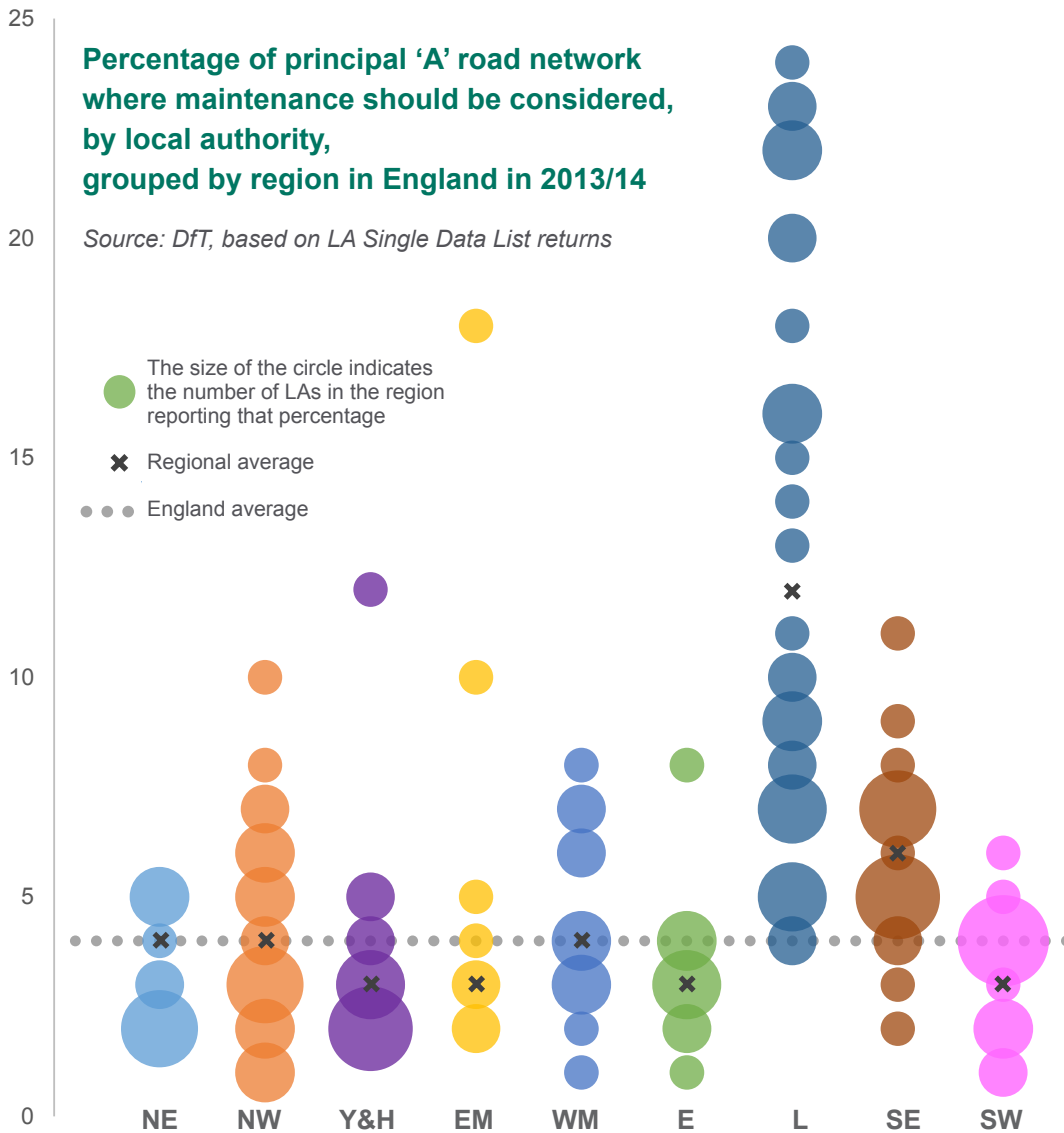




Road Conditions in England 2014

In 2013/14, local authorities (LAs) reported that 4 per cent of the principal 'A' road network in England should have been considered for maintenance, the same as in 2012/13 and 1 percentage point lower than in 2007/08.



The London region had the highest proportion of its principal network that should be considered for maintenance of all the English regions at 12 per cent. London LAs also reported the widest range of proportions, from 4 to 24 per cent.

Regional and national figures on the condition of the principal 'A' and non-principal 'B' and 'C' road networks are presented in the new table [RDC0121](#).

About this release

This annual release presents information on the condition of and expenditure on local authority (LA) managed roads and trunk roads in England covering the period April 2013 to March 2014.

All 151 LAs approached with road condition surveys in 2014 provided a data return. Regional and national figures are representative of authorities who reported valid data for that year only.

Further charts and detailed statistical tables can be accessed on line via the [road condition statistical series](#).

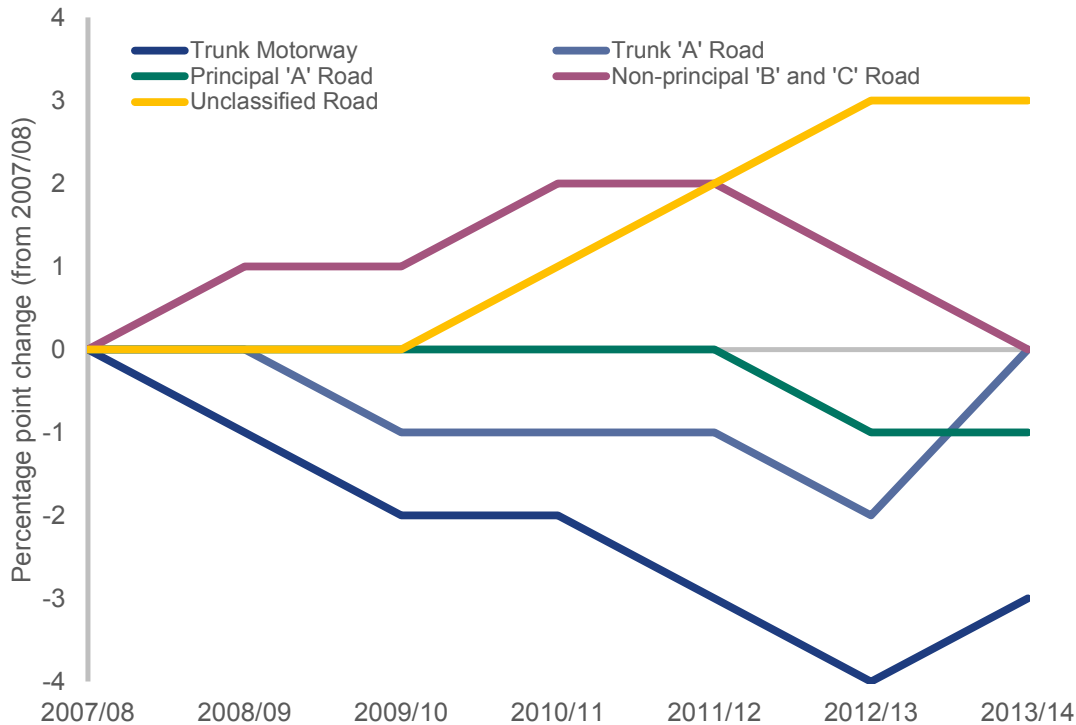
In this publication

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Road Condition in England by Road Type

Change in proportion of the road network that should be considered for maintenance by road type, compared to 2007/08

Source: DfT, based on LA Single Data List returns and Highways Agency



The chart shows the change in the percentage of the different road networks in England that should be considered for maintenance for each year compared to 2007/08 - the earliest year in the data table.

For both types of trunk road network, the proportion of the networks that should be considered for maintenance increased between 2012/13 and 2013/14. The trunk 'A' road figure was 5 per cent, the same as in 2007/08. The trunk motorway figure was 3 per cent, 3 percentage points lower than the 6 per cent that should have been considered for maintenance in 2007/08.

In 2013/14, 8 per cent of the non-principal classified 'B' and 'C' road network in England should have been considered for maintenance. This was a decrease of one percentage point from 2012/13 and the same as in 2007/08. All English regions, except London, reported that a higher percentage of their non-principal classified network should have been considered for maintenance than on their principal network.

Data collected via different methods showed that 18 per cent of the unclassified road network should have been considered for maintenance in 2013/14, the same as in 2012/13 but 3 percentage points higher than in 2007/08.

Road types in England

Trunk motorways and 'A' roads in England make up the Strategic Road Network (SRN) and are managed by the Highways Agency. In 2013, the SRN made up **2.4%** of road length but carried **33%** of motor traffic vehicle miles.

All other road types are managed by local authorities:

- Principal 'A' roads and motorways made up **9.3%** of road length and carried **33%** of motor traffic vehicle miles in England in 2013.

- Minor roads are made up of classified non-principal roads ('B' and 'C' roads) and unclassified roads. Minor roads make up the majority of road length in England at **88.3%** but carried only **34%** of motor traffic vehicle miles in England in 2013.

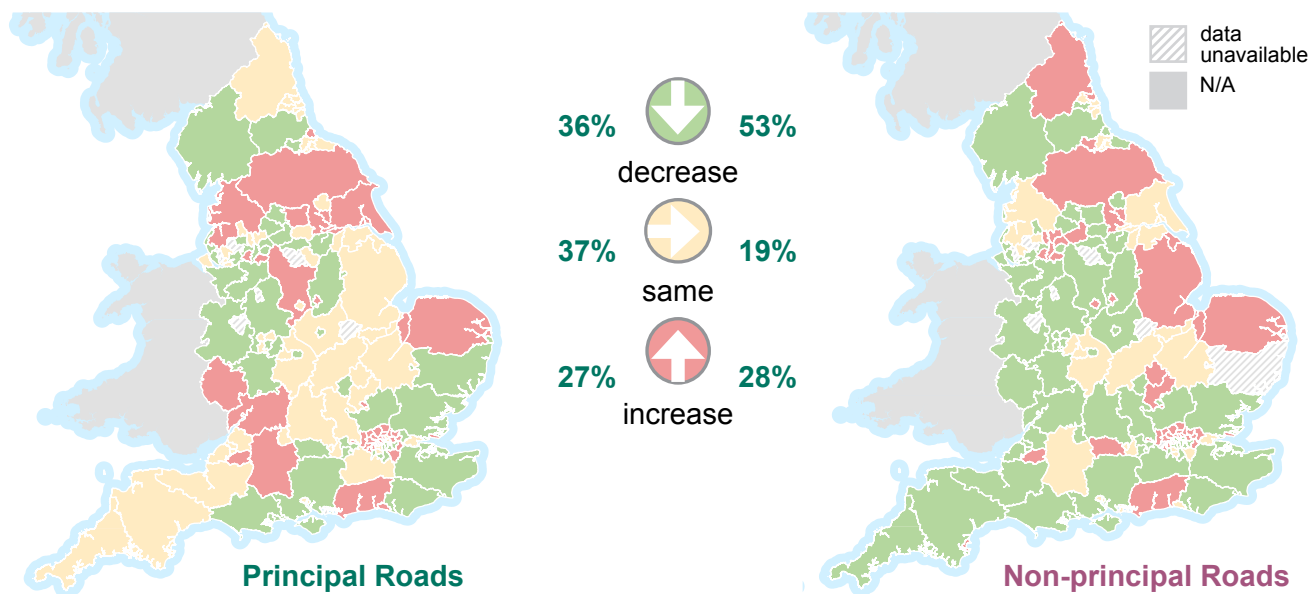
Statistics on road length in Great Britain are published here: <https://www.gov.uk/government/collections/road-network-size-and-condition>

Statistics on road traffic in Great Britain are published here: <https://www.gov.uk/government/collections/road-traffic-statistics>

The maps below show where the proportion of the principal and non-principal networks that should have been considered for maintenance increased, decreased or stayed the same between 2012/13 and 2013/14 (for LAs reporting figures for both years). For principal networks, 73 per cent of LAs reported the proportion stayed the same or decreased. For non-principal networks the figure was 72 per cent.

Change in the proportion of the network that should be considered for maintenance between 2012/13 and 2013/14

Source: DfT, based on LA Single Data List returns



Condition of local authority managed principal and non-principal roads [RDC0120](#), [RDC0121](#); unclassified roads [RDC0130](#), [RDC0131](#); trunk roads [RDC0201](#).

Skidding Resistance

Over the period 2011/12 to 2013/14, figures from a sample of local authorities estimated 23 per cent of the principal road network in England required further investigation to check whether the level of skidding resistance was acceptable. This is a decrease from the 25 per cent observed in the previous three year period, 2008/09 to 2010/11. The proportion requiring further investigation between these periods decreased for London boroughs, County and Unitary Authorities and remained stable for Metropolitan Districts. London boroughs continued to have the highest proportion (37%) of principal road requiring further investigation for skidding resistance.

In 2013/14, 5 per cent of the Trunk motorway network required further investigation to assess whether the level of skidding resistance was acceptable, this was 1 percentage point higher than 2012/13. For Trunk 'A' roads the figure was 12 per cent, 2 percentage points higher than in 2012/13.

Skidding resistance of principal roads [RDC0140](#), trunk roads [RDC0210](#).

What is skidding resistance?

Skidding resistance is a measure of the road surface contribution to the frictional forces developed between a vehicle's tyres and the road when accelerating, braking or cornering. LA results are presented as three year averages as it is common practice for authorities to survey their principal road network over two or three year cycles. Trunk roads are surveyed for skidding resistance every year.

Maintenance Treatments on Local Authority Managed Roads

In 2013/14, 8.0 per cent of the principal 'A' road network across England received maintenance treatment, 1.5 percentage points more than in 2012/13.

Over the same period 4.0 per cent of the minor road network (B, C and U roads) received maintenance treatment. This was the same as the previous year.

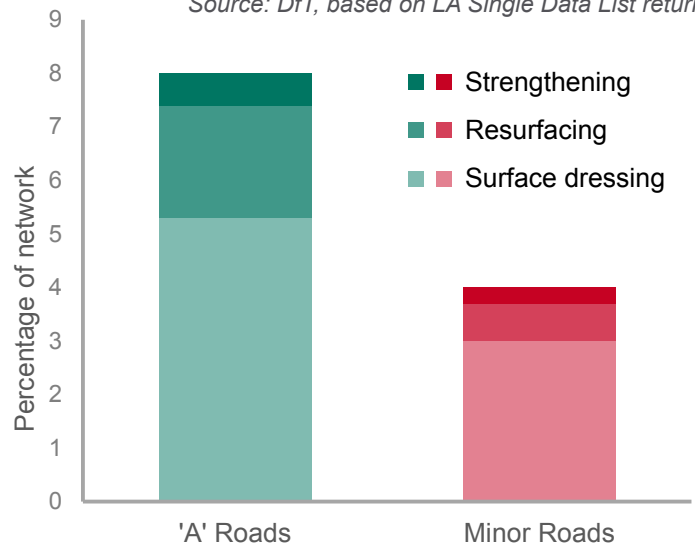
The most common treatment used on both road types was surface dressing (layers of chippings and binder), followed by resurfacing then strengthening (reconstruction and overlay).

The amount of treatments being applied fluctuates each year and is influenced by factors such as weather and funding.

Maintenance treatment by road class and type of treatment [RDC0320](#).

Percentage of local authority managed roads receiving maintenance treatments in 2013/14

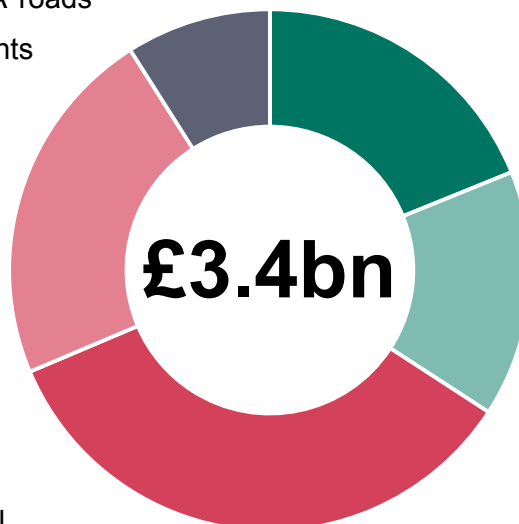
Source: DfT, based on LA Single Data List returns



Maintenance Expenditure on Roads in England

In 2013/14, £4.2 billion was spent on the maintenance of roads in England. Of this, £0.8 billion was spent on trunk motorways and 'A' roads and £3.4 billion on local authority managed roads. This £3.4 billion comprised:

- £641m on structural treatments on 'A' roads
- £520m on routine and other treatments on 'A' roads
- £1,171m on structural treatments on minor ('B', 'C', 'U') roads
- £760m on routine and other treatments on minor roads
- £306m on highways maintenance policy, planning and strategy for all local authority managed roads



Maintenance expenditure by road class [RDC0310](#).

What is Highways Maintenance, Policy, Planning & Strategy (HMPPS)?

Following consideration of the [NAO report](#) Managing Strategic Infrastructure: Roads, RDC0310 now includes expenditure on HMPPS and winter maintenance.

HMPPS includes all aspects of managing the local road network, including works on and general asset management of the local road network. More information on asset management can be found on the Highways Maintenance Efficiency Programme [website](#).

Background Information

Technical information

Further information about road condition data and surveys can be found in the guide, notes and definitions and the technical note which can all be found on the Road Condition Statistics webpage: <https://www.gov.uk/government/publications/road-network-size-and-condition-statistics-guidance>.

Details of ministers and officials who received pre-release access to these statistics up to 24 hours before release can be found in the pre-release access list: <https://www.gov.uk/government/publications/road-network-size-and-condition-statistics-pre-release-access-list>.

Further data on road expenditure and on road construction can be found in tables TSGB0717 to TSGB0720: <https://www.gov.uk/government/statistical-data-sets/tsgb07>.

Further information on the Single Data List can be found here: <https://www.gov.uk/government/publications/single-data-list>.

Regional and national level road condition statistics

In 2015, following user feedback collected during 2014 and internal considerations to DfT it was decided in conjunction with the National Statistician's Office to withdraw all of the National Statistics tables that presented Road Condition Indicator (RCI) and Highways Condition Index (HCI) figures. This was due to perceived low trust in the RCI and HCI series and technical barriers to overcoming this. To compensate for the loss of regional and national figures we have introduced new table RDC0121 containing principal and non-principal roads where maintenance should be considered, by region in England. This makes use of figures collected as part of the Single Data List and historically published as table RDC0120. We welcome feedback on these changes and all other aspects of this publication. Please email us at roadmaintenance.stats@df.gsi.gov.uk with any comments or questions.

Official Statistics

Official Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. They undergo regular quality assurance reviews to ensure they meet customer needs.

Strengths and weaknesses

Figures in this publication come from a wide range of sources. Consequently the accuracy of figures will vary between tables. Users are recommended to refer to separately published guidance for more detail on how information for each table was collected: <https://www.gov.uk/government/publications/road-network-size-and-condition-statistics-guidance>

Users should note that a range of factors will influence trends in road condition and expenditure on maintenance. These include the age of road assets, weather and funding, in addition to decision making at both local and central government levels.

The next update, Road Conditions in England: 2015, and accompanying tables are due to be published in 2016.