London Borough of
Lewisham

Highway Maintenance Transparency Report

2026/27

Contents

A1 What do we maintain?

Lewisham Council (Lewisham) has 433km of public highways. Under Section 41 of the Highways Act 1980, Lewisham has a statutory duty to maintain the highway network to support the safe movement of people and goods.

The network includes carriageways, footways, street lighting, drainage and highway structures. These assets are managed through in-house expertise and external contractors, with street lighting delivered through a Private Finance Initiative (PFI) contract.

433km
carriageways

2km
cycleways

15,868
gullies

789km
footways

15,800
lighting columns

46
bridges

Key challenges

Key challenges faced for maintaining the network include:

- **Ageing Assets:** Much of Lewisham's highway network predates modern design standards and now requires increasing maintenance to remain safe and serviceable.
- **Usage**: Heavy use by buses, freight and general traffic accelerates deterioration, especially on borough roads linking to arterial routes such as the A205, A2 and A20.
- **Third Party Works:** Utility works and private developments create programme and traffic management challenges, while frequent excavations and heavy vehicle movements accelerate asset deterioration.
- **Climate**: Extreme weather events such as rainfall and heat accelerate asset deterioration, particularly where assets were not designed to withstand such conditions.
- **Funding**: Budget constraints and inflation limit the volume of maintenance that can be delivered.

A2 Road condition

What do the condition bands mean?

Lewisham undertakes condition surveys of its carriageway network to understand asset condition, maintenance backlog and support investment decisions. Condition scores should be interpreted as follows:

Green: These roads are in a good condition. No treatment is required but early-life preventative treatments (e.g. rejuvenation) can extend useful life.

Amber: These roads are in a fair condition. Preventative treatments can help tackle early-stage defects (e.g. cracking, fretting) and restore surface life.

Red: These roads are in a poor condition and have reached the end of their useful life. They are prioritised for structural maintenance (e.g. resurfacing).

The published official statistics for road condition include more detail about the methodology, timing and coverage of this data.

What is the condition of our roads?

Based on these regular condition surveys, Lewisham monitors the condition of its carriageways over time to understand trends and determine the success of its investment. Figure 1 demonstrates the condition of classified (A and BC) and unclassified (U) roads over time.

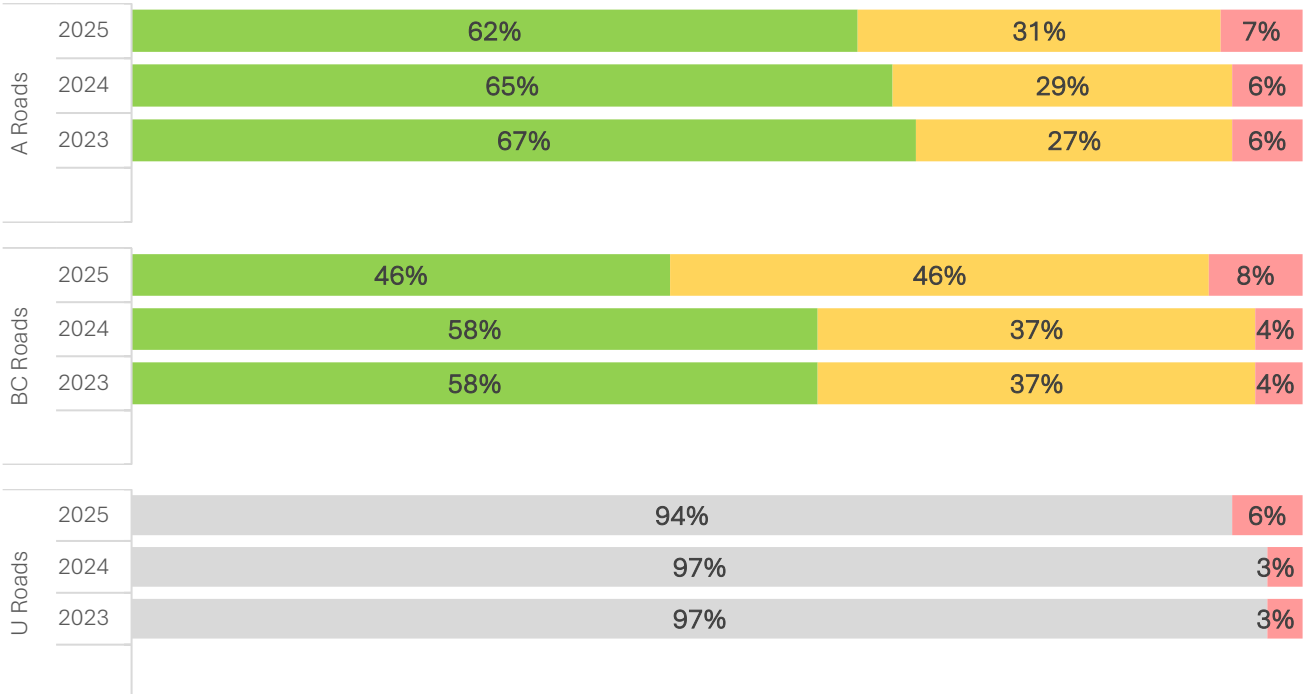

Figure 1: Condition of our roads by classification

The proportion of Lewisham's carriageway network in poor condition increased by 3% on U roads, 4% of BC roads and 1% on A roads, between 2023 and 2025 due to funding constraints and rising treatment costs. To reduce costs while maintaining required amount of works to be achieved, treatment options have shifted from two-layer to single-layer treatments. However, this results in reduced asset life expectancy.

Condition surveys for principal roads (A) are provided on a pan London basis, allowing for comparative analysis and benchmarking across London boroughs. This data is from a Surface Condition Assessment for the National Network of Roads (SCANNER) survey. All other roads (BC and U) have been surveyed using SCANNER or AI based surveys.

From 2026/27 onwards, Lewisham will comply with the new PAS2161 data standard for condition surveys. Surveys will be undertaken by a PAS2161-accredited supplier, ensuring results are comparable across England and support benchmarking.

A3 Potholes and defects

What is a pothole?

Lewisham defines a pothole as a depression or void in the road surface that poses a risk to highway users. They typically form due to water ingress, freeze-thaw cycles and repeated traffic loading which cause failures and loss of material in the road surface.

Depressions measuring 20 mm or more on cycle lanes and crossing points, and 50 mm or more elsewhere, are classified as potholes and considered suitable for repair, while defects below this threshold are generally monitored. In most cases, temporary or make-safe repairs are completed within one day of assessment, while permanent repairs are carried out within 7 to 28 days, depending on the level of risk to road users.

How are we tackling potholes?

In 2025/26, Lewisham estimates that 3,075 potholes were repaired through reactive maintenance. Potholes are repaired through both planned and reactive maintenance as described below.

Reactive Maintenance:
Lewisham takes a risk-based approach to tackling potholes and other highway defects. Our policy is set out in our Highways Safety Inspection Regime policy, published in 2018 and regularly reviewed. This policy is aligned with industry guidance and best practice such as the Code of Practice for Well-Managed Highway Infrastructure.

Regular inspections are undertaken to identify defects posing a risk to highway users. Roads are inspected monthly, quarterly, six-monthly and annually. Strategic and high traffic roads are inspected more frequently, prioritising resources in high-risk areas. Defects are also identified through reports from the public, as detailed later in this section.

For defects meeting investigatory thresholds, a risk assessment is conducted to determine the risk posed to highway users. It considers the likelihood and potential impact of an incident. Higher-risk defects are prioritised for earlier response, while lower-risk defects may be addressed later or through planned maintenance.

Temporary repairs are utilised to address localised defects due to their lower cost compared to permanent repairs while still providing a serviceable lifespan. Permanent repairs are applied to defects that cannot be adequately addressed through temporary repairs.

Planned Maintenance:
Lewisham delivers annual planned maintenance programmes to renew and extend carriageway life, reducing long-term repair costs and improving network condition, described in Section A5 Our plans for this year. Additionally, preventative treatments are explored to address early-stage defects and support a proactive maintenance approach.

How can the public report potholes / defects?

Members of the public can report potholes and other highway safety defects in Lewisham by:

- Submitting an online report via the council's website.
- Reporting via the Love Clean Streets website or through the app from the Apple Store or Google Play.

What happens after a pothole is reported?

Public reports relating to potholes are processed through customer services and logged in our asset management system. An initial desktop assessment is carried out to determine if the defect is on council-maintained highway and investigation timescales based on severity, extent and location as shown below.

Urgent	Investigated within 2 hours.
Non-Urgent	Investigated within 24 hours.

A highway inspector will visit the highway defect where highways action is required if it is on council-maintained public highway and undertake an on-site risk assessment to determine repair response times as described beforehand. Defects outside the council's remit are referred to relevant third parties.

A4 Spend and funding

How much do we spend on highways maintenance?

Investment in the public highway network is critical to maintaining a safe, efficient and resilient network. With increased DfT funding from 2026/27 onwards, it is essential that available funding is targeted where it delivers the greatest benefit and is supported by cost-effective maintenance approaches that maximise value for money. A breakdown of Lewisham's highway maintenance spend is provided in Table 1.

Table 1: Highway maintenance spend by asset class

Asset Class	2024/25	2025/26	2026/27 (projected)
Carriageways	£1,748,000	£2,316,000	£2,803,000
Footways	£2,802,000	£4,663,000	£3,042,000
Structures	£502,000	£249,000	£290,000
Drainage	£341,000	£227,000	£238,000
Lighting	£1,634,000	£1,675,000	£1,717,000
Other	£664,000	£745,000	£676,000
Total	**£7,691,000**	**£9,875,000**	**£8,766,000**

Where does our funding come from?

Our highway maintenance budgets are funded from various sources, as follows in Table 2.

Table 2: Funding sources

Funding source	2024/25	2025/26	2026/27 (projected)
DfT / Government	£893,000	£1,960,000	£2,996,000
Council / Third Party	£6,798,000	£7,915,000	£5,770,000
Total	**£7,691,000**	**£9,875,000**	**£8,766,000**

Funding is primarily obtained through council capital and revenue streams, but this is further supplemented from external sources, specifically the annual DfT highways maintenance block grant and needs based funding obtained through TfL. Reductions in TfL funding have resulted in maintenance investment being focused on only the highest-priority sections of borough owned principal roads. However, from 2026/27, the DfT highways maintenance block grant will significantly increase, with allocations confirmed through 2029/30.

DfT funding uplifts form part of the Government's commitment to assist local highway authorities to be more proactive, invest in preventative maintenance and improve the long-term condition of England's local roads. Lewisham will receive up to £7.4m over the next 4 years, of which £4.7m forms a guaranteed baseline element, and an additional £2.8m incentive funding, subject to meeting certain requirements. This provides Lewisham with greater funding certainty, shifting focus from reactive-focused regimes to long-term, planned and preventative maintenance.

A5 Our plans for this year

Highway maintenance plans for 2026/27

Lewisham is continuing to deliver its various risk-based highways maintenance programmes in 2026/27, targeting investment where it provides the greatest benefit to the travelling public. The council intends to deliver the following planned maintenance activities this year:

- Resurfacing approximately 8km of carriageways, ensuring roads are safe for use.
- Repaving approximately 3km of footways to ensure an appropriate level of service that promotes active travel, particularly walking and wheeling.
- Cleansing around 16,000 gullies along with additional improvement works and maintenance to ensure people, properties and infrastructure are safe from flooding and the potential damage caused.
- Other planned maintenance works on assets such as street lighting, structures, traffic signs, road markings and street furniture, identified through inspections, asset data and available budgets.

Full list of planned works

Lewisham is committed to being open and transparent about where and how it invests in the highway network. Roads and footways earmarked for planned maintenance works are published on the council's website. The 2026/27 programmes are outlined in Table 3 & Table 4.

Carriageways

Table 3: 2026/27 carriageway programme

Road name	Extents
Kirkdale	Westwood Hill to Jews Walk
Harefield Road	Wickham Road to Breakspears Road
Southend Lane	j/w Brookehowse Road (eastbound cway)
Pepys Road	o/s no. 19 to o/s no 47 (near Musgrove Road) (uphill lane only)
Endwell Road	On Railway Bridge between s/o 110 Endwell Road to j/o Mantle Road
Lewisham Road	Conington Road to Granville Grove inc Bus-Stops ED & EF
Baring Road	j/w Coopers Lane to before speed cushion opp no. 91 near j/w Bramdean Crescent
Downham Way	Shroffold Road to bus stop o/s 167
Downham Way	Northover to end of bus lane near j/w Galahad Road
Perry Rise	Bell Green to Queenswood Road
Churchdown	Shroffold Road to Downderry Road
Honor Oak Park	Devonshire Road to Hengrave Road
Sandrock Road	Whole Road (both sections)
Laleham Road	Whole Road
Meadowview Road	Whole Road

Road name	Extents
Lewisham Hill	Wat Tyler Road to Eliot Hill
Woolstone Road	Kilmorie to Perry Vale
Bankhurst Road	Whole road
Jerrard Street	Whole road
Baring Road	Bramdean Crescent (o/s no. 95) to j/w Harland Road
Lee Road	Lee Terrace roundabout to side no. 43 (l/col 008)
Kitto Road	o/s no. 60 Gibbon Road to j/w Drakefell Road
Morden Hill	Lewisham Road to fire gate
Park Rise Road	Stanstead Road to St Germans Road
Sprules Road	Whole road
Pascoe Road	Whole road
Reservoir Road	Whole road
Billington Road	Whole road
Honor Oak Road	o/s no. 129 to j/w Ewelme Road
Montpelier Vale	j/w Montpelier Row to j/w Tranquil Vale
Downham Way	Churchdown to o/s no. 203

Footways

Table 4: 2026/27 footway programme

Road name	Extents
Rockbourne Road	j/w Stanstead Road to Montrose Way (even nos. side)
Westwood Park	Cannonbie Road to Langton Rise (odd side)
Westwood Park	Cannonbie Road to Ringmore Rise (even side)
Winn Road	j/w Jevington Way to Exford Road (even nos. side)
Perry Rise	j/w Queenswood Road to Paxton Road (even no. side)
Perry Rise	j/w Priestfied Road to o/s no. 27 (odd no. side)
Lewisham Road	Lamp col 009 (opp Orchard Gardens) to Lewisham Hill, odd no. side only
Hazelbank Road	Verdant Lane to Baudwin Road, odd no. side only
Grangemill Road	Grangemill Way to Fordmill Road both sides
Tewksbury Avenue	Whole length of road odd side only
Perry Hill	j/w Lescombe Road to j/w Houston Road, even no. side only
Geraint Road	Whole road both sides

How are decisions made on maintenance plans?

Lewisham applies a risk-based approach to developing maintenance plans to ensure funding is used efficiently. Roads and footways are prioritised using a range of factors including:

- **Condition:** Condition has the largest influence on its priority for maintenance.
- **Use:** Traffic volumes and road functionality are considered through to ensure that investment is targeted where it benefits the community.

- **Resilience:** Roads critical to the economy, community and essential services are prioritised to ensure these roads remain operable and safe to use.
- **Defects:** Reactive maintenance expenditure (e.g. filling potholes) is considered to minimise less cost-effective reactive patching via planned works.
- **Public Enquiries:** Public reports are considered to give communities the opportunity to provide input into maintenance plans.
- **Claims:** Historical claims are considered to help identify roads with recurring issues and improve public safety.

Annual maintenance programmes are coordinated with works from other council departments, utility companies and private developers to reduce disruption.

Technical Annex

B1 Funding and spending

Further detail on our funding for highway maintenance and how this is spent is set out below.

Capital Funding

Table 5: Capital funding allocation sources by year

Funding sources		2024/25	2025/26	2026/27 (projected)
DfT	Highway maintenance capital allocation	£211,000	£685,000	£1,637,000
	Other capital allocated to highway maintenance	£0	£0	£0
Other government capital allocated to highway maintenance		£682,000	£1,276,000	£1,358,000
Other capital allocated to highway maintenance		£3,118,000	£4,393,000	£2,524,000
Total capital funding allocated for highway maintenance		**£4,011,000**	**£6,354,000**	**£5,519,000**

Spending

Lewisham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	**Yes**

Table 6: Total capital and revenue highway maintenance spend

Funding stream	2024/25	2025/26	2026/27*
Total capital spend	£4,011,000	£6,354,000	£5,519,000
Total revenue spend	£3,680,000	£3,521,000	£3,247,000
Total spend	**£7,691,000**	**£9,875,000**	**£8,766,000**

Carriageway maintenance spend

Table 7: Carriageway spend by maintenance type

Maintenance type	2025/26		2026/27*	
	Capital	Revenue	Capital	Revenue
Total planned maintenance	**£1,977,000**	**£0**	**£2,490,000**	**£0**
Preventative	£0	£0	£0	£0
Structural	£1,977,000	£0	£2,490,000	£0
Patching	£0	£0	£0	£0
Total reactive maintenance	**£0**	**£339,000**	**£0**	**£315,000**
Temporary repairs	£0	£99,000	£0	£75,000
Permanent repairs	£0	£240,000	£0	£240,000
Other carriageway spend	**£0**	**£0**	**£0**	**£0**
Total carriageway spend	**£1,977,000**	**£339,000**	**£2,490,000**	**£315,000**

Additional information on spending on carriageways by type of spend

Given current budget constraints, the majority of planned maintenance spend is directed towards 40 mm surface course plane and inlay treatments. More extensive plane and inlay of both the surface and binder courses is generally reserved for roads in very poor condition.

Reactive treatments are works carried out in response to safety inspections, public reports or defects recorded through maintenance systems, including temporary make-safe works and permanent pothole or defect repairs.

B2 Maintenance activities

Table 8: Road resurfacing and surface treatment quantities

FY	Planned Maintenance			Reactive Maintenance	
	Preventative	Structural	Patching	Permanent	Temporary
2025/26	0km	7.4km	0m^2	2959m^2	123m^2
2026/27*	0km	7.9km	0m^2	n/a	n/a

Additional information on surface treatments and repairs

Does Table 8 reflect all carriageway-related road surface treatments and repair activities? If no, see further information on any other types of treatments delivered and their extent.	**Yes**

Further information and context

The area provided for temporary reactive repairs is estimated from 3,075 jobs covering an average area of 400cm^2 per job.

Preventative treatments are currently being explored to treat roads in fair condition, further reducing future defect formations and safety risks.

B3 Pothole repairs

This section sets out how Lewisham identifies and repairs potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach.

Intervention criteria

Lewisham uses risk-based investigatory levels to determine when to risk assess a potholes or other carriageway defect to determine an appropriate response. Table 9 sets out Lewisham's investigatory thresholds for different defect types.

Table 9: Defect categories and investigatory levels

Highway Description	Additional risk or contextual factors considered	Investigatory Threshold
Carraigeways	Potholes or loss of surface	100cm2 area and 50mm vertical face depth
Carriageways (Cycle Lanes and Natural Crossing Points e.g. junctions and pelican crossings)	Potholes or loss of surface	20mm in the vertical face

If a pothole or other highway defect meets this investigatory threshold, the safety inspector will undertake a risk assessment using the following risk matrix – this assessment will take into account the likelihood of risk occurring caused by the defect and impact of said risk. Contextual information such as defect size, location, traffic levels and nearby trip generators such as schools and offices or other pertinent parameters will inform the assessment.

If a defect does not meet investigatory levels, the inspector will assess whether the defect will meet the investigatory level prior to the next inspection and carry out a risk assessment accordingly.

The matrix below (Table 10) shows how risk impact and likelihood are assessed to generate a risk score, which is then used to determine the appropriate repair response times as shown in Table 11. Temporary repairs are used to address localised defects as they offer a lower-cost alternative to permanent repairs while still providing a reasonable service life. Permanent repairs are applied to defects that cannot be adequately addressed through temporary repairs.

Table 10: Risk matrix

Impact	Probability / Likelihood			
	Very Low (1)	Low (2)	Medium (3)	High (4)
Little or negligible (1)	1	2	3	4
Minor or low (2)	2	4	6	8
Noticeable (3)	3	6	9	12
Major, high or serious (4)	4	8	12	16
Priority	P5/P4	P3	P2	P1

Table 11: Defect priority response times

Priority Category	Response Time
Priority 1	Attend to and make safe within 2 hours
Priority 2	Attend to and repair within 24 hours
Priority 3	Attend to and repair within 7 days
Priority 4	Attend to and repair within 28 days
Priority 5	No action will be taken other than recording the defect for addition to planned programme or works

Potholes maintenance

Table 12: Potholes Maintenance

Description	Potholes
Number of potholes filled in 2025/26	3,075
of which, Lewisham estimates were resolved using the following approaches:	
Planned repair / patching	No data held
Planned structural	No data held
Temporary reactive repairs	3,075
Permanent reactive repairs	No data held

Additional information on numbers of potholes resolved, by treatment type

The reported number of potholes filled in 2025/26 is based solely on temporary pothole reactive repairs and excludes potholes addressed through planned maintenance programmes and permanent reactive repair works. As a result, the reported figure is likely to underestimate the total number of potholes repaired during the year.

CAUTION FOR READERS: Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the

above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

Prices of pothole interventions

Unit cost (permanent pothole repair)	**£81.53**	**Unit cost (temporary pothole repair)**	**£26.20**

Defect repair quality

Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching, and b) reactive repairs using permanent methods?	**Yes**
If yes, do you base your material and process specifications on these longevity requirements?	**Yes**
Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	**Yes**
If yes, do you systematically record information about expected and delivered longevity of repairs?	**No**

Evidence summary

Under the contractual arrangements with FM Conway, all carriageway maintenance interventions are required to utilise materials and processes specified by the council to achive the longevity needs of the network. The performance of completed works' are achieved through adherence to these specifications and are supported by contractor guarantees.

Defect repair works are ordered through Confirm, our asset management system and sent to FM Conway, for action. When the contractor completes the work, evidence is uploaded into Confirm, where regular reviews are undertaken to monitor quality of work. This is set out in our Highways Safety Inspection Regime policy.

Additional information

Small scale defects are not currently addressed through planned repairs or patching programmes due to funding constraints. Available funding is therefore prioritised towards defects identified reactively through inspections that pose a safety risk to highway users, ensuring that serious defects are addressed promptly. The reactive nature induces complexity for systematic recording of information regarding delivered longevity of repairs.

Public reporting system for defects and other issues

Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	**Yes**

Do you inform users about the outcomes from their feedback, including when no action is to be taken?	**No**

Evidence summary

Defects reported by the public and highway claims are used in the development of maintenance programmes as part of a weighted ruleset alongside factors such as condition and usage and have formed part of our 2024 and 2025 works programmes.

Tools used for reporting

The public can report defects through the council's website or via the Love Clean Streets website, or the Love Clean Streets app from the Apple Store or Google Play.

B4 Highway structures

Highway structures maintained by Lewisham include bridges, footbridges, culverts, retaining walls and subways. General and principal inspections are routinely carried out to identify defects and assess asset condition. Safety-critical defects requiring prompt attention are repaired reactively, while remaining defects and asset condition improvements are addressed through planned maintenance programmes.

Table 13: Highway structures

Description	Answer
Number of highway structures maintained by Lewisham	92
Highway structures with interim measures in accordance with CS470	15
General Inspections (GI)	
Number of structures due a GI in 2025/26 in accordance with CS450	16
Number of GIs carried out in 2025/26	16
Principal Inspections (PI)	
Number of structures due a PI in 2025/26 in accordance with CS450	4
Number of PIs carried out in 2025/26	4

B5 Asset management

This section focuses on asset management practices that underpin how the council plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

Asset management strategy and policy

Lewisham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	**Yes**

Our Highway Asset Management Policy and Strategy can be found at:

Highway Asset Management Strategy (HAMS)

Lewisham's HAMS was last updated in:	**October 2025**

Proof of the review or update

The Highway Asset Management Strategy was reviewed and internally by the highways department and signed off by the section 151 officer and cabinet member as part of last year's transparency report in October 2025.

Further context

Lewisham has adopted its Highway Asset Management Strategy to set out its strategic framework for how it plans, prioritises and invests in maintenance across its public highway infrastructure. It sets out various aspects ranging from performance objectives and financial strategies to lifecycle plans and sustainability commitments.

Asset data

Lewisham maintains asset inventory and condition data across its key highway asset groups to support evidence-led maintenance planning and investment decisions. Table 14 sets out the current status of inventory and condition data held for each key asset type.

Table 14: Information on quality of highway asset data held

Asset	Asset inventory	Condition data
Carriageways	Full	Full
Footways and cycleways	Full	Full
Highway structures	Full	Full

Asset	Asset inventory	Condition data
Drainage assets	Full	Partial
Street lighting	Full	Full
Traffic signals	**TfL maintain traffic signals across London**	

Further context

Lewisham maintains asset data primarily within Confirm, supplemented by specialist platforms for specific asset types. Annual carriageway condition surveys and three-yearly footway condition surveys identify defects, including severity, extent and overall condition, with results uploaded to Confirm. PAS 2161 accredited surveys will be introduced from 2026/27. Drainage condition data includes gully silt levels and inspection records collected during routine cleansing. For highway structures, findings from general and principal inspections are recorded on Bridgestation. Street lighting managed through a PFI contract has condition monitored through visual, structural and electrical inspections. Inventory changes arising from works are updated within relevant systems.

Asset data integration and management

Asset inventory and condition data for our key highway assets is primarily managed via:

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	**X**
Single digital platform or a set of connected platforms used across service	
Other	

Further context

Lewisham's highway asset data is primarily managed through Confirm, which stores asset inventory, inspection records, condition data and works orders. Highway structures are managed through BridgeStation under the pan-London LoBEG approach, while drainage assets (gullies) are stored in Map16 and street lighting assets within contractor systems under the council's PFI contract.

Lewisham plans to develop dashboards to analyse trends in asset performance and maintenance activity. Internal asset data and external datasets will also be integrated, including collision and deprivation data, supporting a more holistic understanding of need and enable evidence-led investment and maintenance decisions.

Lifecycle planning and investment decision making

This section sets out how lifecycle planning is used to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

Do you use lifecycle plans for carriageways to support investment decisions?	**Yes**

Do you use lifecycle plans for footways to support investment decisions?	Yes
Do you use lifecycle plans for structures to support investment decisions?	Yes

Evidence summary

Lewisham uses lifecycle planning to determine investment need, cost effective maintenance strategies and forecast condition. Condition data, maintenance programmes and asset deterioration modelling is used to identify the most appropriate timing and treatment for maintenance interventions across assets.

In December 2025, Lewisham assessed future carriageway and footway investment needs. The study found current funding levels are insufficient to maintain existing condition levels and identified opportunities to achieve better value through greater use of preventative treatments. Lifecycle planning for structures is undertaken within BridgeStation, enabling future maintenance, renewal and funding requirements to be forecast and prioritised.

Performance and continous improvement

This section sets out how Lewisham monitors the effectiveness of our asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	Yes
Are these KPIs reviewed on a regular basis (at least annually)?	Yes
Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	Yes
Have you conducted a value for money review or peer review of your service in the last 3 years	No

Evidence summary

Lewisham has a set of KPIs, defined within the Highway Asset Management Strategy under Performance Management to monitor service performance. These cover network condition, defects, spend, environmental impacts and claims. KPIs are reported annually to identify performance trends, inform funding priorities and maintenance programmes, and direct investment where it is most needed.

Although a formal value for money review of the whole highway service has not been undertaken, Lewisham incorporates value for money assessments into the procurement and renewal of term service contracts to ensure funding is used effectively and services delivered at a high standard.

B6 Footways and cycleways

Lewisham maintains an extensive network of footways and cycleways that support active travel across the borough. The council adopts a risk-based approach, combining reactive repairs with planned maintenance to keep walking and cycling infrastructure safe, accessible and serviceable.

Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	**Yes**
Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	**Yes**

A summary of Lewisham's 2026-27 forward maintenance programmes for cycleways and footways is set out in Table 15

Table 15: 2026/27 footway and cycleway programme

Asset	Structural	Preventative
Footways	3km	0km
Cycleways	0km	0km

Further context

Lewisham uses a risk-based approach to maintaining footways and cycleways through planned and reactive maintenance. Annual maintenance programmes are developed using asset condition, usage, function, defect history, public enquiries and claims records. Assets in poor condition, heavily used, or with recurring defects and claims are prioritised for maintenance.

Reactive maintenance is delivered through repairs identified during inspections described in section A3 Potholes and defects. Strategic and high-traffic footways and cycleways are inspected more frequently, ensuring defects on higher-risk routes are addressed promptly. Public reports also inform repair works.

Strategic footways and cycleways remain resilient during extreme weather through the Winter Service Plan.

Evidence summary

Lewisham has a footway and cycleway hierarchy that considers traffic volumes, incidents, traffic generators such as schools and hospitals, and local knowledge, as set out in the Highways Safety Inspection Regime policy. This hierarchy informs inspection frequencies and planned maintenance, prioritising strategic and highly used routes.

Lewisham maintains two relatively new cycleways, hence not programmed for maintenance this year.

Priority footways and cycleways are defined in the Winter Service Plan and treated reactively during snow events, including routes serving hospitals, stations and schools.

Routine vegetation and debris clearance on the network is undertaken by the Strategic Waste and Environment department.

B7 Drainage

Effective drainage maintenance is essential to mitigating the risk of flooding, ensuring that the public highway network is resilient and durable, and properties are safe from damage. Further information on Lewisham's approach to maintaining drainage assets is shown below.

Estimate of Lewisham's drainage maintenance expenditure split between reactive and planned maintenance:	
	
Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	Yes
Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets?	No

Further context

Lewisham manages its highway drainage network using a risk-based approach that combines planned cyclical cleansing with reactive intervention, using asset data and maintenance records to target resources where they are most needed. Routine cleansing is conducted on drainage assets to ensure functionality with frequencies based on asset priority. Issues identified such as blockages and civil repairs during cyclical drainage cleansing works are either rectified reactively (safety defects) or added to planned programmes of works.

Evidence summary

A digital platform called Map16 is used by Lewisham to manage drainage assets, which provides a centralised repository for asset inventory, inspection records, defect information, maintenance history and risk scoring. Public reports on surface water ponding and flooding are recorded and kept within our asset management systems to inform future maintenance and investment need.

B8 Skills and training

This section outlines Lewisham's approach to ensuring that those managing highway assets and delivering maintenance activities have the appropriate expertise, supporting the consistent delivery of high-quality and effective services.

Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	**No**
Do you or your main highways contractors support professional development through a recognised professional training scheme?	**No**
Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	**Yes**
Do you employ a professionally qualified engineer (e.g. Chartered Engineer or equivalent competence) responsible for the management of highway structures?	**Yes**
Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps?	**No**
Do you or your main contractors support early career development in your local area (e.g. apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	**Yes**

Evidence summary

Lewisham supports staff professional development through sponsorship of professional memberships. The council employs a Chartered Engineer to oversee the management of highway structures. Future recruitment within the Highways Service will be aligned to defined competency requirements for each role, covering technical, management and communication skills to ensure staff are equipped to effectively manage the highway network. The council supports work experience, apprenticeships and internships for young people residing in the borough with details on the council's website. FM Conway, Lewisham's principal highways contractor, supports undergraduate placements, work experience opportunities and apprenticeships for young people across London, including Lewisham.

B9 Resilience and adaptation

Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping us to optimise durability, manage risk and deliver best whole life value from their assets.

Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	Yes
Have you identified your resilient network and agreed this with senior decision-makers?	Yes
If yes, when was this last updated?	October 2024
Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes - Formally Recorded
Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do so (e.g. ADEPT Carbon Leadership Programme)?	No
Have you formally engaged with the ADEPT Live Labs 2 Programme to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	No
Climate-adaptation measures currently implemented on Lewisham's network	
Targeted drainage upgrades or maintenance	Yes
Natural flood management / SuDS	Yes
Targeted slope / ground stability / landslip mitigation	No
Heat resilient materials or surface treatments	No
Tree planting / shading for heat management	Yes
Other	No

Evidence summary

The Highway Asset Management Strategy recognises increasing risks posed by extreme weather, including heatwaves and flooding. To mitigate these risks, 50 rain gardens have been delivered, reducing pressure on drainage assets and contributing to urban cooling.

The Winter Service Plan defines a resilient network of strategic roads, bus routes and hilly routes, prioritised for maintenance during severe weather.

Through partnership with Street Trees for Living, hundreds of trees are planted annually as set out in the Climate Emergency Action Plan.

The Local Flood Risk Management Strategy outlines flood incident recording and drainage asset performance reviews to inform prioritised maintenance.

B10 Innovation

Lewisham is committed to continuous improvement in the way its highways maintenance service is planned and delivered, embracing innovative materials, techniques, technologies and processes where these can improve network performance, reduce costs, lower carbon emissions or minimise disruption to road users.

Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business-as-usual operations?	Yes
If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	No

Evidence summary

Innovation represents one of the agenda items discussed during regular contractual meetings with Lewisham's main contractor, FM Conway. Emerging materials, treatment techniques and delivery methods are regularly reviewed. Where appropriate, they are trialled and evaluated, with successful innovations adopted into routine operations where they demonstrate clear value and performance benefits.

Examples of innovation adopted

Lewisham has adopted several innovations within the highway maintenance service:

- Materials: Road surfacing materials are now designed to be laid at lower temperatures, cutting fuel requirements and carbon emissions.
- Treatments: Usage of treatments for carriageway resurfacing with reduced installation time such as SurePave, reducing network disruption during works.
- AI surveys: Carriageway condition data is collected using AI-based survey technology, enabling consistent, network-wide assessments and improving the efficiency and objectivity of condition monitoring.
- Electric vehicle fleet: FM Conway, Lewisham's main contractor, utilises electric vehicles within its fleet to help reduce carbon emissions associated with highway maintenance activities.

B11 Utility companies

Utility companies and highway authorities carry out a significant volume of works on the public highway each year, with a direct impact on network availability, surface condition and the experience of road users. Lewisham works to minimise the disruption caused by these activities through monitoring, enforcement and coordination with utility companies and other stakeholders.

Work to reduce disruption to road users

Do you routinely monitor and enforce utility works quality as part of your streetworks management?	**Yes**
Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	**Yes**
Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	**Yes**
Have you conducted and published a permit scheme evaluation within the last three years?	**Yes**
Have you conducted a traffic sensitive review in the last three years?	**Yes**

Evidence summary

Lewisham operates under the London Permit Scheme (LoPS), using permits and coordination meetings to manage utility and highway works and minimise network disruption. Planned maintenance programmes are incorporated into this process to avoid conflicts with other activities. Utility works are monitored through inspections, site checks and enforcement activity, with penalties applied where permit conditions are breached.

A lane rental application is underway, following a senior-endorsed assessmnet, as part of the Tranche 3 London Borough Lane Rental Scheme, with submissions due in October. Public consultation was undertaken in March 2026 and can be viewed on the council's website, with a traffic sensitive review preceding it.

B12 Highway contracts

Lewisham is committed to the effective management of highway contracts, ensuring carriageway maintenance activities, including structural maintenance, planned repairs and patching works, are delivered efficiently, cost-effectively and to a high standard of quality.

Managing contracts effectively

Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Partially
Do you routinely analyse actual unit costs (for example £/m^2 of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	Yes
If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	No

Further context

Lewisham's main contractor for carrying out carriageway maintenance activities is FM Conway. Services carried out by FM Conway include planned maintenance works, highway inspections and reactive repairs. Maintenance interventions to be used by FM Conway are set out by Lewisham through contractual arrangements. However, in instances where FM Conway proposes innovative or new interventions using their expertise and experience, Lewisham reviews and assesses the suitability of adopting proposed interventions.

Temporary repairs address localised defects at lower cost than permanent repairs while providing a reasonable service life. By using durable temporary treatments, Lewisham can extend service life beyond one year and reduce the risk of incidents and claims by making the highway safe as soon as practicable. Permanent repairs are used where temporary repairs cannot adequately address the defect.

Evidence summary

Unit costs are scrutinised during tendering exercises and contract extension reviews to ensure value for money is achieved while maintaining quality standards. Competitive procurement helps secure cost-effective rates, while comparisons with previous contract prices and prevailing market conditions provide assurance that costs remain reasonable and represent an efficient use of public funds.

Contractual KPIs are established to monitor FM Conway's performance. Performance against these indicators is reviewed every month at contract management meetings, enabling

performance trends to be monitored, areas of underperformance to be identified, and corrective actions to be agreed where necessary.