The national motorway and trunk road network connects the national motorway and trunk road network. UK businesses are calling for adequate funds for local road maintenance. For example, the Asphalt Industry Alliance, 2017

The deterioration of local roads has safety implications. In 2016-17, cyclists killed or seriously injured due to accidents caused by potholes increased from £12.1 billion. This represents about 1% of the UK’s transport and road investment. 68% of UK businesses don’t think road infrastructure will improve over the coming years. Government statistics show that traffic is at a record high with 325.1 billion vehicle miles travelled in 2017 - an increase of 1.4% over 2016. The local road network showed the largest increase. A-road traffic increased by 2.1% to 167.1 billion vehicle miles. B-road traffic increased by 0.9% to 158.0 billion vehicle miles. The national motorway and trunk road network.

The local road network is essential to the social and economic well-being of the country. UK businesses are calling for more investment in road maintenance. For example, the manufacturers’ organisation, EEF, believe that reliable and resilient local roads are a key enabler for increased productivity.

The local road network connects the national motorway and trunk road network. The local road network. Government rhetoric concerning the UK as being open for business is undermined by the reality that you cannot develop a first class global economy with a third world road network.

There are a number of simple, cost effective policy changes that would make a real difference. These include:

- No more lip service: Government needs to demonstrate a real understanding of the essential role that the local road network plays in the national social and economic well-being of the country.
- All local roads should receive funds from vehicle excise duty. Currently, the monies raised are only available for motorways and A roads.
- Inject £1 billion a year to address the £12 billion backlog of local road pothole repair by investing just 2p from the existing fuel duty.
- Ring-fence local highway budgets. Starved of funding, by 2020 local councils will spend 60p in every £1 raised by council tax on social care leaving less to fund essential road maintenance.
- Ensure that all local authorities are signed-up to and implementing asset management in order to ensure they get the best out of their local road asset.
- Local authorities to ensure that they are open to best industry practice and new product and process innovation.
- All road users to keep up the pressure by reporting potholes to their local authority and to contact their local MP asking why government doesn’t provide adequate funds for local road maintenance.

The decades of under-investment in local road maintenance means that it would cost £12.06 billion to repair the backlog of pothole repairs. This is up from £11.8 billion in 2016. Annual Local Authority Road Maintenance Survey (AJA), 2017

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The Road Surface Treatments Association (RSTA) aims to raise awareness of the benefits of road surface treatments and promote work force competence and safe working practices.

Membership covers the whole supply chain and includes large national and regional contracting companies, local authority Direct Labour Services Organisations, materials and equipment suppliers, test houses and consultants. Members are required to be registered with the National Highway Sector Scheme 13 or HAPAS or equivalent Product Certification and Approved Installers Schemes.

For further information on the RSTA, its objectives, membership and programme of industry initiatives and training visit:

WWW.RSTA-UK.ORG