Suffolk County Council

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Local highways maintenance transparency report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our highway network

Suffolk County Council manages and maintains adopted highway covering a length of over 6,700km. Within this adopted highway network, we maintain over 10,000km of footways and 337km of cycleways. In addition to this we are also responsible for 5,700km of Public Right of Ways (PRoW) which is detailed in the table below.

Lengths of highway, footways and cycleways (km)						
A Road	*B and C roads*	*U roads*	*Total Roads*	*Footways*	*Other Public rights of way*	*cycleways*
634km	*2,600km*	*3467km*	*6,701km*	*10,032km*	*5,700km*	*337km*

Within the maintainable highway network Suffolk County Council manages the following assets.

Asset	Quantity	Unit
Bridges & Structures (inc. significant Public Rights of Way bridges)	1,979	number
Street Lighting (Columns)	60,961	number
Street Lighting (Lanterns)	61,863	number
Street Lighting (Illuminated Bollards)	1758	number
Street Lighting (Illuminated Signs)	6766	number
ITS (Signalised Junctions)	128	junctions
ITS (Signalised Crossings)	230	crossings
Road Signs	72,450	number
Drainage (Gully)	142,545	number
Drainage (Grips)	189,588	number
Vehicle Restraint Systems	79,589	km
Weather Stations	6	number
Verges (soft estate)	11,465	km

In addition to the asset list above, Suffolk County Council is also responsible for the maintenance and operation of the new Gull Wing Bridge.

Opening in September 2024, the Gull Wing bridge offers a transformative new route over Lake Lothing in Lowestoft. Designed to ease traffic congestion in the town centre, the bridge helps shorten journey times and significantly improve travel reliability across the region.

At the heart of the structure is its rolling bascule span—a remarkable feat of engineering:

- Bascule span dimensions: 39.5 m long, 22 m wide, and 35 m tall
- Total weight: ~1,100 tonnes
    - Structural steelwork: 750 tonnes
    - Heavyweight concrete counterweight (within J-beams): ~380 tonnes

The bridge provides a 12-metre clearance above the highest tide, with the J-beam tips often exceeding 50 metres above sea level. When opened, the roadway span rises over 60 metres, allowing unobstructed passage for marine traffic.

This bridge is set to become the world's largest rolling bascule bridge operated by hydraulic cylinders, marking a significant milestone in both regional infrastructure and global engineering.

Highways maintenance spending figures

The table below shows the amount of funding received over the last 5 years and the budget allocation for this current financial year.

Highway maintenance spending					
Year	**Capital allocated by DfT (£,000s)***	**SCC Capital spend (£,000s)***	**Revenue spend (£,000s)**	**Estimate of % spent on preventative maintenance**	**Estimate of % spent on reactive maintenance**
2025/26 (projected)	£40,833	£36,398**	£19.594	54%	46%
2024/25	£34,428	£47,885	£17.944	57 %	43 %
2023/24	£32,829	£35,182	£17.513	40 %	60 %
2022/23	£27.238	£40,279	£16.395	58 %	42 %
2021/22	£27.238	£35,268	£14.145	49 %	51 %
2020/21	£36.829	£30,981	£15.274	53 %	47 %

**Excluding the integrated transport block*

The table below details the Capital funding allocations against each of the asset groups for the 25-26 funding year.

Capital Maintenance	Capital allocated (£m)	% funding split
Roads (Carriageways)	13.802	37.9%
Pavements (Footways)	2.180	5.8%
Bridges & Structures (inc. significant PRoW bridges)	3.398	9.1%
Drainage	4.580	12.2%
Street Lighting	2.519	6.7%
ITS (Traffic Signals)	0.504	1.3%
Road Markings	0.101	0.3%
Signs and Barriers	0.280	0.7%
Planned Reactive Repairs	8.397	22.4%
Special Projects	0.504	1.3%
Community Self-Help	0.056	0.1%
Total	36.398	100%

The table below details the Revenue funding allocations against each of the asset groups for the 25-26 funding year.

Revenue Maintenance	Capital allocated (£m)	% funding split
Structures	0.227	1.2%
Emergency Response	1.089	5.6%
Condition Surveys	0.136	0.7%
Street Lighting Faults and System Maintenance	1.883	9.6%
Street Lighting Energy	2.636	13.5%
Traffic Signal Faults and System Maintenance	0.840	4.3%
Traffic Signal Energy	0.540	2.8%
Winter Service	4.717	24.1%
Cyclic Drainage	2.063	10.5%
Reactive Drainage	0.000	0.0%
Grip Cutting	0.194	1.0%
Highway Verge Cutting	1.736	8.9%
Weed Treatments	0.441	2.2%
Misc Soft Estate	0.000	0.0%
Signs and Street Furniture	0.000	0.0%
Service Level Agreements	1.148	5.9%
Gull Wing	1.944	9.9%
Total	19.595	100%

Additional information on spending

Capital funding is received from the UK Government via the Department for Transport (DfT). This is allocated using a 'needs-based' formulae which is derived based on local authority assets.

The funding is split evenly between:

- A roads: 27.47%

- B and C roads: 27.47%
- U roads: 27.47%
- bridges: 15.38%
- lighting columns: 2.20%
- cycleways and footways: 0.01%

In addition to capital funding received from the UK Government, Suffolk County Council has invested:

a) £21 million between 2017 and 2021 to support the resurfacing of 1,000 miles of Suffolk's roads
b) £21 million capital highway maintenance funding between 2021 and 2025 to deliver:
   i. £10m drainage improvements
   ii. £10m footways (pavement) resurfacing/replacement
   iii. £1m to improve road signage along strategic routes and large advance directional signage

£10 million in capital maintenance funding was allocated for the delivery of the urban roads resurfacing programme during the 2024–25 financial year. This funding was provided by the Department for Transport (DfT) and utilised by the administration to target local roads, reflecting feedback from local stakeholders regarding the condition of residential streets.

Capital funding is used for:

- Roads and pavements – planned patching including patching prior to a surface treatment and resurfacing.
- Bridges and structures – replacement of waterproofing and load bearing elements and more substantial refurbishment and replacement.
- Drainage – replacement of broken pipes and other infrastructure, installation of new drainage systems where this is more cost effective.
- Street Lighting – column replacement and lantern upgrades (not faults).
- ITS (traffic signals) – column and signal head replacements (not faults).
- Signs and barriers – replacement of old or damaged road signs and poles, pedestrian barriers and vehicle restraint systems.
- Planned reactive repairs – permanent small-scale repairs to roads and pavements.
- Community self-help – Capital equipment purchases to support communities in undertaking some highway activities.

Revenue budgets are set annually and agreed at a meeting of the County Council in February of each year. Revenue funding for highways varies year on year as revenue funding is used to support a diverse range of council services such as those delivering Adult and Community Services, Children and Young People Services, Fire and Public Safety.

Revenue funding for highway maintenance is made up of a combination of contributions from locally collected council tax and business rates, income received from fees and charges administered by the highway service and maintenance contributions from 'commuted sums' (funding received from developers for the maintenance of non-standard adopted highway assets).

Fees and charges relate to include income generated by Network Assurance arising from the Permitting Scheme and the processing of Temporary Traffic Regulation Orders which are issued to utility companies and third parties working on the highway network and other fees such as skips and scaffold licenses.

Revenue funding is used for:

- Bridges and structures – strimming of vegetation to assist with condition inspections.
- Reactive and Out of Hours service – responding to emergencies and removing/making safe hazards on the highway network.
- Condition Surveys – annual road condition surveys to support scheme identification for capital patching and resurfacing programme.
- Street Lighting faults and energy – repairing faulty equipment and lanterns, control communication systems, and energy costs.
- ITS (traffic signals) – repairing faulty equipment and replacing bulbs, control communication systems, and energy costs.
- Winter service – providing gritters, rock salt and brine making facilities, weather station maintenance, and forecasting services.
- Drainage – cyclic cleansing and grip cutting in rural areas, and reactive callouts for additional cleaning and jetting of gullies and pipes.
- Soft estate management – highway grass cutting and weed treatments.
- Signs and street furniture – repairs where replacement is not required.
- Service Level Agreements – agreements with district and borough councils to undertake some soft estate activities in larger towns across Suffolk.

The majority of the Capital Programme is used to deliver preventative maintenance; this is covered by items such as our carriageway and footway resurfacing programmes. In contrast, delivery of the Highways Maintenance Operational Plan (HMOP) is used to deliver reactive works such as pothole repairs. These activities are funded through both capital (permanent repairs) and revenue (emergency response services) funding sources.

The table below details the quantities delivered across our main asset/functional areas in 23-24 and 24-25. The table also contains information about our upcoming outputs for the 25-26 financial year.

Maintenance Activity	Asset	Treatment	Quantity 23-24	Quantity 24-25	Estimated 25-26	Unit	% of asset treated
Preventative Maintenance	**Carriageways**	Resurfacing†	11.23	58.98	19.33	km	1.34%
		Surface Dressing	128.23	139.05	152.53	km	6.26%
		Planned Patching	0.9	2.34	0.1	km	0.05%
		Carriageways Total	**140.36**	**200.37**	**171.96**	**km**	**7.65%**
	Drainage	**Total number of drainage Schemes delivered**	82‡	94‡	*60*	-	-
	Footways	Reconstruction	8.66	6.76	4.08	km	0.19%
		Slurry Sealing	22.28	75.97	38.48	km	1.36%
		Planned Patching	0	0.21	0.09	km	0.00%
		Footways Total‡	**30.94**	**82.94**	**42.65**	**km**	**1.56%**
	Street Lights	Column Replacement**	433	364	*400*	num	1.96%
		Lantern Replacement**	544	578	*400*	num	2.46%
		Bollard Replacement***	22	14	*50*	num	4.89%
		Signpost Replacement	141	140	*150*	num	6.38%
		Sign light Replacement	181	767	*200*	num	16.97%
		Street Light Total	**1321**	**1863**	**1200**	**num**	**3.17%**
	Traffic Signals	Signalised junctions upgraded				num	0.00%
		Pedestrian crossing upgraded				num	0.00%
		Traffic Signals Total	**0**	**0**	**0**	**num**	**0.00%**
	Structures	Minor Maintenance (Brickwork repairs/RTC damage)	39	25	*32*	num	4.85%
		Major Reconstruction/Strengthening	2	5	3	num	0.53%
		Structures Total	**41**	**30**	**36**	**num**	**5.38%**
Reactive Maintenance	**Carriageways**	Potholes	19131	19159	*19145*	num	-
	Footways	Potholes	2869	3349	*3109*	num	-
	Emergency	Site attendance through RTC/Weather events	2395	2645	*2520*	num	-
	Winter Treatments	Winter treatments delivered Priority 1 Routes	49	72	*61*	num	-
	Winter Treatments	Winter treatments delivered Priority 2 Routes	11	12	*14*	num	-

† Includes targeted investment into local roads

‡ Includes additional SCC investment

Figures in *italics* are estimated based on previous year averages

**Where a lantern is replaced as part of a column replacement, this is shown in the 'Lantern Replacement'

***Bollards do not include those replaced and de-illuminated; this equates to approx. 75no. per annum

Condition of local roads

Suffolk County Council undertakes annual condition surveys across all road categories in Suffolk. These surveys are commissioned and undertaken by an independent company and the data gathered for A, B and C classification road is reported to the UK Government as part of the National Indicator statistics that are published annually.

Annual condition assessments on the A, B and C roads in Suffolk are made using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

Whilst the UK Government does not require condition data for U classification roads, Suffolk County Council commission and gather this data as it is used to identify potential locations for resurfacing. These surveys are delivered using Artificial Intelligence software located on a mobile device and positioned within our inspection fleet. The imagery is then analysed against national parameters and reported in line with national guidelines.

A number of 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 government gain a more detailed understanding of road condition in England.

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

The table below details the condition banding for the A road network in Suffolk.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	1.5%	19.4%	79.1%
2021	1.2%	16.7%	82.1%
2022	1.9%	23.5%	74.6%
2023	2.3%	25.8%	71.9%
2024	2.6%	30.0%	67.5%

A Road surveys are undertaken on 100% of the network in both directions each year.

Year	Percentage of B roads in each condition category		
	Red	Amber	Green
2020	2.1%	18.5%	79.4%
2021	2.1%	18.5%	79.4%
2022	2.1%	19.9%	78.0%
2023	2.6%	20.8%	76.6%
2024	2.6%	21.5%	75.8%

B Road surveys are undertaken on 100% of the network in both directions each year.

Year	Percentage of C roads in each condition category		
	Red	Amber	Green
2020	3.7%	23.4%	72.8%
2021	4.7%	25.5%	69.8%
2022	3.9%	24.0%	72.1%
2023	3.8%	23.7%	72.5%
2024	4.8%	24.4%	70.8%

C Road surveys are undertaken on 50% of the network each year.

Year	Percentage of U Roads in the Red category	Percentage of U Roads in the Green category
2020	22.5%	77.5%
2021	21.1%	78.9%
2022	19.3%	80.7%
2023	18.4%	81.6%

U Road surveys are conducted on 100% of the network annually. However, during the 2024–25 survey year, SCC transitioned to an alternative survey methodology. As a result, survey data for that year is not available. The new methodology will produce outputs for the 2025–26 survey year. Further details on road condition data are available on the following links:

Interactive road condition map

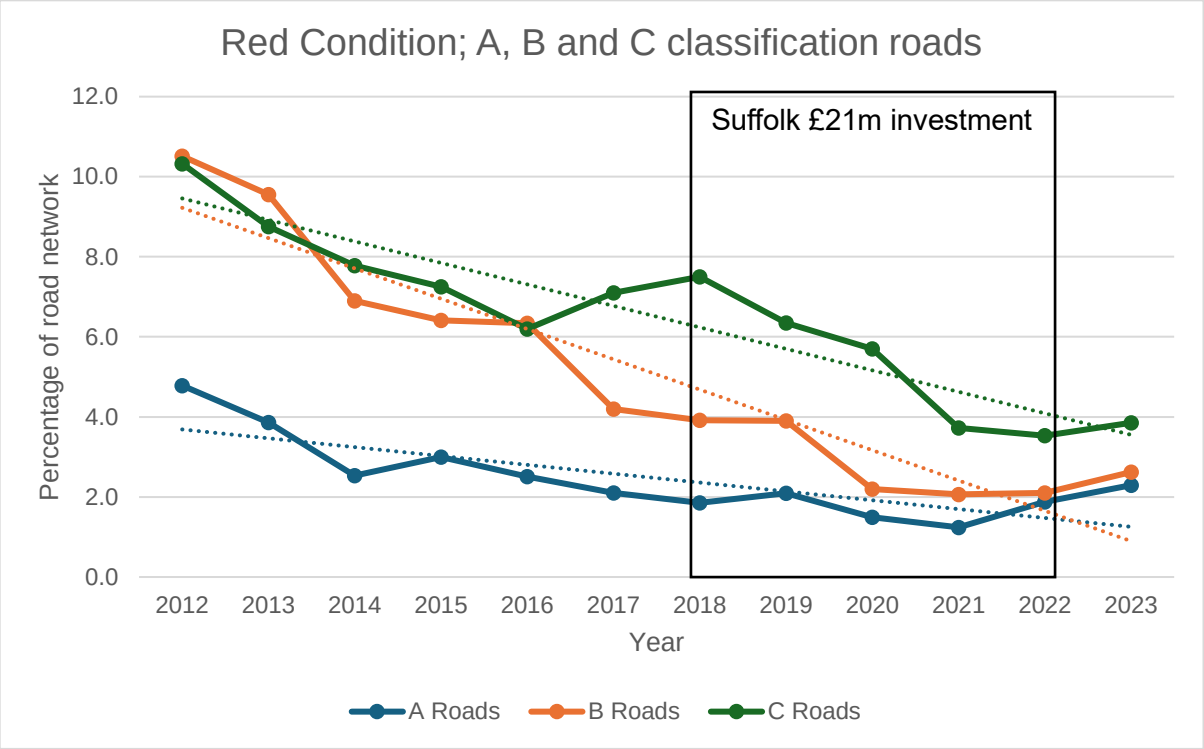
https://dft.maps.arcgis.com/apps/MapSeries/index.html?appid=99f7407c62db4b3eb618f728c84b20b0

Road condition statistics 2023

https://www.gov.uk/government/statistics/road-conditions-in-england-to-march-2023/road-conditions-in-england-to-march-2023

Additional information on condition

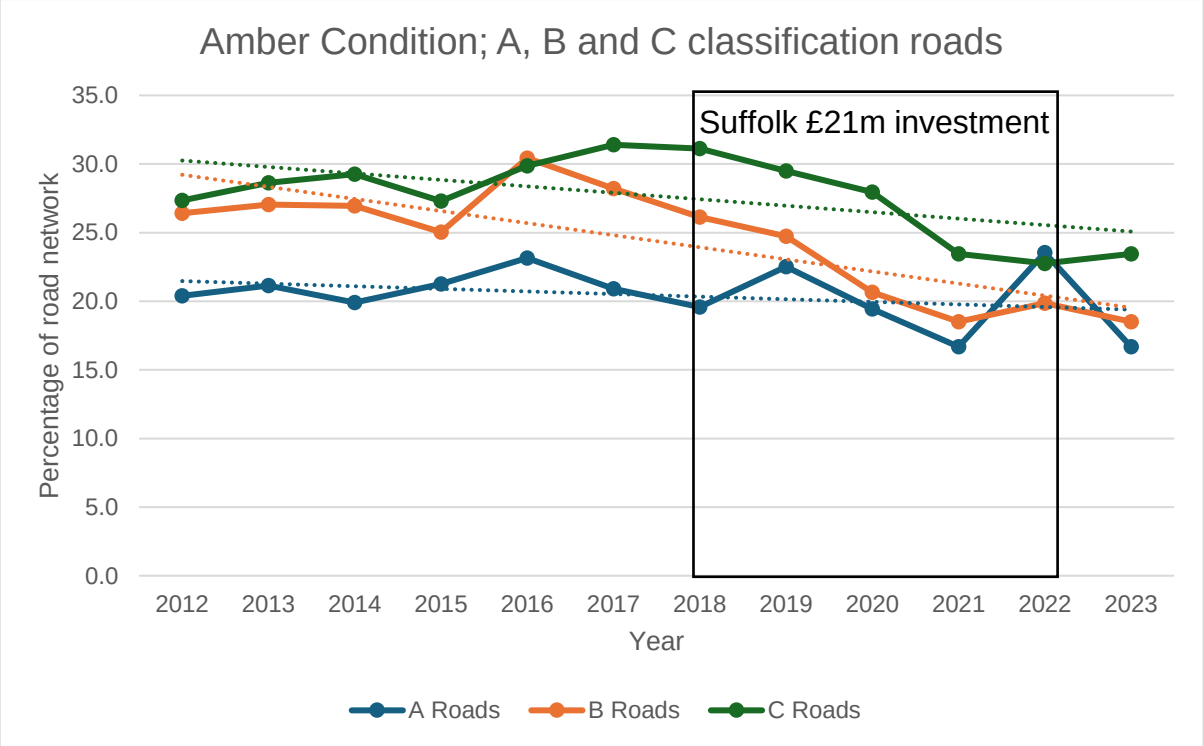
The graphs below show the condition of Suffolk's roads between 2012 and 2023. Data tables for Suffolk's Road condition are provided in Appendix A.



The above graph shows that the percentage of Suffolk's A, B and C classification roads in the red condition category has declined since 2012.

The table below compares Suffolk's 2023 data with national average statistics published on the gov.uk website for those roads in the red condition band.

2023 data	Red A	Red B	Red C
National Average	4%	7%	7%
Suffolk	2.3%	2.6%	3.9%

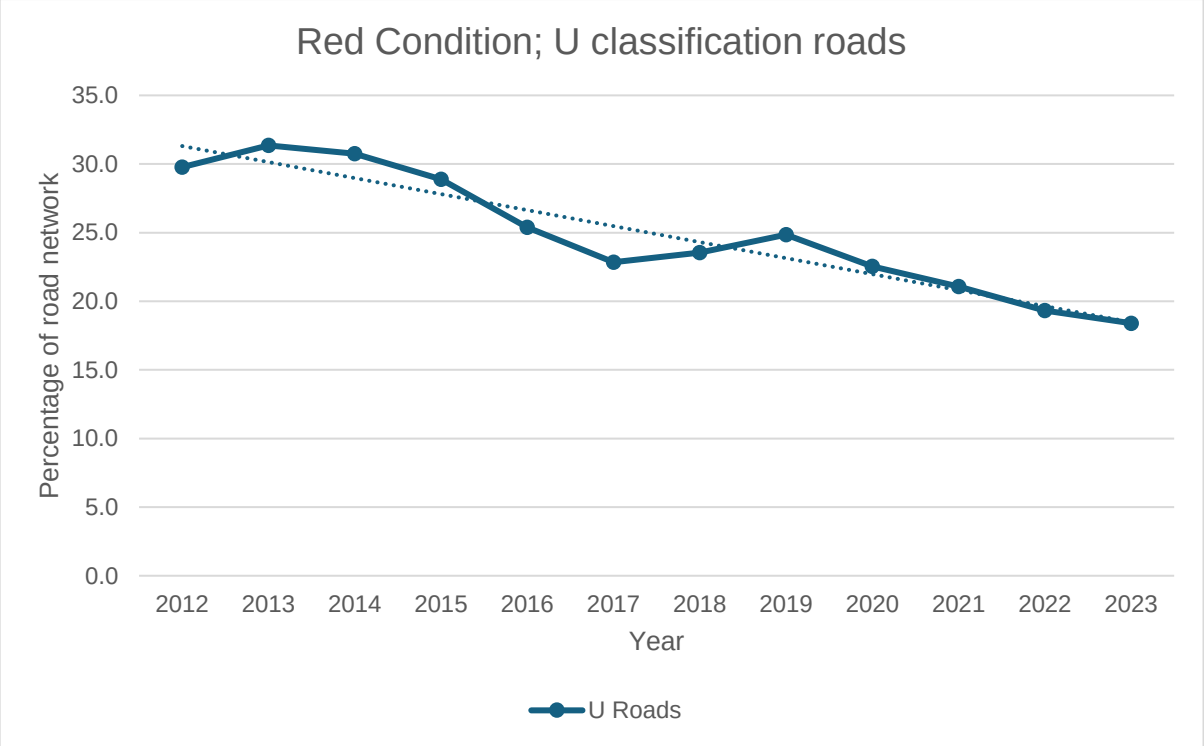


The above graph shows that the percentage of Suffolk's A, B and C classification roads in the amber condition category has declined since 2012.

The table below compares Suffolk's 2023 data with national average statistics published on the gov.uk website for those roads in the red condition band.

2023 data	Amber A	Amber B	Amber C
National Average	25%	29%	29%
Suffolk	16.7%	18.5%	23.4%

The graph below shows that the percentage of Suffolk's U classification roads in red condition has declined since 2012.



The above graph shows that the percentage U classification roads in the red condition category has decreased 2012.

Is this useful or not? Not precious either way:

During the period 2017 and 2021, Suffolk County Council invested an addition £21m into an enhanced surfacing programme.

The black boxes in the above graphs show the period 2018 to 2022. This period is illustrated as a lag of 1 year is needed as condition data gathered in 2017 would not have captured the first year of the additional investment that commenced in 2017.

The condition data gathered between 2018 and 2022 shows:

- Stabilisation of the percentage of A roads in red condition
- Continued rate of reduction in the percentage of B roads in red condition
- An increase in the rate of reduction of C roads in red condition
- A reduction in the percentage of B and C roads in amber condition
- A continuation of the reduction of U roads in red condition

The table below shown a comparison of the lengths of Suffolk's A, B, C and U classifications in the red condition category in 2012 and 2023:

2023 data	2012	2023	Reduction %
A Classification	14.4 miles	9.2 miles	64%
B Classification	36.4 miles	12.0 miles	33%
C Classification	112.2 miles	44.9 miles	40%
U Classification	587.7 miles	397 miles	68%

The table below shown a comparison of the lengths of Suffolk's A, B, C and U classifications in the green condition category in 2012 and 2023:

2023 data	2012	2023	Improvement
A Classification	309.6 miles	324.8 miles	15.2 miles
B Classification	303.9 miles	361.4 miles	57.5 miles
C Classification	752.3 miles	848.5 miles	94.2 miles
U Classification	1,569.7 miles	1,760.4 miles	190.7 miles

Plans

Overall strategy

The infrastructure managed by Suffolk Highways forms the largest and most valuable public asset within the Council's control with a gross value of £19.2billion (including £11.3billion land). The management and maintenance of such a valuable asset needs to be undertaken in an organised efficient manner, which takes account of the Council's aims, service use and stakeholder aspirations, local priorities, maintenance needs and the reality of available funding.

Suffolk County Council recognises the vital role played by Suffolk's local highway network and The Council is committed to making best use of its resources and, accordingly, insists that an asset management approach should be taken with regards to highway maintenance activities, having due regards to available budgets, current and projected financial pressures and stakeholder needs.

Suffolk County Council understands that effective asset management is a platform to make best use of resources and provide an improved value for money service.

Evidence-based decision making underpins our preventative maintenance approach which in turn seeks to minimised whole life costs. Suffolk County Council's Highway Infrastructure Asset Management Strategy utilises recognised best practice setting out how highway asset management will be delivered in Suffolk. It takes account of available funds and resources and explains how these will be utilised to maximise their benefit.

Our highway maintenance strategy is directed towards optimising the contribution of maintenance to the service provided, by:

- Delivering statutory obligations.
- Being responsive to the needs and views of users and communities.
- Contributing to effective asset management and thus maintaining and enhancing the assets value.
- Supporting the effective delivery of our statutory Network Management duty.
- Supporting corporate policy and local transport objectives.

The Council is also committed to investing more money this year to further develop the "Pothole prevention programme". This project commenced with the Winter phase in October 24, concluding at the end of March 25 covering a period of four months (Oct, Nov, Dec and Mar). The summer phase commenced from April through to August 25.

The pothole prevention programme (also referred to as Flattening the Curve (FTC) initiative piloted a proactive approach to road maintenance by combining two repair methods: **Roadmender** for urban centres and **Dragon Patching** for rural routes.

Both methods were deployed to address potholes not yet meeting safety intervention criteria (as set out in the HMOP) but projected to worsen if left untreated. This preventative model

aimed to reduce future reactive repair demand, improve road conditions, and deliver environmental and resource efficiency benefits.

Specific plans for 2025/26

During 2025/26 Suffolk County Council's provisional maintenance programmes aim to deliver the following:

Carriageways

- Resurfacing of around 19.33km (12 miles) of carriageways investing £3million
- Surface Dressing around 152.53km (94 miles) of carriageways investing £4.6million
- Investing £1million to continue the pothole prevention programme repairing approximately 3,500 carriageway defects before they reach HMOP intervention levels.

Footways

- Replacing around 42.65km (26 miles) of footway surfaces investing £2.1million

Structures

We will also be looking to replacing the bearings on Cedars Link Viaduct, undertaking bridge strengthening to Mill Street, Nayland and replacing Pippens Ford footbridge along with our normal activities delivering minor maintenance activities across our asset base.

Reactive Repairs (HMOP)

- Investing £7.5m in delivering reactive repairs identified during routine safety inspections in accordance with our Highway Maintenance Operational Plan (HMOP).
- Investing over £1million in emergency responses which occur on the network.

Streetworks

Our authority remains committed to reducing the impact of streetworks on road users, businesses, and residents, while ensuring that essential utility and infrastructure works are delivered efficiently and safely. To achieve this, we have adopted a multi-faceted approach underpinned by proactive planning, coordination, and enforcement.

We operate a robust Permit Scheme, providing oversight and control of all planned works on the highway network. This allows us to assess and condition each activity to minimise disruption; including time restrictions, use of temporary traffic management, and encouragement/incentives for collaborative working where multiple promoters are involved.

To improve forward planning and reduce unplanned interventions, we hold regular coordination meetings with utility companies and key stakeholders. These meetings promote visibility of upcoming works and unlock opportunities for joint working. We also make full use of digital platforms such as one.network and Street Manager to map and monitor works in real time, ensuring accurate public information and supporting effective network management.

We have strengthened our Network Assurance team's capability to allow for greater scrutiny of performance through targeted inspections, monitoring, and enforcement. Non-compliant or substandard works are escalated in line with our enforcement policy, with Fixed Penalty

Notices (FPNs) and defect inspections issued where appropriate to drive up quality and compliance.

Where applicable, we apply traffic-sensitive designations and event-based restrictions to safeguard key routes during peak times or high-profile events. We also actively engage with bus operators, emergency services and local communities to manage planned works in sensitive locations.

Looking ahead, we are exploring the possible use of a lane rental scheme in the future (should it be appropriate for our authority) and enhanced digital tools to support more dynamic and outcome-focused management of the network - ensuring works are delivered 'right first time', with minimising disruption and all of our road user experience prioritised.

Climate change, resilience and adaptation

It is widely recognised that global man-made climate change is affecting our weather patterns. In the UK, this is reflected through greater incidence of prolonged rainfall, strong winds and heatwaves which can combine with other natural events such as coastal storm surges to create adverse conditions for our transport network. Where practical, there is a need to make our transport networks more resilient to such events.

Suffolk's resilient network will be used to support prioritisation within the framework of the Highway Infrastructure Asset Management Plan (HIAMP), given that the Council's available maintenance budgets are unlikely to be able to fund all necessary actions. The evaluation behind the prioritisation needs to consider the likelihood of extreme weather events and their associated economic and social impacts. The resilient network will take account of repeat events, such as flooding, allow for recording of these events, for future examination, and use this evidence to support infrastructure and maintenance action.

You can find out more regarding our resilient network under the following link: https://www.suffolk.gov.uk/roads-and-transport/highway-maintenance/highway-asset-management

Suffolk County Council declared a Climate Emergency on 21 March 2019 and subsequently set out the ambition to make Suffolk County Council (including all buildings, schools and services) carbon neutral by 2030.

The ambition is that highways services in Suffolk produce Net Zero Carbon by 2030, meaning radically reducing emissions to as low a level as possible and capturing and storing residual CO2e.

The Highways Services Contract is also driving to reduce the extraction of raw materials and minimise pollution risk to human and ecosystem health here in Suffolk and throughout the supply chain. Through collaboration across each of our term service providers, the Council and our Contractors will develop a broad understanding of the nature and scale of these impacts across highways services activities, materials and waste. A rolling programme of actions to reduce or eliminate significant impacts will be established and maintained to deliver significant and continued improvements in reducing raw material use and pollution.

As a public body Suffolk County Council has a legal duty to conserve and enhance biodiversity, to set out how it will do this, and to report on progress in doing so. In February 2022, the Council's Cabinet approved a biodiversity policy objective to enhance biodiversity on at least 30% of the council's land and assets by 2030, and a suite of actions to deliver this.

A number of these are being delivered through our suite of Highway Term Maintenance Contracts. The Council in collaboration with our Contractors will establish and sustain robust systems and clear standards for ensuring all operations comply with legal and regulatory environmental protections and requirements and to ensure that all activities are delivered in a way that minimises their environmental impact.

Suffolk County Council along with our term service providers across our suite of Highway contracts are working proactively and creatively to achieve all of these environmental ambitions which, are managed and tracked through our financial incentivised performance framework.

Additional information on plans

Suffolk Highways have a suite of "Highways quick guides" on our website, these quick guides cover items such as, how we manage reactive repairs and how funding is allocated across the various assets we maintain as part of our duty under the Highway Act. They can be found using the following link,: https://www.suffolk.gov.uk/roads-and-transport/quick-guides?nodeId=59d78a11-673b-50eb-abbb-7b6e1473ef16&entryId=33360c87-a8e5-54a8-9cf0-f85a771849b0.

Table 1 below summarises the outcomes of the Winter phase of the pothole prevention programme.

Table 1

Metric	Dragon Patching	Roadmender
Repairs undertaken	2,907	612
Potential Potholes rectified	4,105	1,972
Total Repair Area (m²)	15,327	3,166
Parishes (P) / Towns (T) Visited	77 (P)	13 (T)
Roads Visited / Treated	272 / 183	54 / 50
Length of roads visited (miles)	123.7	12.2
Average length of roads visited per day (miles)	1-2	0.4-0.5
CO2e Savings** (tonnes)	1,302	285
Waste Saved (tonnes of asphalt)	1,417	304

More information relating to the pothole repair programme can be found on our website using the following link: https://www.suffolk.gov.uk/roads-and-transport/roadworks/pothole-prevention-programme#:~:text=The%20Council%20has%20launched%20a,in%20the%20number%20of%20potholes.