

Appendix: potholes in England, the data behind the story

nuze.com, October 2026. Companion to the potholes piece. This is the data pack as built: sources and publication dates, method, the national series on potholes filled, backlog, road condition, breakdowns and claims, the Department for Transport's rating of every local highway authority, league tables by road class, funding per mile, every London borough, what councils' own transparency reports say, and the caveats. Figures are as published by the DfT, the Asphalt Industry Alliance, the RAC, the AA and the councils named. The underlying files councils.csv and timeseries.csv are available on request.

Compiled 10-11 October 2026. Everything referenced is in this folder: downloads in raw\, scripts in tools\, outputs councils.csv (one row per local highway authority, 154 rows), timeseries.csv (national series), sources_log.csv (every URL fetched, with HTTP status), report_links_2025.csv (DfT ratings table + link to each council's transparency report), reports_fetch_log.csv / reports_fetch_log2.csv (council report downloads). No figure is estimated; blanks are explained.

1. Sources (publication dates)

#	Source	Published	Files
S1	DfT, <i>Road conditions in England to March 2025</i> (release + data tables RDC0120-RDC0321)	21 Jan 2026	raw\rdc_mar2025_tables.zip; raw\rdc_tables\sheets\; raw\gov_rdc_mar2025_html.json
S2	DfT, <i>Road conditions in England to March 2026</i>	on the release calendar (entry updated 17 Sep 2026); NOT yet published at 11 Oct 2026	raw\gov_rdc_mar2026_announce.json
S3	DfT, <i>Local road maintenance ratings 2025 to 2026</i> (first RAG rating of all 154 LHAs; links to each transparency report)	11 Jan 2026	raw\gov_ratings_2025_26.json; report_links_2025.csv
S4	DfT, <i>Methodology used to calculate ratings + underlying workbook</i> (metrics 1-10 per LHA; projected 2025/26 km to resurface/treat)	11 Jan 2026	raw\dft_rag_ratings_underlying_2025.xlsx and _sheets\
S5	DfT, <i>Completing a local highways maintenance transparency report</i> (2026-27 guidance, template, letter)	9 Jun 2026	raw\dft_transparency_guidance_2026.pdf/.txt; raw\gov_transparency_letter_jun2026.json
S6	DfT, <i>Highways maintenance funding allocations</i> (2025/26 per LHA incl. post-assessment incentive; 2026/27-2029/30 per LHA; Network North 2023-34)	page updated 14 Apr 2026 (2025/26 tables updated Dec 2025)	raw\gov_alloc_json; raw\alloc_table*.csv
S7	DfT, <i>Road lengths in Great Britain: 2025</i> (RDL0201, RDL0202 by LA, km)	12 Feb 2026	raw\road_lengths_2025_tables.zip; raw\rdl_tables\
S8	Asphalt Industry Alliance, <i>ALARM survey</i> 2016-2026 (full PDFs + 2026 press release/exec summary)	each March; ALARM 2026 embargo 00:01 17 Mar 2026	raw\ALARM*.pdf/.txt
S9	RAC press centre (media.rac.co.uk): Pothole Index releases 22 Oct 2025, 16 Feb 2026, 10 Mar 2026; FOI on council claims 29 Dec 2025; REA surface-dressing 12 Nov 2025	as listed	raw\rac_*.html
S10	AA newsroom: National Pothole Day 15 Jan 2025 (AA Pothole Index 2018-2024 table); 7 Oct 2024; 27 Oct 2023	as listed	raw\aa_*.html
S11	Council transparency reports (2025 and, where published, 2026 editions) for 154 LHAs	first round due 30 Jun 2025; second round due 10 Sep 2026	raw\reports\ (1,100+ files: html/pdf/txt); extraction CSVs london_reports_extract.csv, county_reports_extract.csv

2. Method

- gov.uk search API and content API (/api/content/. . .) located the DfT pages; attachments downloaded with curl; ODS/XLSX converted to CSV with tools\dump.js (SheetJS); PDFs to text with tools\pdf2txt.js (pdf-parse); gov.uk HTML tables with tools\dump_tables.js.
- tools\build_councils.js joins, by normalised authority name: ratings (S3), metrics (S4), RDC0120/RDC0130/RDC0122 red-% by LA for FYE2010/2015/2019/2023/2024/2025 (S1), locally managed road length (S7: major locally managed + all minor roads, km; miles = km x 0.621371), funding (S6) and the report extracts (S11). All 154 authorities matched.
- "avg_red_3classes" = simple unweighted mean of % red on A, B/C and unclassified roads (not length-weighted; RDL0202 does not split C from U so a proper weighting is not possible). Blank where any class is [x] not available, [y] unrepresentative or [z] not applicable.
- Funding per mile = DfT capital allocation / locally managed miles. 2025/26 uses the "following assessment of which LHAs met incentive requirements" column (98 LHAs listed individually; those inside Mayoral Combined Authorities are

funded through CRSTS/TCR settlements and have no individual figure; Birmingham, Isle of Wight and Sheffield are PFI). 2026/27 uses Table 4 of the 2026-2030 allocations (88 LHAs; the rest are inside strategic authorities whose totals are in Tables 2-3).

- Council reports: all 154 links on the DfT ratings page fetched (108 OK, 23 blocked 403, 17 404, 6 other); every PDF/"transparency" link on the landing pages followed (348 further files); archive.org fallback rate-limited. Two extraction passes (London boroughs + TfL; 40 largest counties/unitaries/cities) read the text and recorded only figures stated verbatim.

3. National picture

3a. How many potholes, and is it getting worse? (ALARM, England+London+Wales unless stated)

ALARM report (FY)	Potholes filled E+L+W	England excl. London	London	Backlog (one-time catch-up)	Resurfacing frequency, England excl L	Compensation paid E+L+W	Response
2016 (2015/16)	2,190,026	1,944,092	131,151	£11.8bn	65 yrs	£13.5m	56%
2017 (2016/17)	1,748,916	1,535,352	72,544	£12.06bn	55 yrs	£6.0m	63%
2018 (2017/18)	1,534,175	1,342,592	60,104	£9.31bn	92 yrs	£7.3m	61%
2019 (2018/19)	1,860,072	1,717,638	86,752	£9.79bn	79 yrs	£6.9m	64%
2020 (2019/20)	1,481,746	1,340,632	85,696	£11.14bn	76 yrs	£8.1m	67%
2021 (2020/21)	1,674,236	1,502,674	84,288	£10.24bn	83 yrs	£3.6m	63%
2022 (2021/22)	1,701,918	1,539,512	80,544	£12.64bn	84 yrs	£8.9m	73%
2023 (2022/23)	1,407,432	1,280,106	50,656	£14.02bn	143 yrs	£11.6m	75%
2024 (2023/24)	1,985,480	1,778,360	112,608	£16.30bn	86 yrs	£15.2m	72%
2025 (2024/25)	1,898,650	1,716,030	82,784	£16.81bn	103 yrs	£19.7m	78%
2026 (2025/26)	1,903,498	1,709,820	82,336	£18.62bn (record)	106 yrs	£15.9m	79%

ALARM 2026 (17 Mar 2026) headline numbers: £18.62bn backlog (England excl. London £16.78bn, London £1.22bn); 1.9m potholes filled = 5,200 a day, costing £149.3m; average cost per pothole £63.11 planned / £93.79 reactive (London reactive £112.29; overall average £78); average highway maintenance budget per authority £30.5m (+17%); annual carriageway budget shortfall £1.37bn (England excl. London £1.01bn; London £309.7m); only 51% of the network in good structural condition; 16% (32,500 miles) has under 5 years' structural life; 49% (over 100,000 miles) under 15 years; roads resurfaced once every 97 years on average (England 106, London 39, Wales 132). Compensation: claims received fell 32% to an average 279 per authority (England excl. London 375; London 80; Wales 65) and 99% of them relate to potholes; £15.9m paid (England £12.0m; London £3.0m; Wales £0.9m) plus £15.1m staff costs = £31.0m, "£151.45 per mile of road". ALARM 2025 had the record: 410 claims per authority (92% pothole-related), £19.7m paid, £37.3m total cost. ALARM 2024: claims up 80% to 421 per authority.

Interpretation (data only): the number of potholes filled has been between 1.4m and 2.2m a year for a decade; the three most recent years (1.99m, 1.90m, 1.90m) are the highest since 2015/16. The backlog has risen in every year since 2019 and is 90% higher than in 2019 (£9.79bn to £18.62bn; cash terms).

3b. DfT official road condition statistics (England local authority roads, FYE2025; published 21 Jan 2026)

- Red (should have been considered for maintenance): A roads 5%, B and C roads 7%, unclassified 17%.
- Trend FYE2008-FYE2025 (RDC0121/0131): A roads 5% (2008) -> 3% (2016-2019) -> 4% (2020-2024) -> 5% (2025). B/C 8% (2008) -> 6% (2016-2020) -> 7% (2023-2025). Unclassified 15% (2008) -> 18% (2013-2015) -> 15% (2020) -> 17% (2024-2025). RAG split for A roads (RDC0123): green share has fallen every year since FYE2019: 74/23/3 (FYE2018) -> 67/28/5 (FYE2025).
- Regions FYE2025 (A / B-C / U % red): North East 3/4/14; North West 4/7/20; Yorkshire & Humber 4/5/19; East Midlands 9/14/21 (A-road red up from 2% in FYE2017 to 9%); West Midlands 3/7/15; East 5/7/13; London 8/9/13 (A roads 60 green/32 amber/8 red - the highest red share of any region; London data for FYE2020-2022 marked unrepresentative); South East 5/6/20; South West 3/8/14.
- Treatment (RDC0320): share of local A roads receiving any maintenance treatment fell from 7.5% (FYE2015) to 4.7% (FYE2024, series low) and recovered to 5.8% in FYE2025; B/C/U roads 3.4% (FYE2019) -> 2.5% (FYE2023-24) -> 2.9% (FYE2025).
- Spend (RDC0310, FYE2025 prices): local authority road maintenance expenditure £5,025m in FYE2025 vs £5,502m in FYE2010; structural maintenance £3,156m vs £2,931m.
- Next release (to March 2026) is on the DfT calendar; not out as at 11 Oct 2026.

3c. Breakdowns and claims (RAC, AA) - all in timeseries.csv

- RAC Pothole Index (breakdowns for damaged shock absorbers, broken springs, distorted wheels; UK): 22,703 in 2024 -> 26,048 in 2025 (+15%; 71 a day; long-run annual average 25,309). Q3 2025 5,035 vs 4,040 (+25%); Q4 2025 4,999

(+6%). Wet start to 2026: 11,396 member breakdown reports mentioning potholes in Jan-Feb 2026 (193 a day) vs 66 a day in Feb 2025; Feb 2026 6,290 vs 1,842 (RAC 10 Mar 2026).

- RAC FOI (29 Dec 2025; 177 of 207 councils in England, Scotland, Wales): pothole compensation claims received 27,731 (2021) -> 56,655 (2023) -> 53,015 (2024), +91% over three years; only 13,832 (26%) paid in 2024, est. £3.56m at £390 average; 45% of councils refused over 90% of claims; Derbyshire 3,307 claims in 2024 (224 in 2021), paid 2,355 at £257 average (est. £605,235); Oxfordshire 1,941; Surrey 1,513 (one per two miles); Gloucestershire, Worcestershire, Medway, Telford refused 99%; Merton paid the highest average, £2,267 on 5 claims. RAC repair cost for a family car (worse than a puncture) £590.
- AA Pothole Index (pothole-related incidents attended, UK): 665,702 (2018), 611,895 (2019), 489,455 (2020), 520,557 (2021), 558,052 (2022), 647,690 (2023), 643,318 (2024); AA quoted 137,000 in Jan-Feb 2026, 25,000 up on a year earlier (ALARM 2026 press release). AA estimate of damage cost to drivers 2024: £579m.
- Preventative work: Road Emulsion Association surface dressing 44.4m sq m in 2025 (+15% on 38.5m in 2024; 35.3m in 2023 was the lowest since 1978; 64.4m in 2012).

3d. Funding (DfT, England local highways maintenance capital)

2025/26 £1,567m (baseline £1,067m + £500m new; 25% of the uplift was incentive, confirmed Dec 2025 - non-compliant authorities' incentive money was redistributed, which is why final per-LHA figures end in "...790"). 2026/27 £1,617m; 2027/28 £1,726m; 2028/29 £1,867m; 2029/30 £2,134m; 4-year total £7,344m (announced Nov 2025). Transparency reports were required by 30 June 2025 (2025/26 round) and by 10 September 2026 (2026/27 round; new two-part template: public "core report" + "technical annex"); DfT uses them for the ratings and to release incentive funding.

4. League tables (councils.csv; FYE2025 = year ending March 2025, the latest official data)

4a. DfT local road maintenance ratings 2025/26 (11 Jan 2026)

16 green, 125 amber, 13 red of 154. Red overall: Bedford, Bolton, Cumberland, Derbyshire, Greenwich, Kensington and Chelsea, Leicestershire, North Lincolnshire, Slough, Suffolk, Waltham Forest, West Northamptonshire, Westmorland and Furness. Green overall: Coventry, Darlington, Essex, Gloucestershire, Hillingdon, Leeds, Lewisham, Manchester, Middlesbrough, Portsmouth, Rotherham, Sandwell, West Berkshire, Wigan, Wiltshire, Worcestershire. Only Portsmouth, Rotherham and West Berkshire are green on all three scorecards. Red on the condition scorecard: Bath & NE Somerset, Bromley, Derbyshire, Kensington and Chelsea, Kingston upon Thames, Merton, Richmond upon Thames, Sutton, Waltham Forest, Wandsworth, West Northamptonshire (DfT flags Bromley, Enfield, Greenwich, Harrow, K&C, Kingston, Richmond, Sutton, Waltham Forest, Wandsworth, Central Beds, Reading, Shropshire, Stoke, Windsor & Maidenhead as rated on incomplete condition data). Per-metric scores (A/BC/U condition, preventative-spend, resurfacing plans, spend vs allocation, evidence penalty) are in councils.csv columns m1..m7_10.

4b. Worst roads by class, % red FYE2025 (FYE2019 in brackets)

Unclassified roads: Derbyshire 36 (18); Kent 35 (24); Salford 35 (13); Plymouth 35 (13); Bolton 34 (20); Cumberland 33 (n/a, new authority); North East Lincolnshire 32 (19); Medway 31 (23); Solihull 27 (25); Barnsley 27 (25); Westmorland and Furness 27; Havering 27 (21); Milton Keynes 26 (4); Bury 26 (14); Thurrock 25 (8); Slough 25 (2); City of York 25 (27); Calderdale 25; Blackburn with Darwen 25 (10); Southend-on-Sea 24.

A roads: Derbyshire 29 (12; 28 in FYE2024); Nottingham 19 (9); North Tyneside 15 (2); Brent 14 (6); Brighton and Hove 14 (9); Ealing 12 (4); Newham 12 (5); Barking and Dagenham 11 (3); Liverpool 11 (6); Hackney 11 (6); Bristol 10 (8); Camden 10 (7); Leeds 10 (3); Islington 10 (7); Barnet 10 (5); Redbridge 10 (2); Southwark 9 (7); Richmond 9 (3); Southend 9; Derby 9 (15).

B and C roads: City of London 67 (4) [29-mile network; small sample]; Derbyshire 43 (10); Harrow 25 (1); Nottingham 21 (6); Bath & NE Somerset 17 (16); Liverpool 17 (1); Derby 17 (19); Cambridgeshire 16 (6); West Northamptonshire 16; Calderdale 15 (7); Waltham Forest 15 (3); Barnet 14 (7); Leeds 14 (2); Southend 13; Westmorland and Furness 13; Westminster 12 (5); Nottinghamshire 12 (4); Tower Hamlets 12 (10); Blackburn 12 (5); Brighton 12 (4).

4c. Composite (unweighted mean of the three classes), FYE2025, with FYE2019

Worst 25: Derbyshire 36.0 (13.3, Red rating); City of London 32.0 (6.7); Nottingham 18.0; Liverpool 16.3 (4.7); Leeds 16.0 (7.0, rated Green overall); Calderdale 16.0; Salford 16.0 (6.3); Bath & NE Somerset 15.3 (9.3); Southend-on-Sea 15.3; Waltham Forest 15.3 (15.0, Red); Kent 15.3 (11.7); Cambridgeshire 15.0 (12.3); Westmorland and Furness 14.7 (Red); Plymouth 14.0 (5.7); Blackburn with Darwen 13.7 (5.7); Cumberland 13.7 (Red); Slough 13.3 (4.3, Red); Medway 13.0 (9.7); Bury 13.0 (7.7); Devon 12.7 (14.0); Bolton 12.7 (8.0, Red); North East Lincolnshire 12.7 (9.0); Harrow 12.7; Brent 12.3 (10.3); Herefordshire 12.0 (9.0).

Best 15: Isle of Wight 1.7; Portsmouth 2.0; West Berkshire 3.3; Cheshire West and Chester 3.7; Bournemouth, Christchurch and Poole 3.7; Hull 3.7; Redcar & Cleveland 3.7; Hillingdon 3.7; North Somerset 4.0; Cornwall 4.0; Wiltshire 4.0; Hartlepool 4.3; Hounslow 4.7; Birmingham 4.7; Warrington 5.0.

Biggest deterioration 2019->2025 (points): City of London 6.7->32.0; Derbyshire 13.3->36.0; Liverpool 4.7->16.3; Salford 6.3->16.0; Slough 4.3->13.3; Leeds 7.0->16.0; Milton Keynes 2.0->10.7; Plymouth 5.7->14.0; Blackburn 5.7->13.7; North Tyneside 2.7->9.0. Biggest improvement: Lewisham 24.0->7.0; City of York 20.3->10.7; Stockport 11.7->7.0; Rotherham 9.7->5.7; Durham 9.7->5.7; Doncaster 10.0->6.3.

30 authorities have at least one class missing in FYE2025 (listed in councils.csv as [x]/[y]/[z]); Shropshire, Stoke-on-Trent and Isles of Scilly have no usable FYE2025 condition data at all; Worcestershire has only unclassified.

4d. Funding per locally managed mile

2025/26 (final, 98 LHAs with individual allocations): highest Brighton and Hove £14,055/mile; Milton Keynes £12,901; Cheshire East £12,423; Westmorland and Furness £12,309; Warrington £11,780; Cumberland £11,742; Hertfordshire £11,657; Blackburn £11,627; Oxfordshire £11,531; Wiltshire £11,461. Lowest are all London boroughs, which in 2025/26 received only the "new funding" element (no Highways Maintenance Block baseline, since London is funded via TfL/GLA): Havering £1,941; Tower Hamlets £2,426; Wandsworth £2,451; Lambeth £2,455; City of London £2,476; Hounslow £2,488; K&C £2,498; Hackney £2,499; Westminster £2,511; Islington £2,516. London boroughs' total 2025/26 DfT allocation £23.3m for 9,185 miles; TfL £968,790.

2026/27 (88 LHAs with individual allocations): highest Brighton and Hove £14,561; Milton Keynes £13,361; Cheshire East £12,871; Westmorland and Furness £12,725; Warrington £12,225; Cumberland £12,138; Hertfordshire £12,083; Oxfordshire £11,927; Wiltshire £11,848; Wokingham £11,795. Lowest: Isles of Scilly £2,714; Hounslow £2,866; Isle of Wight £3,068 (PFI); Ealing £4,428; Harrow £4,512; Wandsworth £5,000; Barnet £5,249; Redbridge £5,471; Camden £5,494; Hammersmith and Fulham £5,577. London boroughs' total 2026/27 allocation £57.7m (2.5x 2025/26).

Caveat: per-mile comparison between London and shire authorities is not like-for-like (London baseline maintenance is funded through TfL/GLA settlements; metropolitan authorities inside Mayoral CAs have no individual figure).

5. London boroughs (councils.csv, is_london_borough = Y)

Columns: DfT overall/condition rating; % red A / B-C / U roads FYE2025 (FYE2019); locally managed miles; DfT allocation 2025/26 (per mile); 2026/27 (per mile).

Borough	Rating (overall/condition)	A / BC / U red FYE2025	FYE2019	Miles	2025/26 £ (per mile)	2026/27 £ (per mile)
City of London	Amber/Amber	7 / 67 / 22	7/4/9	29	71,790 (2,476)	277,000 (9,552)
Waltham Forest	Red/Red	7 / 15 / 24	2/3/40	262	687,790 (2,625)	1,996,000 (7,618)
Harrow	Amber/Amber	7 / 25 / 6	3/1/-	293	783,790 (2,675)	1,322,000 (4,512)
Brent	Amber/Amber	14 / 11 / 12	6/7/18	289	760,790 (2,632)	1,684,000 (5,827)
Barnet	Amber/Amber	10 / 14 / 12	5/7/14	470	1,199,790 (2,553)	2,467,000 (5,249)
Ealing	Amber/Amber	12 / 9 / 10	4/7/10	369	946,790 (2,566)	1,634,000 (4,428)
Merton	Amber/Red	6 / 8 / 17	4/4/19	233	607,790 (2,609)	1,544,000 (6,627)
Tower Hamlets	Amber/Amber	8 / 12 / 11	4/10/15	185	448,790 (2,426)	1,796,000 (9,708)
Hammersmith and Fulham	Amber/Amber	8 / 11 / 12	5/2/34	137	357,790 (2,612)	764,000 (5,577)
Enfield	Amber/Amber	7 / 7 / 16	3/2/22	388	1,008,790 (2,600)	3,165,000 (8,157)
Lambeth	Amber/Amber	8 / 9 / 9	6/3/-	239	586,790 (2,455)	1,507,000 (6,305)
Southwark	Amber/Amber	9 / 10 / 6	7/4/-	244	615,790 (2,524)	1,853,000 (7,594)
Westminster	Amber/Amber	6 / 12 / 6	5/5/6	209	524,790 (2,511)	1,541,000 (7,373)
Islington	Amber/Amber	10 / 10 / 3	7/7/-	147	369,790 (2,516)	863,000 (5,871)
Lewisham	Green/Green	7 / 8 / 6	4/4/64	270	686,790 (2,544)	1,637,000 (6,063)
Hounslow	Amber/Green	3 / 2 / 9	1/-/16	305	758,790 (2,488)	874,000 (2,866)
Hillingdon	Green/Green	4 / 2 / 5	2/2/-	446	1,153,790 (2,587)	3,207,000 (7,191)
Camden	Amber/Amber	10 / [x] / [x]	7/6/9	172	445,790 (2,592)	945,000 (5,494)
Sutton	Amber/Red	7 / [x] / [x]	5/4/-	291	750,790 (2,580)	1,754,000 (6,027)
Redbridge	Amber/Amber	10 / [y] / [y]	2/2/15	331	854,790 (2,582)	1,811,000 (5,471)
Richmond upon Thames	Amber/Red	9 / [y] / [x]	3/3/-	257	665,790 (2,591)	1,927,000 (7,498)
Wandsworth	Amber/Red	9 / [x] / [x]	6/4/17	268	656,790 (2,451)	1,340,000 (5,000)
Barking and Dagenham	Amber/Amber	11 / [y] / [y]	3/2/14	215	557,790 (2,594)	1,449,000 (6,740)
Bromley	Amber/Red	5 / [x] / [x]	3/2/-	569	1,480,790 (2,602)	3,573,000 (6,279)
Bexley	Amber/Green	5 / [y] / 12	3/2/-	342	896,790 (2,622)	2,491,000 (7,284)
Kensington and Chelsea	Red/Red	4 / [x] / [x]	3/1/21	132	329,790 (2,498)	778,000 (5,894)
Kingston upon Thames	Amber/Red	6 / [x] / [x]	3/3/-	214	544,790 (2,546)	1,328,000 (6,206)
Havering	Amber/Amber	6 / [x] / 27	1/3/21	418	811,500 (1,941)	3,060,000 (7,321)
Haringey	Amber/Amber	6 / [y] / 15	5/6/-	221	572,790 (2,592)	1,515,000 (6,855)

Borough	Rating (overall/condition)	A / BC / U red FYE2025	FYE2019	Miles	2025/26 £ (per mile)	2026/27 £ (per mile)
Croydon	Amber/Amber	9 / [x] / 17	8/3/16	482	1,242,790 (2,578)	2,707,000 (5,616)
Newham	Amber/Amber	12 / [y] / 18	5/8/-	268	693,790 (2,589)	1,501,000 (5,601)
Hackney	Amber/Amber	11 / [x] / 19	6/7/-	168	419,790 (2,499)	1,089,000 (6,482)
Greenwich	Red/Amber	8 / [y] / [y]	4/4/25	322	814,790 (2,530)	2,286,000 (7,099)

Observations: 16 of 33 boroughs have no usable FYE2025 figure for B/C or unclassified roads - London's minor-road condition data is the weakest in England, which is why so many borough condition ratings are flagged by DfT as based on incomplete data. On A roads, which all boroughs report, Brent (14%), Ealing and Newham (12%), Barking and Dagenham and Hackney (11%) are the worst, and 32 of the 33 boroughs report a higher A-road red share than in FYE2019 (City of London unchanged at 7%; biggest rises Barking and Dagenham 3->11, Ealing 4->12, Brent 6->14, Redbridge 2->10, Newham 5->12). ALARM's London sample: 82,336 potholes filled in 2025/26 (a third of the 2015/16 figure, though sampled boroughs differ), £1.22bn backlog, resurfacing every 39 years (better than England's 106), 80 claims per borough and £3.0m paid in 2025/26 (ALARM 2026); 106 claims per borough, 75% pothole-related, £2.6m paid in 2024/25 (ALARM 2025).

6. Potholes filled and compensation claims from council transparency reports

Full detail (definitions, splits, quotes, file names, URLs) is in london_reports_extract.csv and county_reports_extract.csv, merged into councils.csv (columns report_years_found, potholes_filled_2023_24/2024_25/2025_26, km_resurfaced_, avg_time_to_fix, backlog_estimate, highways_maintenance_spend, claims_, source_file, source_url, quote, notes). Figures are exactly as each council printed them; "-" = the report gives no number.

6a. London boroughs and TfL (33 + TfL; 23 reports read, 11 not retrievable)

Authority	Potholes filled 2023/24	2024/25	2025/26	Resurfaced	Backlog / steady-state figure	2025/26 spend (cap+rev)	Claims
Bexley	-	-	4,403 (area converted to "pothole equivalents")	3.89 km structural 2025/26; 0 km preventative ever	-	£11.9m	-
Brent	-	-	8,383 ("around 8,300"; 5,558 by injection patcher; document reads as draft)	21.4 km structural + 65.9 km preventative 2025/26	-	£15.9m	-
Bromley	-	-	2,485 (all permanent reactive)	19 km 2025/26; 24.3 km planned 2026/27	-	£9.2m	-
Camden	294	340	280 ("over 7,300 defects" addressed in 2024/25)	10.4 km 2023/24; 6.8 km 2024/25	-	£11.9m	-
Croydon	3,718	3,140	2,706	15.7 km 2023/24; 15.8 km 2024/25; 11.5 km + 12.4 km preventative 2025/26	carriageway backlog £147m (rising to £175m), steady state £9m/yr; footways £114m	£11.3m	-
Ealing	4,241	3,027	- (2026 report not found)	c.14.3 km 2023/24; c.10.7 km 2024/25 (printed as "Km", evidently metres)	£8.5m/yr needed for steady state	2024/25 £7.7m	-
Enfield	3,241	2,626	- (2026 report not found)	5.18 km 2023/24; 3.77 km + 1.72 km surface treatment 2024/25	-	2024/25 £4.4m	-
Haringey	2,152	1,097	474	0 km structural 2025/26; 53,513 m2 patching; 12.5 km planned 2026/27	47 km (c.15%) of carriageway red; £3.25m/yr to reach 5% red in 10 years	£7.7m	-

[illegible]

Findings from the London reports: not one of the 23 London reports read gives any compensation-claims figure (received, paid or £) - the DfT template does not ask for it. "Potholes filled" is not comparable between boroughs: Bexley converts repair area into pothole equivalents; Harrow and Hillingdon count jobs; Lewisham and Islington count only temporary repairs; Redbridge publishes two series five times apart; Camden's 280-340 sits beside "over 7,300 defects". Summing the 2025/26 figures where given (16 boroughs + TfL, taking the DfT-template count where a council publishes two) gives 51,213, against ALARM's grossed-up London estimate of 82,336 for the same year. Only Croydon (£147m carriageways), Havering (£50-70m), Ealing (£8.5m/yr steady state), Newham (£11m/yr) and Haringey (£3.25m/yr) quantify a backlog. TfL is the only authority giving an actual (not target) repair time: 1.7 days. Repair-time targets range from 1-4 hours to make safe a dangerous pothole (most boroughs) to 28 days or 90 days (Bexley) for permanent repair.

6b. Largest counties, unitaries and cities (40 targeted; 28 with figures, 12 not retrievable)

Authority	Potholes filled 2023/24	2024/25	2025/26	Resurfaced / preventative 2025/26 (B2.1 unless stated)	Backlog figure	Total highways maintenance spend 2025/26 (2024/25)	Claims
Devon	-	-	c.58,000	annex behind login; plan 2026/27 36 km + 655 km preventative	-	£118.5m (£105.9m)	-
Lincolnshire	-	-	c.64,140	124 km structural; 330 km preventative	"steady state" aim, no £	£103.4m (£112.0m)	-
North Yorkshire	11,878	11,015	10,513 (work orders, each containing several potholes)	33 km; 309 km preventative	-	£97.8m (£83.6m)	-
Essex	13,221	18,636	- (2026 report not reachable)	156 / 235 / 209.6 (unit not printed) all treatments 2023/24-2025/26	-	2024/25 capital £109.6m + revenue £33.4m	-
Cornwall	34,468	36,501	44,186	51.3 km; 136.1 km preventative	-	£66.1m (£56.2m)	-
Suffolk	19,131 carriageway + 2,869 footway	19,159 + 3,349	est. 19,145 + 3,109	2024/25: 58.98 km resurfacing + 139.05 km surface dressing; 2025/26 est. 19.33 + 152.53 km	-	2024/25 capital £47.9m + revenue £17.9m	-
Derbyshire	-	-	66,784	50 km; 115 km preventative	lifecycle backlog assessed, no £	£61.5m (£44.5m)	-
Staffordshire	32,437	37,308	- ("over 30,000 each year"; up to 33,600 expected)	plan 260 km surfacing	-	2024/25 capital £64.7m + revenue £18.5m	-
Nottinghamshire	-	-	c.71,141	30 km; 114 km preventative (2026/27 plan 92 + 270 km)	backlog forecast to fall only to c.£317m; £101m/yr for steady state	£65.8m (£51.0m); 2026/27 £118.3m	-
Cumberland	-	-	32,541	21 km; 67 km preventative	-	£34.5m (£23.5m)	-
Westmorland and Furness	16,107	34,228 (method changed mid- 2023/24: now counts repairs per defect)	-	plan £7.5m resurfacing (59 roads) + 66 miles surface dressing	-	2024/25 capital £29.3m + revenue £4.1m	-
Northumberland	-	-	41,592	49.18 km; 70.77 km preventative	-	£50.7m (£46.2m)	-
Surrey	-	-	c.45,000 (roads and pavements)	annex not captured	-	£124.2m (£133.3m)	-

Authority	Potholes filled 2023/24	2024/25	2025/26	Resurfaced / preventative 2025/26 (B2.1 unless stated)	Backlog figure	Total highways maintenance spend 2025/26 (2024/25)	Claims
Hertfordshire	-	-	24,842 "pothole units" (1 unit = 1 m2)	57 km; 148 km preventative	-	£123.9m (£122.7m)	-
West Sussex	48,104 (29,660 reactive + 18,444 preventative)	44,699 (32,530 + 12,169)	32,280	42 km; 181 km preventative	-	£73.9m (£74.0m)	-
Gloucestershire	48,148	47,981	51,539 (43,521 carriageway + 7,838 footway)	123.76 km; 53.52 km preventative	TAMP standstill/backlog costs, no £	£79.7m (£78.9m)	-
Durham	45,526	43,044	- (2026 report not retrieved)	74.81 mi (2023/24), 71.92 mi (2024/25), planned 60.97 mi 2025/26	"significant backlog" on urban unclassified, no £	2024/25 capital £35.9m + revenue £7.6m	-
Cambridgeshire	65,219 (cost £3.69m)	52,229 (cost £4.56m)	47,365	42 km; 167 km preventative (2024/25: 56 km + 92 km)	£800m backlog	£72.6m (£79.1m)	-
Oxfordshire	-	-	c.41,000 (core report) / 32,452 (annex)	28 km; 195 km preventative	-	£70.3m (£70.6m)	-
Warwickshire	-	-	12,857 (8,214 permanent + 4,643 temporary)	31.6 km; 211.45 km preventative	-	£50.9m (£42.1m)	-
Worcestershire	15,557	16,022	15,557 (identical to 2023/24 as printed)	38 km; 215 km preventative	"steady state" maintained, no £	£58.4m (£58.0m)	-
Leeds	14,646	26,007 (table year labels misprinted)	- (est. c.15,000)	2024/25 over 121 km; plan 124 km	£288.3m backlog	2024/25 DfT capital £25.3m + LCC capital £11.2m + revenue £5.3m	-
Bradford	13,289	11,761	8,986 (all temporary repairs)	plan 2026/27 20.27 km + 52.25 km surface dressing	-	£21.1m (£22.5m)	-
Liverpool	-	-	10,501 (305 temporary, 10,196 permanent)	7.88 km; 0 km preventative	-	£29.6m (£32.1m)	-
East Sussex	-	-	22,453	2.4 km; 69.5 km preventative	-	£40.0m (£45.9m)	-
West Northamptonshire	-	-	19,809 (+102,855 m2 carriageway repairs)	-	-	£35.8m (£40.3m)	-
Norfolk, Hampshire, Kent, Leicestershire, Wiltshire, Manchester, Sheffield, Dorset (403 blocked); Lancashire, Shropshire, Birmingham, Bristol, Buckinghamshire (404/500); Somerset (page found but no report link)	not retrievable						

Findings from the county reports: compensation claims are absent from every one of the 28 county/unitary reports read, as from every London report (the DfT template asks for repair counts, treatment lengths, spend and policies, not claims). Reported pothole counts for the big rural counties for 2025/26 are far higher than ALARM's per-authority average of 14,868 for England excl. London: Nottinghamshire c.71,000, Derbyshire 66,784, Lincolnshire c.64,000, Devon c.58,000, Gloucestershire 51,539,

Cambridgeshire 47,365, Surrey c.45,000, Cornwall 44,186, Northumberland 41,592. Definitions again differ (North Yorkshire counts work orders; Hertfordshire counts square metres; West Sussex includes preventative-programme potholes; Gloucestershire includes footways; Westmorland and Furness doubled when it changed from defects to repairs). Where two years are reported on a consistent basis, counts rose at Cornwall (+28% 2023/24 to 2025/26), Staffordshire (+15%), Essex (+41%) and Leeds, and fell at Cambridgeshire (-27%), West Sussex (-33%), Bradford (-32%), Haringey and most London boroughs with two years of data. Backlog figures quantified by only four large authorities: Cambridgeshire £800m, Nottinghamshire c.£317m (after record 2026/27 investment; £101m/yr steady state), Leeds £288.3m, and Croydon £147m carriageways + £114m footways (London). Derbyshire's exceptional DfT red percentages (29/43/36) come from its Annual Engineers Inspection with council-defined RAG bands, which its own annex says is not comparable with SCANNER-based authorities; on the new PAS 2161 bands it reports 0.1-0.6% in the worst band.

7. Caveats

- ALARM is a confidential survey of local authority highway departments, grossed up by the AIA to England+Wales totals from 56-79% response; London figures rest on a small number of boroughs; definitions of "pothole" vary by authority. It is the only long series of potholes filled.
- DfT condition statistics (S1) are "percentage of road length where maintenance should have been considered" from SCANNER/visual surveys the authorities submit; from FYE2024 some authorities use new survey technologies (DfT notes 7-15 in the RDC tables); London FYE2020-2022 unrepresentative; many authorities do not survey minor roads every year. City of London's 67% red B/C figure is on a very small network.
- The DfT ratings are the department's own composite (condition 1/3, spend 1/3, best practice 1/3) and use transparency-report data, so a council that under-reports is rated on incomplete data (asterisked in `report_links_2025.csv`).
- Council-reported potholes-filled counts are not comparable across councils: some count every carriageway defect, some only safety defects, some count repairs, some count square metres patched. The DfT 2026 guidance itself says "different authorities will estimate the number of potholes they have filled differently".
- RAC/AA figures are UK-wide breakdowns attended, not pothole counts; the RAC council-claims FOI covers England, Scotland and Wales, and only the responding councils.
- Funding per mile is DfT capital only (excludes councils' own revenue spend and, for London, TfL/GLA money).
- FixMyStreet report counts could not be collected: fixmystreet.com returned "Down for maintenance" on every attempt and the Wayback Machine rate-limited requests.
- "Road conditions in England to March 2026" was not yet published; the condition figures above end at March 2025.