Our highway network

This page has been produced by Peterborough City Council to support our annual submission to the Department for Transport (DfT) as part of the Local Highway Maintenance Funding 2025/26 incentive funding requirements.

The purpose of this report is to provide a transparent, structured account of our current asset management processes, maintenance investment, performance monitoring, and forward planning. As well as meeting DfT reporting requirements, it also serves to improve transparency for our stakeholders, elected members, and residents.

Lengths of highways, footways and cycleways

Type of highway	**Length in kilometres (km)**
A roads	122km (counting both carriageways and all slip roads) (84.4 km in R199b DfT methodology from 2023)
B roads	56.5km
C roads	202.9km
U roads	550km
Total roads	931.4 km (893.8 km following the R199b methodology)
Footways and Cycleways	1,634 km
Other public rights of way	250 km

Note – All carriageway, footway and cycleway extents are recorded accurately as polygons with an accurate area (in m2). However, the hierarchy details are held against the inspection linear routes. Off road footpaths and cycle paths are recorded on GIS accurately, therefore their lengths are accurately calculated from those asset records. The footways at the side of roads are recorded for inspections using a road centreline. This data has therefore been calculated assuming that all residential roads have two footways thereby using a measurement of double the road centreline. All rural link roads have been assumed to have no footways.

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
2025 to 2026 projected budgets only	£8,570,094 (Baseline Highways, ITB and Additional)	£9,289,980	£3,847,820	71%	29%
2024 to 2025	£6,285,000 (HMB, ITB, Incentive, Pothole and Network North)	£11,241,063	£3,677,973	75%	25%
2023 to 2024	£7,107,526 (HMB, ITB, Incentive, Pothole and Additional pothole plus Network North [provided late in year so all slipped for spend in 24/25] & Traffic Signals Obsolescence grant)	£6,608,815	£3,535,225	65%	35%
2022 to 2023	£5,740,000 (HMB, ITB, Incentive, Pothole)	£6,799,837	£3,623,720	65%	35%
2021 to 2022	£6,240,000 (HMB, ITB, Incentive, Pothole, Traffic Signals DfT grant)	£12,097,474	£3,049,794	80%	20%
2020 to 2021	£7,126,000 (HMB, ITB, Incentive, Pothole)	£13,080,919	£3,104,147	81%	19%

Information on capital funding allocated by DfT is available.

Additional information on spending

Revenue includes: carriageway, footway, bridges, street lighting, drainage, safety fencing, lining, traffic signals maintenance etc.

Doesn't include salaries apart from the cost of paying for the inspection service. Doesn't include streetworks or development control work incomes.

Capital includes: schemes for general maintenance improvements. Doesn't include specific schemes on a specific site eg junction expansion, major bridge works, active travel scheme.

Previously we have been successful in receiving additional funding through Corporate Borrowing and this has been used to improve the condition of the roads out to the north and east of the city. Corporate Borrowing was also used to fund resurfacing elements of the Parkway network and a programme to improve the safety fencing across the city. This funding is not sustainable in the long term and so is not currently available.

Throughout Peterborough we have carried out preventative maintenance to just over 15km on the highway network during the financial year 2024/25. Also during this year the majority of the structures budget was spent on replacing two wooden footbridges for modern steel alternatives.

Across the city we also have around 366 structures and these include bridges, culverts and retaining walls. We also maintain 200km of safety fencing and this is primarily on the high-speed dual carriageway network.

Estimate of the number of potholes filled

Year	**Estimate of the number of potholes filled**
2024 to 2025	3453
2023 to 2024	5252
2022 to 2023	3305
2021 to 2022	2681
2020 to 2021	2603

Condition of local roads

Within Peterborough our road condition across our A, B and C class roads has maintained a constant condition and this is due to the maintenance works that have been carried out during the years. The condition of the Unclassified roads has been deteriorating, however the survey results from 2024 show an improvement.

Percentage of A roads in each condition category

Year	Percentage of A roads in red category (%)	Percentage of A roads in amber category (%)	Percentage of A roads in green category (%)
2020	1	12	87
2021	1	14	85
2022	1	13	86
2023	1	15	84
2024	1	11	88

To gather the condition of the A-class road network we use the SCANNER machine and this visits Peterborough on an annual basis to collect the condition data. On the dual carriageways, the slow lane is collected each year, as this is the heavier trafficked lane. On the single carriageways the survey is completed in alternating directions each year.

Percentage of B and C roads in each condition category

Year	Percentage of B roads in red category (%)	Percentage of B roads in amber category (%)	Percentage of B roads in green category (%)	Percentage of C roads in red category (%)	Percentage of C roads in amber category (%)	Percentage of C roads in green category (%)
2020	5	26	69	5	24	71
2021	4	22	74	4	22	74
2022	3	21	76	3	22	75
2023	4	21	75	4	23	73
2024	4	21	75	5	24	71

To gather the condition of the B and C class road network we use the SCANNER machine and this visits Peterborough on an annual basis to collect the condition data.

Percentage of U roads in the red condition category

Year	Percentage of U roads in red category (%)
2020	23
2021	26
2022	29
2023	29
2024	22

For the condition of the U-road network we use a driven inspection, and this is by the Course Visual Inspection (CVI). Due to the length of our U-roads we inspect around 25% of the U-roads each year to give us the condition score.

This network consists of our less trafficked rural roads and the cul-de-sacs across the city. With the funding over the years, we have improved the condition of the unclassified road network and we look to continue this improvement.

Road condition assessments on the local classified road network in England are currently made predominantly using surface condition assessment for the national network of roads (SCANNER) laser-based technology.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into 3 condition categories:

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

From 2026 to 2027 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 5 categories instead of 3 to help government gain a more detailed understanding of road condition in England.

Additional information on condition

With the road condition across the city we have managed to maintain the condition percentages and even improve this on the unclassified road network. The Corporate Borrowing will have assisted in maintaining the condition percentages. Going forwards we will be using SCANNER on the unclassified road network also and this will enable us to better compare the road network across the classes.

Plans

Overall strategy

Peterborough City Council's approach to highway asset management is grounded in a strategic, risk-based methodology that aligns with the UK Roads Liaison Group's *Well-Managed Highway Infrastructure: A Code of Practice*. The Council's *Highway Asset Management and Strategy* outlines a commitment to maintaining infrastructure in a cost-effective, sustainable, and resilient manner, ensuring long-term serviceability and safety.

The strategy emphasizes **preventative maintenance** over reactive repairs, recognizing that early intervention reduces lifecycle costs and service disruptions. This is supported by a **whole-life costing** approach, which evaluates the long-term financial implications of maintenance decisions. The Council also maintains a **Resilient Network**, prioritizing key routes for maintenance during adverse conditions to ensure continuity of essential services.

To inform its decisions, Peterborough City Council uses a wide range of **specific data sources**, including:

- **Asset inventory data**: Detailed records of roads, footways, cycleways, lighting, and structures.
- **Condition surveys**: Technical assessments such as SCANNER, SCRIM and visual inspections.
- **Customer and stakeholder feedback**: Including public consultations and the National Highways and Transport (NHT) survey.
- **Performance and risk data**: Used to prioritize interventions based on likelihood and impact of failure.
- **Financial and lifecycle data**: For optimizing investment and demonstrating value for money.
- **Environmental and climate data**: To support resilience and carbon neutrality goals.

This integrated, data-driven approach ensures that Peterborough's highway infrastructure is managed efficiently, transparently, and in line with national best practices.

Peterborough City Council demonstrates a strong commitment to best practice, innovation, and efficiency in highway asset management by aligning its operations with the UKRLG's *Well-Managed Highway Infrastructure: A Code of Practice* and its own *Highway Asset Management Strategy* and *Highway Infrastructure Asset Management Plan (HIAMP)*.

To follow best practice, the Council adopts a **risk-based approach** to maintenance, prioritizing interventions based on asset condition, usage, and potential impact of failure. This ensures resources are directed where they are most needed, enhancing safety and serviceability. The

Council also implements **whole-life costing** and **lifecycle planning**, which support long-term value for money and sustainability.

Innovation is embedded through the use of **advanced data analytics** and **digital asset management systems**. These tools enable real-time monitoring, predictive maintenance, and more accurate forecasting of asset deterioration. The Council also engages in **collaborative partnerships** with contractors and stakeholders to share knowledge and trial new technologies.

Efficiency is achieved through **preventative maintenance strategies**, which are significantly more cost-effective than reactive repairs. The Council also maintains a **Resilient Network**, ensuring critical routes are prioritized during extreme weather or emergencies, minimizing disruption and safeguarding public services.

Continuous improvement is driven by **annual reviews** of the asset management strategy, incorporating feedback from public consultations, performance data, and national benchmarking. This ensures that Peterborough remains aligned with evolving standards and community expectations, while also supporting its broader goals of economic growth and carbon neutrality by 2030.

Specific plans for 2025 to 2026

Across Peterborough we are looking to make improvements across the city and would expect the split between preventative and reactive works to be 71% to 29% respectively.

From a survey perspective our plan for 2025/2026 is to carry out the SCANNER survey to the unclassified road network also and this will enable us to compare the entire road network.

Over the coming year we also plan to improve around 22km of carriageway and this will be a mixture of surface treatments and inlay resurfacing. We will also be carrying out works to improve the condition 14km of footways across the city.

This year we will be working on the retaining structure at Westfield Road and also carrying out re-waterproofing works to the footbridge between Glinton and Helpston.

With the anticipated number of potholes to be repaired across Peterborough, we would estimate around 3,500 for this financial year.

Streetworks

We attend and participate in the National, Regional and Local HAUC meetings. We use software to check and prevent clashes on our network and encourage collaborative working where possible. We utilise the appropriate Permit conditions in a reasonable manner to minimise disruption while enabling required works to be completed in a timely manner.

Climate change, resilience and adaption

Across the Peterborough contract we are continually reviewing our materials and products to look for decarbonised alternatives. A few years ago we swapped the fuel in our works vehicles from diesel to HVO. We are also looking to replace the small works vehicles for electric alternatives. Recently we have switched our small hand tools from petrol to electric alternatives and also our hot box from gas powered to electric.

Within Peterborough the eastern road network lies on alluvium soils. These expand and contract significantly across seasons as they become saturated and then dry out. Recent years have seen the extent and frequency of this cycle, and the level of damage caused increase, presenting an increasing maintenance burden, largely due to climate change. With this we meet with other authorities in the region to discuss materials and lesson learnt on these alluvium soils.