June 2025

Local highways maintenance transparency report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our highway network

Lengths of highway, footways and cycleways (km)						
A Road	*B and C roads*	*U roads*	*Total Roads*	*Footways*	*Other Public rights of way*	*Segregated cycleways*
19km	*45km*	*327km*	*391km*	*789km*	*km*	*2.4km*

In addition to the road network the authority maintains approximately 15,800 streetlights, 15,400 gullies along with all the street furniture on the highway including signs, bollards, guard railing and road markings.

The Council also has responsibility for 33 bridges, 14 footbridges, 4 culverts, 40 retaining walls and 1 subway.

Highways maintenance spending figures

Highway maintenance spending					
Year	**Capital allocated by DfT (£,000s)**	**Capital spend (£,000s)**	**Revenue spend (£,000s)**	**Estimate of % spent on preventative maintenance**	**Estimate of % spent on reactive maintenance**
2025/26 (projected)	£685	£3,729	£4,000	79%	21%
2024/25	£211	£5,068	£3,940	83%	17%
2023/24	£211	£3,391	£3,759	79%	21%
2022/23	£0	£349	£3,338	63%	37%
2021/22	£0	£2,215	£3,210	77%	23%
2020/21	£0	£2,572	£3,140	78%	22%

Additional information on spending

The above table sets out a broad division of the Local Authorities funding streams for highway maintenance since April 2020.

The headings fund maintenance on various highway assets. The types of works which are set out below.

Capital allocated by DfT.

- Carriageway resurfacing

Capital spend.

- Carriageway resurfacing
- Footway reconstruction
- Bridge maintenance

Revenue spend.

- Carriageway resurfacing, patching and pothole repairs
- Footway maintenance, preventative and reactive
- Bridge maintenance
- Drainage works including gully cleaning
- Street furniture including traffic light maintenance
- Street lighting
- Winter service (road gritting service)

The table above shows a split in maintenance activities between preventative and reactive. For the purposes of these figures temporary and small-scale road repairs, street furniture repairs and the winter service are classed as reactive maintenance. Larger road repairs including carriageway patching, drainage work and gully cleaning classed as preventative maintenance.

Street lighting is managed and maintained under a PFI Contract. As part of this Contract the majority of street lighting in the Borough was renewed between 2011 and 2015 as such all the street lighting spend has been classed as preventative maintenance.

Bridge maintenance covers the regular bridge inspections and maintenance of a jointly owned structure, with reactive maintenance covering minor repairs, repointing and movement monitoring, and preventative maintenance covering works such as waterproofing, more major repairs.

The information shows the funding covers many varied types of highways work all contributing to provide a safe and fit for purpose road network.

A brief breakdown of some headline figures is shown in the table below.

Estimate of number of potholes filled					
2020/21	2021/22	2022/23	2023/24	2024/25	2025/26 (estimate)
2593	2732	1741	3005	2947	2800
Length of roads resurfaced (km)					
2020/21	2021/22	2022/23	2023/24	2024/25	2025/26 (estimate)
9.9	6.5	0.2	8.0	5.4	5.6
Length of footways reconstructed (km)					
2020/21	2021/22	2022/23	2023/24	2024/25	2025/26 (estimate)
0.2	5.8	0.4	3.5	5.3	3.6

Condition of local roads

Year	**Percentage of A roads in each condition category**		
	Red	**Amber**	**Green**
2020	%	%	%
2021	%	%	%
2022	6%	28%	64%
2023	5%	27%	67%
2024	%	%	%

In London, the condition surveys and data for principal roads are provided on a pan London basis. This data is from a SCANNER survey. The Borough has principal road data from an AI survey but has not included in this table to maintain consistent information.

Year	**Percentage of B and C roads in each condition category**		
	Red	**Amber**	**Green**
2020	0%	22.5%	77.5%
2021	%	%	%
2022	4.36%	36.98%	58.32%
2023	%	%	%
2024	7.79%	46.23%	45.98%

Year	Percentage of U Roads in the Red category
2020	1.7%
2021	%
2022	2.95%
2023	%
2024	5.86%

The Authority carries out condition surveys of all roads every two to three years. The results are in the tables above divided into B & C road (classified roads) and all other roads (unclassified roads).

The road condition assessments in Lewisham are conducted using two methods. Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology or using AI based technology.

Both these survey types measure a number of parameters to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27 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 five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01

Plans

Overall strategy

The Council is responsible for ensuring that highway assets such as bridges, footpaths, carriageways and street furniture are fit for purpose and able to fulfil their functions in an efficient and sustainable manner.

Asset management is accepted by central and local government to deliver a more efficient and effective approach to management of highway infrastructure assets through planning, ensuring that standards are defined and achievable for available budgets.

The Authority has an asset management strategy which ensures the Council can ensure that resources are targeted to areas of maximum need. Recognising available resources, a prioritised maintenance strategy for highway assets based on good quality asset information and associated risk is employed. Financial resources include those from Council's budgets, opportunistic funding mechanisms, new developments, TfL and the DfT are targeted to areas of maximum need.

In managing the highway network, funding is best used to carry out preventative and reactive maintenance, considering a long-term investment strategy, mitigating some of the effects of climate change and improving accessibility for all.

This promotes a business-like approach to managing the highway network taking a long-term view of the assets in a structured way that gives confidence to decision makers on maintenance needs. Maintaining highway assets to ensure that they are fit for purpose and able to fulfil their functions in an efficient and sustainable manner is essential for the environment, economic, social health and active travel in Lewisham and the wider southeast.

Specific plans for 2025/26

This year, alongside the on-going maintenance work incorporating around 3000 minor carriageway and 3400 minor footway repairs, cleaning 14,000 gullies, maintenance of 15,800 streetlights, maintenance of assorted street furniture, signs, bollards, guard railings, benches etc, it is planned to resurface 5km of roads and reconstruct 3km of footway.

This year there are no large-scale repairs or improvements planned for bridges or structures, but they will be inspected as part of an annual programme and minor repairs undertaken.

Streetworks

Like all London boroughs, Lewisham experiences high volumes of road traffic. To manage this effectively, the Authority operates under the London Permit Scheme (LoPS), which coordinates all highway works.

Under LoPS, utility companies and other organisations must provide detailed information about the nature and duration of their works. This enables the Authority to assess potential impacts on road users and plan accordingly.

Additional powers under highway legislation allow the Authority to issue penalties for inaccurate information or delays beyond agreed timescales.

Regular coordination meetings with utility providers and neighbouring boroughs support long-term planning. These meetings facilitate the exchange of future work programmes and help avoid conflicts.

To protect newly resurfaced roads, the Authority also enforces restrictions on excavation by utility companies. Section 58 notices are issued for Authority-led works and serve as formal protection for new road surfaces. These notices are flagged in utility companies' planning systems, ensuring that only emergency works are permitted in affected areas.

Climate change, resilience and adaptation

Climate change poses several significant risks to an urban highway network. The Council has an ambition goal to be carbon net-zero by 2030 and as such is actively supporting sustainable transport.

The Borough currently has 48 school streets to make it easier and safer for parents and children to walk, cycle or use public transport to get to school, as well as reducing congestion and improving air quality around our schools.

There is an ambitious plan to reduce the amount of unrestricted car parking in the borough and install more active travel infrastructure through our Sustainable Streets programme,

helping to reduce the number of car journeys taking place in the borough and encourage more sustainable travel.

The Authority has also secured funding from the Department for Environment, Food and Rural Affairs to expand our air quality monitoring network, helping us to monitor changes in air pollution and inform our approach to improving air quality in the borough.

Surface water flooding from intense rainfall events is a major concern. Flooding can damage road surfaces, undermine structural integrity, and disrupt traffic flow. In a response to this risk, we clean approximately 14,000 roadside gullies per year. The cleaning programme is based on silt level survey data which ensures greater resources are directed at high-risk areas.

The Council has now constructed over 50 rain gardens. These gardens are shallow, planted depressions that collect runoff from roofs, roads, and pavements. Instead of water rushing into drains it is absorbed into the soil, reducing pressure on drainage systems. These areas also have other benefits, vegetation and soil in rain gardens slow the movement of water, allowing more time for it to soak in or evaporate. As water passes through the soil and plant roots, pollutants like oil, heavy metals, and sediments are filtered out with cleaner water entering the groundwater and rivers. The gardens also add greenery to urban areas, which helps cool the environment and providing a habitat for birds and pollinators.

New road resurfacing techniques and materials are used to cut emissions. Road surfacing materials are now designed to be made and laid at lower temperatures cutting the fuel requirements. The reduction in energy use reduces greenhouse gas emissions. New materials are now used made from a higher recycled content. These materials can be laid to a greater thickness reducing the need for the more traditional two layers of surfacing often required for poor condition roads. This cuts the working time not only reducing local disruption but saving in emissions from site vehicles.