

## **Local Highways Maintenance Transparency Report**

### **Our highway network**

Trafford's highway network is primarily a dense urban network. Trafford's roads total over 800 km (500 miles), and are mostly single carriageways with some dual sections of major roads traversing the borough. The majority of these roads also include associated footways and cycleways, which have a total length of over 1300km (800 miles). The breakdown of the network is detailed later in this report.

Additional infrastructure required for the safe operation of these roads and footways which includes:

- Highway drainage (including sustainable drainage systems)
- Street lighting and illuminated signs & illuminated bollards
- Traffic signs and information boards & non-illuminated bollards
- Road markings & road studs (cats' eyes)
- Safety barriers, guardrails & fencing
- Bridges & other structures
- Soft estate (verges, swathes, trees & vegetation)
- Street furniture (benches, etc)

The combined value of all of these assets is close to £1.9 Billion.

### **Lengths of highways, footways and cycleways**

<b>Type of highway</b>	<b>Length in kilometres (km)</b>
<b>A road</b>	75.274 km (47 miles) road length
<b>B and C roads</b>	94.598 km (59 miles) road length
<b>U roads</b>	656.195 Km (410 miles) road length
<b>Total roads</b>	826.067 km (516 miles)
<b>Footways</b>	1,311.214 km (819 miles)
<b>Other public rights of way</b>	123 km (78 miles)

## Highways maintenance spending figures

Year	Capital allocated by DfT (£)	Capital spend (£)	Revenue spend (£)	Estimate of percentage spent on preventative maintenance*	Estimate of percentage spent on reactive maintenance**
<b>2025 to 2026 projected</b>	£2,912,000	£3,790,000	£3,000,000	31.65%	44.81%
<b>2024 to 2025</b>	£2,912,000	£4,594,235	£2,906,000	24.49%	38.75%
<b>2023 to 2024</b>	£3,281,000	£7,540,495	£2,776,000	39.13%	26.91%
<b>2022 to 2023</b>	£2,912,000	£8,238,233	£2,579,000	36.42%	23.84%
<b>2021 to 2022</b>	£2,906,262	£4,210,312	£2,496,000	15.22%	37.22%
<b>2020 to 2021</b>	£2,320,886	£4,231,872	£2,441,000	18.68%	36.58%

\* Percentage of overall capital expenditure spent on highway preventative maintenance as defined by the Department for Transport (DfT)

\*\* Percentage spent on reactive maintenance as a figure of total capital spending and revenue spending combined

[Information on capital funding allocated by DfT is available here.](#)

## Additional information on spending

Capital investment funding is primarily directed to planned maintenance of the highways network. This includes not only road and footway refurbishments, but also extends to bridges & structures, street lighting, drainage, barriers & fences and road signing & markings. We also work alongside Transport for Greater Manchester (TfGM), identifying schemes and improvements that benefit the integrated public transport network.

Since April 2020, we have resurfaced or reconstructed over 20km of the borough’s roads, with a further 100km of road receiving surface treatment (commonly known as surface dressing), extending the life of them. This is in addition to more than 25 footway refurbishment schemes, major works being undertaken on at least 37 bridges & structures, junction improvements, road safety schemes, cycling & walking improvements, replacement of hundreds of lighting columns reaching the end of their useful lifespan and various drainage / flooding alleviation works around the borough.

### Estimate of the number of potholes filled

Year	Estimate of the number of potholes filled
2024 to 2025	2,959 actual
2023 to 2024	2,497 actual
2022 to 2024	2,471 actual
2021 to 2022	2,855 actual
2020 to 2021	2,059 actual

### Condition of local roads

Year	Percentage of A roads in red category	Percentage of A roads in amber category	Percentage of A roads in green category
2020	4.3%	26.2%	69.5%
2021	3.4%	24.3%	72.3%
2022	6.7%	25.3%	68.1%
2023	4.8%	24.3%	70.9%
2024	5.9%	26.7%	67.3%

Over the last 5 years, we have managed to maintain A Roads, which are primarily part of the Greater Manchester Key Route Network, in a good condition, keeping the lengths of road in each condition band similar over that same period.

A robust asset management approach ensures we direct limited funding to where it is needed most, making sure we achieve maximum effectiveness in maintaining the A roads.

### **Percentage of A roads in each condition category**

Condition data for all A Roads in the borough is collected annually, covering the entire A-road network in both directions.

The collection of road condition information on major roads is completed using vehicle mounted digital recording equipment\*, capable of collecting information, including, but not limited to:

- Surface defects
- Structural cracking & crazing
- Failing joints
- Edge deterioration (particularly in rural environments)
- Surface texture & roughness
- Skid resistance
- Ride quality
- Depressions & rutting
- And road geometry such as inclines, crossfalls and curve radii

\*These surveys are referred to as SCANNeR surveys (*Surface Condition Assessment of the National Network of Roads*).

The features & defects measured in these surveys are used to produce a road condition indicator which is categorised into 3 condition categories:

- Red – should be considered for maintenance
- Amber – maintenance may be required soon  
other sustainable treatments may be suitable
- Green – no further investigation or treatment required

### **Percentage of B and C roads in each condition category**

<b>Year</b>	<b>Percentage of B and C roads in red category</b>	<b>Percentage of B and C roads in amber category</b>	<b>Percentage of B and C roads in green category</b>
<b>2020</b>	4%	27.8%	68.2%

Year	Percentage of B and C roads in red category	Percentage of B and C roads in amber category	Percentage of B and C roads in green category
2021	3%	21.5%	75.5%
2022	5%	23.7%	71.3%
2023	5%	25%	70%
2024	6%	27%	67%

As with the rest of the classified road network, we have tried to maintain the condition of the B & C road network at the same level over the last 5 years.

Similarly to the A-Road network, all B & C class roads are also surveyed in their entirety, in both directions, each year. The same SCANNeR survey collection methods are employed on B & C class roads.

From 2026 to 2027 Local Highway Authorities will be required to use a supplier that is accredited against a new National Standard, PAS2161. This [new standard will categorise roads into 5 categories instead of 3, to help government gain a more detailed understanding of road condition in England.](#)

#### Additional information on condition

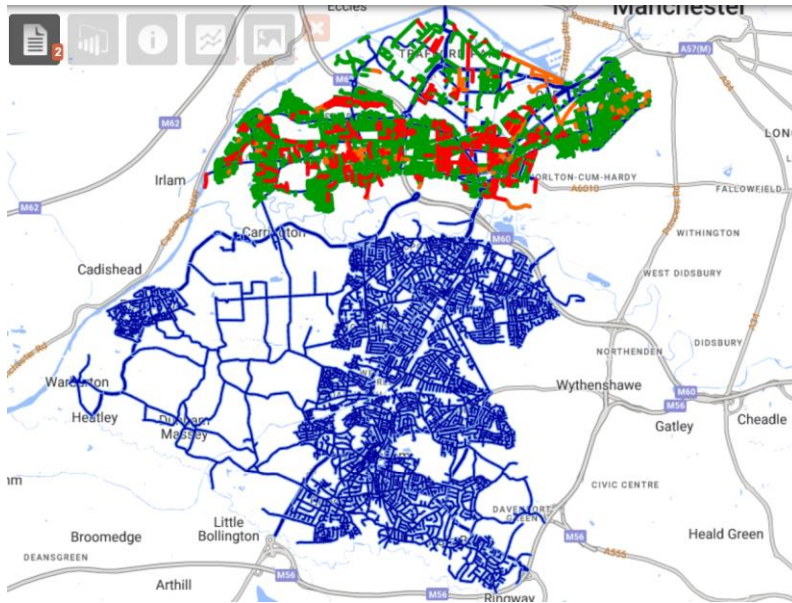
##### Percentage of U roads in the red condition category

Year	Percentage of U roads in red category
2020	*Not measured % due to COVID
2021	*Not Measured % due to COVID
2022	16%
2023	14%
2024	15%

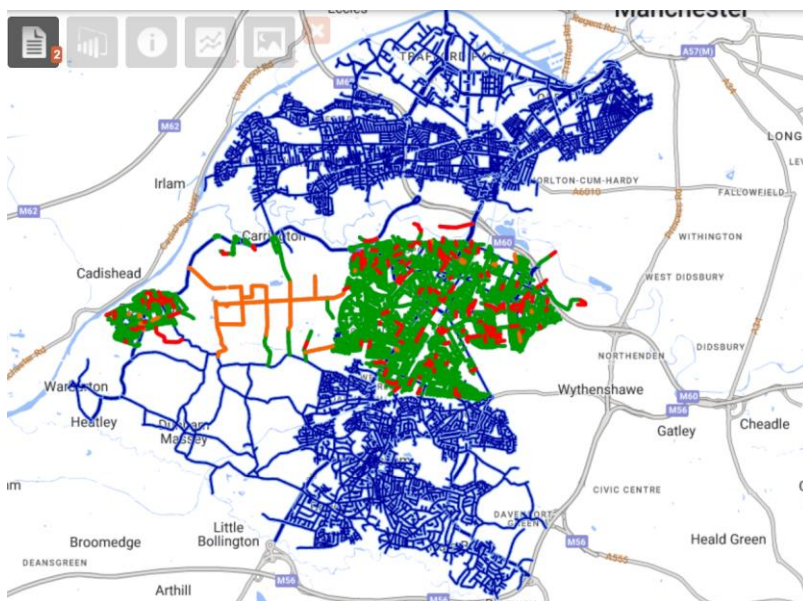
*\*No unclassified road surveys were conducted during COVID restriction years*

The unclassified road network makes up over 650km (400 miles), making up over 79% of the borough's road network. Due to this extensive length of unclassified roads (every adopted road not Classed as A, B or C), we divide the network up into 3 distinct areas. The cost & time required to survey the entire network is prohibitive, therefore we survey these roads over a 3 year cycle, within the areas listed below.

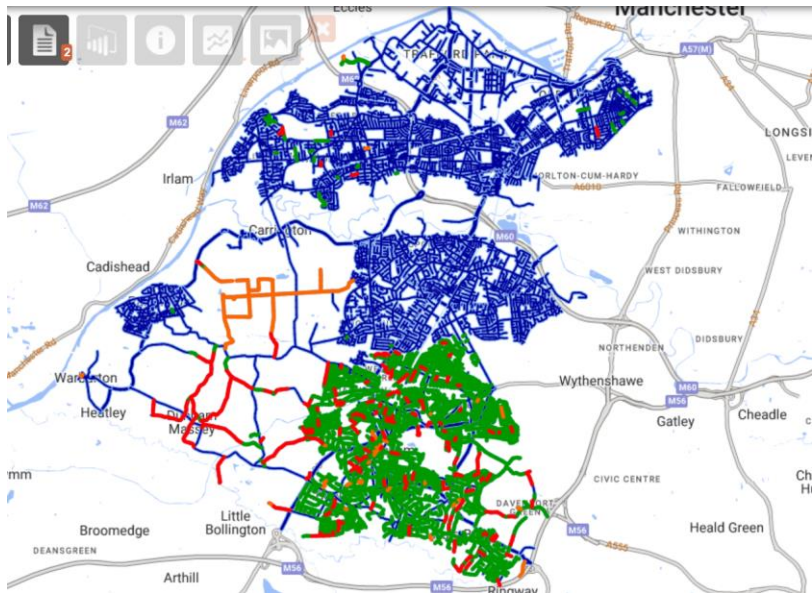
### 1. North



### 2. Central



### 3. South



The unclassified network is surveyed using national standard surveys, known as Coarse Visual Inspections (CVI's), carried out by 2 persons in a purposely equipped small survey van. The visual surveys collect similar condition information as the SCANNeR surveys. The surveyors will exit the vehicle to complete any survey areas, inaccessible to a vehicle, on foot.

The features & defects measured in these CVI surveys are used to produce a road condition indicator which is categorised into 2 condition categories:

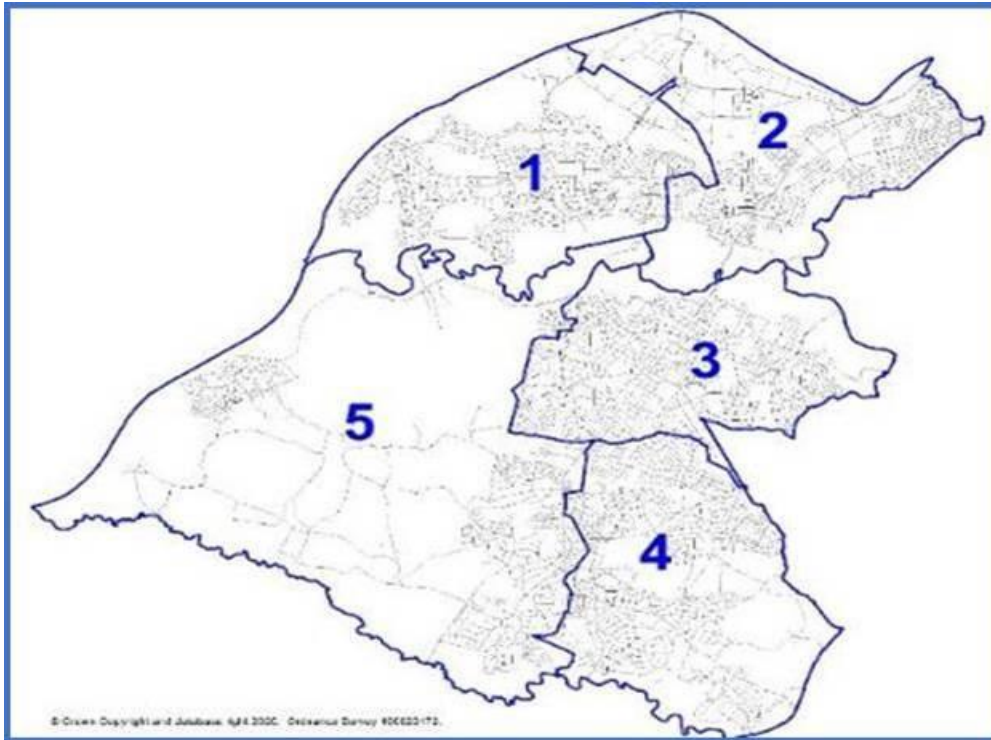
- red – should be considered for maintenance
- green – no further investigation or treatment required

We also identify, locally, those roads that achieve condition scores close to the 'tipping point' (the score that would change a road into a RED condition category), to assist in identifying roads that might be suitable for other sustainable maintenance treatments.

As with the classified road surveys, from 2026 to 2027 Local Highway Authorities will be required to use a supplier that is accredited against a new National Standard, PAS2161. This [new standard will categorise roads into 5 categories instead of 3, to help government gain a more detailed understanding of road condition in England.](#)

#### Footway Surveys

We survey the footway network through nationally accredited Footway Network Surveys (FNS). The borough is divided into 5 areas, to ensure we can survey the whole network efficiently and cost effectively. One area is surveyed each year, as ordered below.



These surveys also result in scores providing 4 categories of condition;

- 1 - Structurally Unsound
- 2 - Functionally Impaired
- 3 - Aesthetically Impaired
- 4 - As New / No defects

Footways achieving a score of 1 are considered for treatment/refurbishment.

## **Plans**

### **Overall strategy**

Trafford Council is committed to the continued implementation of Asset Management principles, in support of maintenance of Trafford's highway network, aiming to deliver the greatest amount of community and business benefit with the funds available.

These principles are directly linked to the 14 recommendations in the Asset Management guidance document published through the Highway Maintenance Efficiency Programme (HMEP) and promoted by the Department for Transport in its Capital Maintenance Funding Programme.

Through our data collection exercises through surveys & inspections, we are able to predict the probable deterioration profile for many assets, based on existing and existing defects, along with well understood deterioration profiles for specific road and footway types.

Other assets, such as bridges or street-lighting also have a useful lifespan which dictates inspection frequencies and allows the council to forward plan maintenance or replacement needs.

We call this lifecycle planning, to better understand the expected volume of cost of works in future years.

This financial planning is called investment modelling, allowing us to investigate various investment strategies to allow the council to achieve maximum impact with available funding.

We also compare our performance of asset management results against the rest of the country, the whole of the north-west of England and also more locally with Greater Manchester authorities, through a TfGM working group. This allows the sharing of best practices and innovations.

These innovations are becoming more important as we tackle the challenges of climate change and the targets set by Net Zero, to ensure we are building and maintaining our assets in more sustainable ways.

### **Specific plans for 2025 to 2026**

During 2025, the majority of capital funding will be directed to planned maintenance on road, footway, bridges & structures, drainage and street-lighting works, including:

- Over 2km of road resurfacing
- 3 ½ km of surface treatments (to prolong road surface life)
- 4 bridges & structures schemes
- Street lighting column replacements for assets which have reached end of life
- 6 footway refurbishment schemes

As part of our reactive repair maintenance spending, we expect there to be in excess of 2500 pothole repairs during this financial year.

### **Streetworks**

Trafford Streetworks Team assess all road work applications activities in compliance with the Traffic Management Act 2004 network management duties using GMRAPS. Consideration of conditions in the permit are checked to mitigate against major disruption and ensure that the duration of works is kept to a minimum. Coordination of works and sharing information with works promoters is crucial to the success of collaborative working opportunities where possible. We are also working with Transport for Greater Manchester to understand the implications of permitting works through a future lane-rental scheme.

### **Climate change, resilience and adaption**

Trafford Council recognises the challenges faced in maintaining the highway network in a sustainable manner.

We have in recent years begun to decarbonise maintenance operations and continue to do so, assisting the council in achieving its own sustainability targets and those set out in the central government Net Zero requirements. These actions include, but are not limited to:

- Construction products manufactured using recycled materials

- Hybrid & Electric Plant & Vehicles
- New products with lower CO2 outputs

We also understand the risks our network faces from the changing climate. To make them more resilient, we are addressing and realising several opportunities, that include:

- Liaison with suppliers to ensure materials used are sustainable and resilient, to cope with greater weather extremes and flooding events
- Drainage designs to help alleviate flooding issues on the network, including SUDS installation within new developments
- Securing Environment Agency grants to assist with flooding in and around watercourses

### **Additional information on plans**

Further information on Trafford's highways is available on the council's website:

- [Highways inspection frequencies and defect intervention levels](#)
- [Details of this year's highway improvement programme](#)
- [Highway Infrastructure Asset Management Plan \(HIAMP\)](#)