

Dear Requester

Thank you for your request for information. You asked:

1. Can you please let me know the number of accidents caused by potholes in the last 5 financial years, and if the accidents resulted in injury or death how many of these were there.
2. What was the funding from car tax payments for pot hole repairs for the last 5 financial years for Nottinghamshire and how much of this was actually spent on pothole repair.

We are now able to provide the following information in response to your request:

In the latest 5 financial years, 01/04/2014 to 31/03/2019 there were 64 (1 Fatal, 26 serious, 37 slight) reported injury accidents on Nottinghamshire County Councils Roads where a 'road surface defect' (a generic category covering more than just 'potholes') have occurred. However this needs to be put into context as during the same period there were 7,553 (91 Fatal, 1260 serious, 6188 slight) reported injury collisions. This represents 0.8% of all the collisions.

There is no direct correlation between the tax placed on vehicles by central government and that actually spent on the road network at a national level. This has been the subject of much debate nationally and there is a wealth of material on the web with RAC and the Asphalt Association releasing a number of reports detailing the condition of the road infrastructure nationally. The Department for Transport (DfT) also published data, reports and funding announcements on the web which can be sourced directly and details funding allocations to all local authorities along with government announcements.

With regard to car tax and the amount spent on the road network, the funding allocated is for highway maintenance as a whole and whilst in part is identified as pothole funding by the government, it is actually used as part of a much wider highway maintenance strategy. Day to day maintenance of the highway is termed reactive maintenance and is funded through a combination of NCC local revenue funding, with the addition of further allocations from the DfT over recent years. Larger planned resurfacing and reconstruction of the highway is termed planned maintenance with the majority of funding coming from the DfT. Recently NCC announced the allocation of an additional £20m for maintenance of local roads with full details of this being available on the Authority's website. Therefore, focusing on reactive maintenance, the following is an indication of how much money is provided over recent years:

2013/14

Reactive Maintenance - £2.4m + £1.565 DfT Weather Repair Fund = £3.965m.

2014/15

Reactive Maintenance - £2.4m + £2.781m DfT Pothole Fund = £5.181m.

2015/16

Reactive Maintenance - £2.4m.

2016/17

Reactive Maintenance - £2.4m + £0.839m DfT Pothole Action Fund = £3.239m.

2017/18

Reactive Maintenance - £2.4m + £1.174m DfT Pothole Action Fund + additional £815k DfT Pothole Fund allocation = £4.389m.

2018/19

Reactive Maintenance - £2.4m + £0.839m DfT Pothole Action Fund = £3.239m.

2019/20

Funding is similar to previous years but no Pothole Action Fund yet announced.

We do not identify the costs associated with the repair of potholes separately to the delivery of the whole reactive maintenance service. This service includes potholes, patching, paving repairs and similar activities to carriageways, footways and verges, necessary to keep the highway safe for users. Overall the budget for such activities is £2.4m per year plus any addition from the DfT which is then used to deliver larger areas of patching and more substantial repairs.

I hope that you find this information to be helpful, however if you are unhappy with the way in which your request has been handled, then please email us at foi@nottscc.gov.uk quoting the reference NCC-039187-19 and we will be happy to review your request

With kind regards

Complaints, Information and Mediation Officer
Nottinghamshire County Council