

Local Highways Maintenance Transparency Report 2025/2026

London Borough of Lambeth

Our Highway Network

The London Borough of Lambeth's vibrant highways network measures 354 km and has an array of carriageways, footways, and cycleways. From the bustling A, B and C class roads, through to the Unclassified roads that thread through local areas, each route plays a crucial role.

Lengths of highways, footways and cycleways

Type of highway	Length in kilometres (km)
A road	44 km
B and C roads	46 km
U roads	264 km
Total roads	354 km
Footways	710 km
Other public rights of way	N/A*
Cycleways	29.3 km

*Exempt as an inner London Authority from publishing a Definitive Map, as per Section 60 of Countryside and Rights of Way Act 2000

Other Assets

The borough's street lighting infrastructure includes 13,675 lit assets, including 12,718 streetlights. Significant investments have been made to upgrade these lights to Light Emitting Diode (LED) units, reducing energy consumption and improving visibility.

The borough has 18 structures, which include:

- 4 Footbridges
- 1 Retaining wall
- 3 Pedestrian Subway
- 10 Road Bridges

Highways maintenance spending figures

Year	Capital allocated by DfT (£)	Capital spend (£)	Revenue spend (£)	Estimate of percentage spent on preventative maintenance	Estimate of percentage spent on reactive maintenance
2025 to 2026 projected	£585,000	£9,305,323	£ 1,779,684	85%	15%
2024 to 2025	£180,000	£5,300,000	£ 1,719,709	75%	25%
2023 to 2024	£180,000	£6,000,000	£1,833,863	75%	25%
2022 to 2023	£0	£ 6,562,201	£ 1,531,180	81%	19%
2021 to 2022	£0	£ 6,268,950	£1,462,755	80%	20%
2020 to 2021	£0	£4,573,912	£1,450,380	76%	24%

Additional information on spending

Funds allocated by DfT

Funding allocated by the Department for Transport (DfT) has been utilised to address highways maintenance needs throughout the borough of Lambeth. This investment has supported maintenance for a broad spectrum of highway assets, encompassing carriageways, footways, and related infrastructure, ensuring improved accessibility and safety for all residents and visitors. There is plan for the DfT funds to contribute towards preventative maintenance treatments measuring up to 4.2 miles in length, which are subject to feasibility and budget allocation.

Capital Spend

The London Borough of Lambeth primarily uses its Highways Asset Improvement Programme (HAIP) capital funding for resurfacing schemes, aimed at maintaining and extending the lifespan of its carriageways and footways. Some Capital funds have also been used to improve the Golden Jubilee Footbridges.

Revenue Spend

The authority employs a balanced approach to managing its highways assets, combining routine and reactive maintenance to ensure optimal performance and longevity. Routine inspections across the network and regular repairs avert significant deterioration, which is important for our maintenance of structures. Reactive maintenance, on the other hand, addresses immediate issues like emergency responses to unforeseen damage, ensuring the network remains safe and functional for users. Footway and carriageway defects are repaired following either routine or ad-hoc inspections. Details on carriageway pothole repairs are provided below in a table under the heading, “Number of Potholes Filled”.

Split Between Preventative and Reactive Maintenance

The London Borough of Lambeth balances preventative and reactive maintenance using a risk-based approach. Planned maintenance extends asset life and reduces future costs. Reactive maintenance addresses urgent issues, such as pothole repairs, ensuring immediate safety. Lambeth is committed to long-term resilience, and additional funding would allow further preventative measures, ensuring a sustainable and cost-effective network.

Preventative Maintenance

In 2025/26, the London Borough of Lambeth intends to treat a selection of local roads with a micro asphalt surface. This intended target is subject to site conditions and

logistical constraints, such as material costs, structural suitability, available road space, the temporary re-positioning of parked vehicles, etc.

Micro asphalt is a cost-effective treatment for improving and maintaining road surfaces, particularly on local access roads with lower traffic volumes. It involves spreading a thin layer of polymer-modified bitumen emulsion mixed with fine aggregates over the existing road, creating a durable, skid-resistant surface that can last up to 10 years on low trafficked roads.

The HAIP employs a risk-based points system to strategically prioritise planned maintenance through surface and binder course resurfacing. By addressing road deterioration early and minimising asset depreciation, Lambeth prevents the likelihood of costly repairs while ensuring a durable, sustainable infrastructure.

Reactive Maintenance

A proportion of reactive maintenance is spent on pothole repairs to address urgent safety concerns and minimise disruptions for road users. Over the past five years, this approach has ensured the timely repair of 2,709 carriageway potholes, preserving the overall quality and safety of the network.

Number of potholes filled

Year	Number of potholes filled
2024 to 2025	608
2023 to 2024	729
2022 to 2023	692
2021 to 2022	374
2020 to 2021	306

These repairs have been categorised according to when the binder and surface courses were structurally impaired.

Condition of Local Roads

Condition Monitoring

Condition data is collected through a boroughwide survey every two years and assets are assessed with 5 condition grades, which provides granularity and helps determine the levels of deterioration. This survey data is convertible from 5 condition grades into the more traditional 3 condition grades, often know as a RAG status, with the poorest condition in Red, while the sub-optimal condition is Amber, and the acceptable condition is Green. The below information is presented using the RAG status for the purposes of reporting data to the Department for Transport.

Between 2026 and 2027, the Department for Transport will introduce a new national methodology for condition surveys based on the BSI PAS 2161 standard. Local Highway Authorities will be required to use accredited suppliers, and road condition reporting will shift from three to five categories—giving the government a clearer, more detailed picture of England’s highways.

Lambeth is well prepared for this change. The borough has already been using an accredited supplier to collect detailed condition data across its network, using methods that closely align with the new standard. This approach not only supports transparency and funding eligibility but also enables more informed operational decisions—helping teams prioritise schemes.

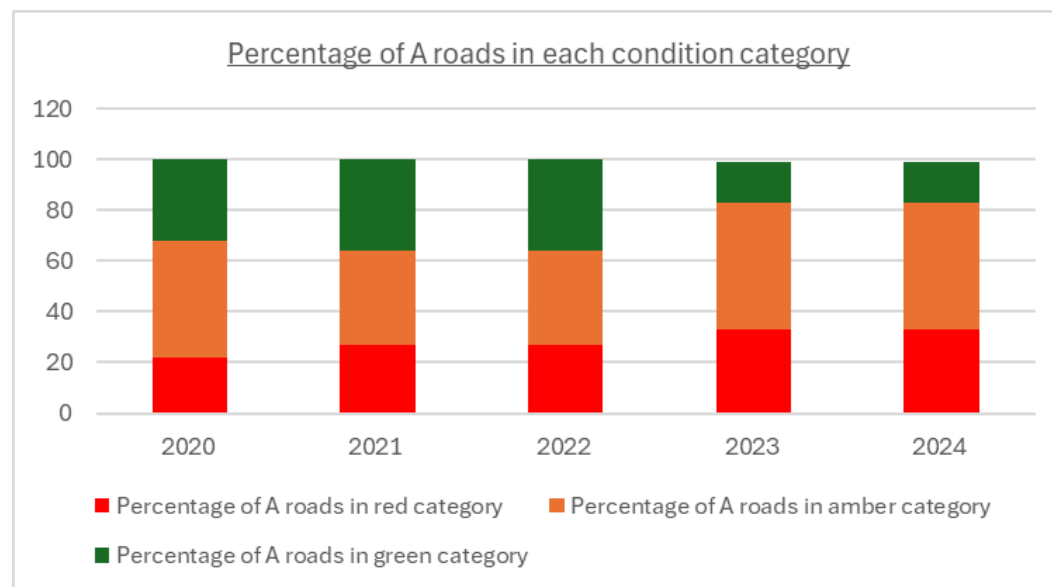
By building on existing practices, Lambeth will be able to meet the new requirements with minimal disruption, while contributing to the national goal of more consistent, high-quality road condition data.

Condition Grade Colours

Condition Grade	Colour	Description	RAG Status	RAG Descriptions
1	Blue	Damage free	Green	Acceptable
2	Green	Wear and tear		
3	Yellow	Serviceable	Amber	Sub-optimal
4	Orange	Malfunctioning		
5	Red	Failure	Red	Poor

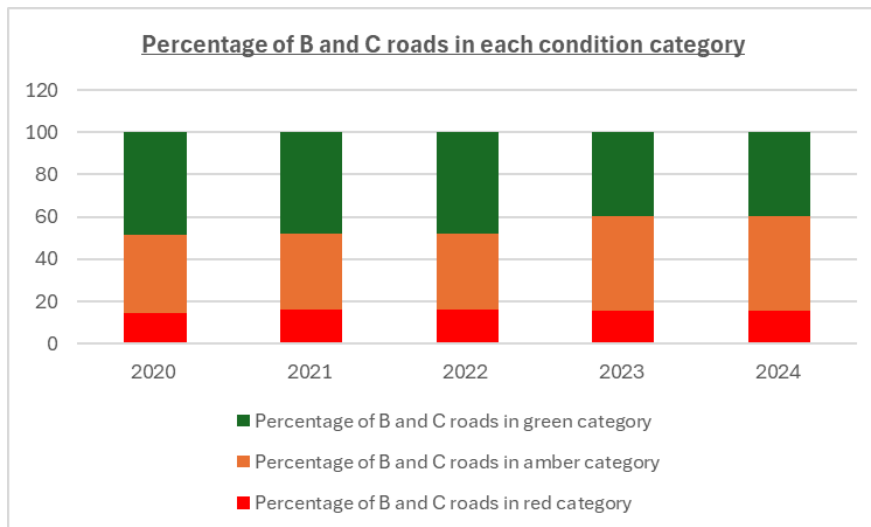
Percentage of A roads in each condition category

Year	Percentage of A roads in red category	Percentage of A roads in amber category	Percentage of A roads in green category
2020	21.86	46.16	31.98
2021	27.03	37.29	35.64
2022	27.03	37.29	35.64
2023	33.18	49.68	16.46
2024	33.18	49.68	16.46



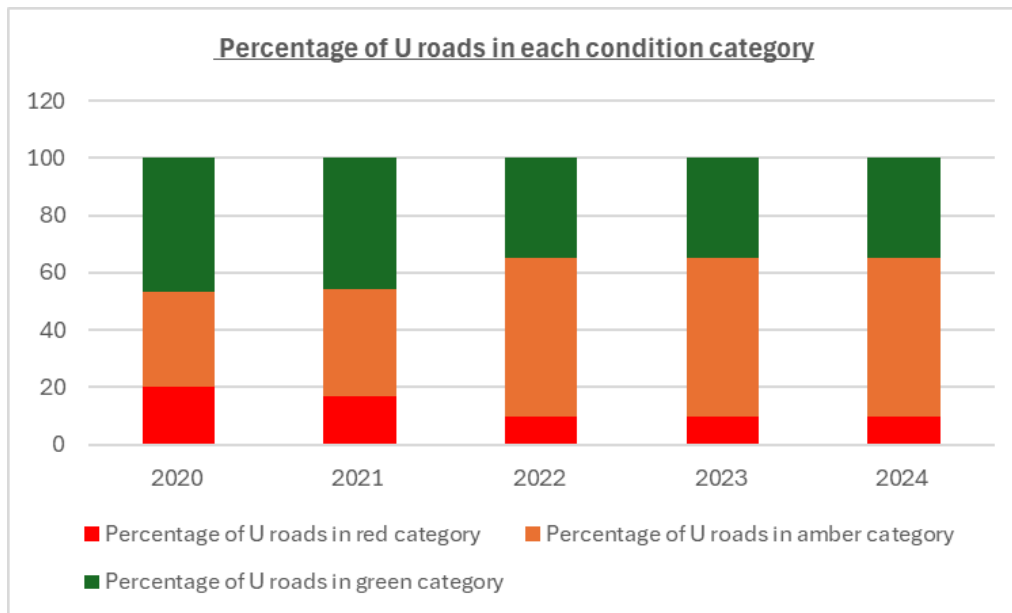
Percentage of B and C roads in each condition category

Year	Percentage of B and C roads in red category	Percentage of B and C roads in amber category	Percentage of B and C roads in green category
2020	14.73	36.61	48.66
2021	16.03	35.8	48.17
2022	16.03	35.8	48.17
2023	15.63	44.57	39.8
2024	15.63	44.57	39.8



Percentage of U roads in each condition category

Year	Percentage of U roads in red category	Percentage of U roads in amber category	Percentage of U roads in green category
2020	19.99	33.16	46.85
2021	17.14	36.9	45.94
2022	17.14	36.9	45.94
2023	9.74	55.58	34.66
2024	9.74	55.58	34.66



Additional information on condition

The condition data highlights the deterioration of Lambeth's most trafficked roads. The percentage of A class roads that are in a poor (red) condition has increased by 10% over five years. Since 2023, there has been a 19% decrease of green (good) rated A class roads, demonstrating how heavily trafficked roads are the most susceptible to damage. B and C class roads are also steadily declining, with a 9% fall in roads rated as 'green' or good. Without funding for robust resurfacing schemes, classified roads (including A, B, & C) will deteriorate further, falling into a serviceable condition before ultimately becoming poor.

Unclassified roads, which constitute the majority of Lambeth's network, are essential for local journeys. They have similarly deteriorated since 2020, showing a 12% decline in roads rated as 'good.' Preventative maintenance treatments (such as Micro Asphalt) on these lower trafficked roads could prevent costly future repairs and keep them in an acceptable condition.

Plans

Efficiency: Establish clear processes that connect our strategic plans with operational actions, and compare our performance with other London boroughs.

Effectiveness: Consider traffic patterns, infrastructure dependencies, and maintenance costs when selecting which projects to prioritize, focusing on the most crucial assets.

Innovation: Use condition data to predict future deterioration and optimize the timing of interventions, prioritizing early actions to avoid more expensive repairs later.

Value-Based Procurement: Choose contractors based on both cost and quality and maximize project size to benefit from bulk purchasing discounts.

Collaboration: Work closely with contractors to find shared efficiencies, maintain inclusive relationships with residents and community groups, and participate in research forums.

Regulation: Adopt a preferred set of materials and design standards to ensure consistency and availability, define affordable asset condition standards, and use performance data to improve processes.

Routine Reviews: Conduct audits to eliminate low-value activities, monitor asset performance to gauge public satisfaction, and keep an active risk register and log of lessons learned.

Overall strategy

Lambeth's diverse population and dense urban environment demand a highways strategy that balances cost-efficiency with quality and inclusivity. A broad cost leadership model is particularly well-suited to this context, as it enables the borough to deliver durable, high-quality infrastructure while maintaining affordability and equity across all wards.

Risk-based points systems are integral to Lambeth's commitment to providing value for money, and the authority's interpretation of the national Code of Practice: Well-managed Highways Infrastructure. By assessing risks tied to asset condition, usage patterns, and environmental factors, Lambeth prioritises interventions that maximize public safety and operational efficiency. This approach ensures resources are effectively allocated to address immediate needs and bolster long-term resilience. Transparency in the points system promotes accountability, showcasing equitable, data-driven operational decision-making.

Specific plans for 2025 to 2026

Questions and answers:

- Which parts of your network will benefit from highways maintenance activities?

The highway network will be routinely inspected, and defects will be risk-assessed prior to reactive repairs being arranged. All planned Highway Asset Improvement Programme schemes are subject to budget availability. Roads that are in a poor condition with the highest risk ratings will be improved through carriageway and footway resurfacing schemes. Roads that are structural sound and serve local needs should benefit from preventative treatments, which would be subject to feasibility and funding allocation.

- What will be the split between preventative and reactive works?

Ratio of 17:3

- How many miles of carriageway are you planning to resurface?

2.17 miles (3.5 kilometres)

- How many footways do you plan to improve?

18 (some in full, but some partially)

- Which of your structures do you plan to repair?

Golden Jubilee Footbridges

- How many potholes do you estimate you will fill in during 2025 to 2026?

676 carriageway potholes

Streetworks

Lambeth's Streetworks division manages network disruption and is developing a Lane Rental Scheme to improve coordination. This scheme would charge utility companies for works on high-traffic roads during peak times, encouraging better planning, off-peak work, and reduced occupation.

Streetworks compliance is enforced through on-site inspections during live works and formal checks at six-month and two-year intervals post-completion. These inspections

assess workmanship, reinstatement durability, and compliance with national standards.

When defective street apparatus—such as damaged covers —is identified, the Highways Service issues a Section 81 (S81) notice under NRSWA 1991. This compels the responsible statutory undertaker to inspect and repair the fault within a set timeframe. S81 notices support asset management by ensuring third-party infrastructure is safely maintained, reducing risk and shifting repair costs away from the authority.

S81 Notices Issued Annually

Year	Notices
2019/20	324
2020/21	542
2021/22	376
2022/23	291
2023/24	487
2024/25	829
Total	2,849

Climate change, resilience and adaption

In response to the escalating effects of climate change, Lambeth’s Highways and Capital Studio teams are embedding carbon reduction measures and sustainability principles into all aspects of asset planning and service delivery. Initiatives already underway include:

- Transitioning to low-carbon materials, such as warm-mix asphalt and recycled aggregates
- Use of solar powered welfare stations
- Increasing the use of electric and hybrid vehicles within contractor fleets

- Expanding deployment of battery-powered tools and low-emission plant
- Prioritising early maintenance interventions to prevent energy-intensive major works

These measures not only reduce emissions but also contribute to a more climate-resilient infrastructure network, aligned with Lambeth's Net Zero ambitions and the climate priorities set out in Lambeth 2030: Our Future, Our Lambeth.

Additional information on plans

In parallel with delivery, the authority has enhanced its approach to resident communication and scheme engagement. Pre-notification letters were issued for all works, site signage was improved, and the Council's Highways webpages have been updated more frequently to reflect scheme progress and respond to enquiries. A digital dashboard is now in development to make asset condition data, forward plans, and progress updates more accessible to residents and stakeholders, improving transparency and accountability.