

London Borough of Wandsworth

# Highway Maintenance Transparency Report

2026/27



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# A1 What do we maintain?

Wandsworth Council (Wandsworth) is responsible for maintaining approximately 409km of public highways. The highway network is the Council's largest, most visible, and most valuable asset, helping to shape the character and quality of the local area.

Under Section 41 of the Highways Act 1980, Wandsworth has a statutory duty to maintain and manage this public highway network in a safe and reliable condition, ensuring it supports the safe movement of people and goods across the borough. The public highway network is not limited to carriageways (roads) alone but also includes additional asset types such as footways, street lighting, drainage, highway structures, traffic signs, road markings and other assets such as street furniture. Maintaining these assets safely and efficiently requires regular inspection, condition monitoring, planned maintenance and targeted investment to ensure the network remains safe, serviceable and resilient for all highway users.

Wandsworth adopt Highway Asset Management principles, which sets out a strategic approach to maintaining highway assets. This approach focuses on carrying out preventative and planned maintenance before assets deteriorate or fail, helping to extend their service life, reduce long-term repair costs, and deliver the best value for money for the Council. The Council's key highway assets include:



409km  
carriageways  
(roads)



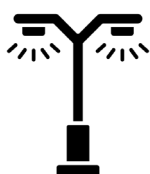
4km\*  
cycleways



19,883  
drainage  
gullies



834km  
footways  
(pavements)



18,404  
street lighting  
columns



26  
highway  
structures

\*Provisional figures

## Key challenges

Wandsworth's highway network operates in a dense, inner London environment where roads, footways, drainage, lighting and structures must support high levels of movement, local access, public transport, walking, wheeling and cycling. Maintaining this network is not simply a matter of repairing poor surfaces; it requires the Council to balance safety, condition, disruption, climate resilience, accessibility and value for money across a constrained, heavily used network.

- **Dense urban highway network:** Wandsworth's streets support local residents, businesses, town centres, schools, bus routes, servicing activity and through-movement across south-west London. This creates competing demands for limited road space and makes

maintenance programming more complex, particularly where works affect busy corridors, high streets or access to key destinations.

- **High traffic loading and strategic connections:** Heavily trafficked corridors, bus routes, freight movements and approaches to vital Thames crossings such as Putney Bridge and Wandsworth Bridge place sustained pressure on carriageways, junctions, bridge assets and surfacing. These locations require careful coordination so that essential maintenance can be delivered without causing disproportionate congestion or disruption.
- **Footway condition, accessibility and active travel:** With an extensive footway network and significant pedestrian activity around town centres, stations, schools and local services, pavement condition is a particularly visible service issue. Uneven slabs, damaged kerbs, tree root impacts and surface defects can affect accessibility for various types of highway user, making planned footway renewal and defect response a core maintenance priority.
- **Utility works and development pressure:** Wandsworth's highway network contains extensive underground utility apparatus and is affected by frequent statutory undertaker, developer and highway works. Excavations, reinstatements, emergency works and construction traffic can accelerate deterioration, increase network disruption and complicate delivery of planned maintenance programmes.
- **Drainage, surface water and flood resilience:** Local flood risk from surface water, groundwater and ordinary watercourses must be managed alongside routine highway drainage maintenance. Heavy rainfall, blocked gullies, localised ponding and silt accumulation can weaken carriageway construction, increase pothole formation and create safety issues for pedestrians, cyclists and drivers.
- **Ageing structures and constrained bridge maintenance:** Highway structures, including Thames crossings and supporting assets, require specialist inspection, monitoring and maintenance. Works on bridges are often costly, disruptive and technically complex, particularly where they interact with bus routes, cycling infrastructure, footways, utilities and cross-borough traffic movements.
- **Climate change and extreme weather:** More frequent intense rainfall, heat events and freeze-thaw cycles increase the risk of surface cracking, potholes, drainage failures, deformation and accelerated deterioration. Assets not originally designed for these pressures require increased maintenance and targeted resilience measures.
- **Funding, inflation and backlog risk:** Although Wandsworth has increased investment through its Decade of Renewal programme, asset deterioration, construction inflation, traffic management costs and accumulated need continue to place pressure on available budgets. The challenge is to maintain momentum on planned and preventative works while still responding effectively to safety defects, claims, public reports and emerging risks.

# A2 Road condition

## What do the condition bands mean?

Wandsworth 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 further investigation or treatment is required.
-  **Amber:** The road may need maintenance soon.
-  **Red:** These roads are in a poor condition and should be considered for maintenance.

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data. From 2026/27 onwards, Wandsworth will adopt a new AI-based road condition methodology aligned with the PAS2161 data standard, ensuring consistent and comparable results that enable benchmarking across England. Local highway authorities will be required to use a PAS2161 accredited supplier for surveys – our new supplier meet this standard.

## What is the condition of our roads?

Wandsworth use road condition surveys to monitor and assess the state of their condition. The following chart shows the condition of classified (A and BC) and unclassified (U) roads over time.

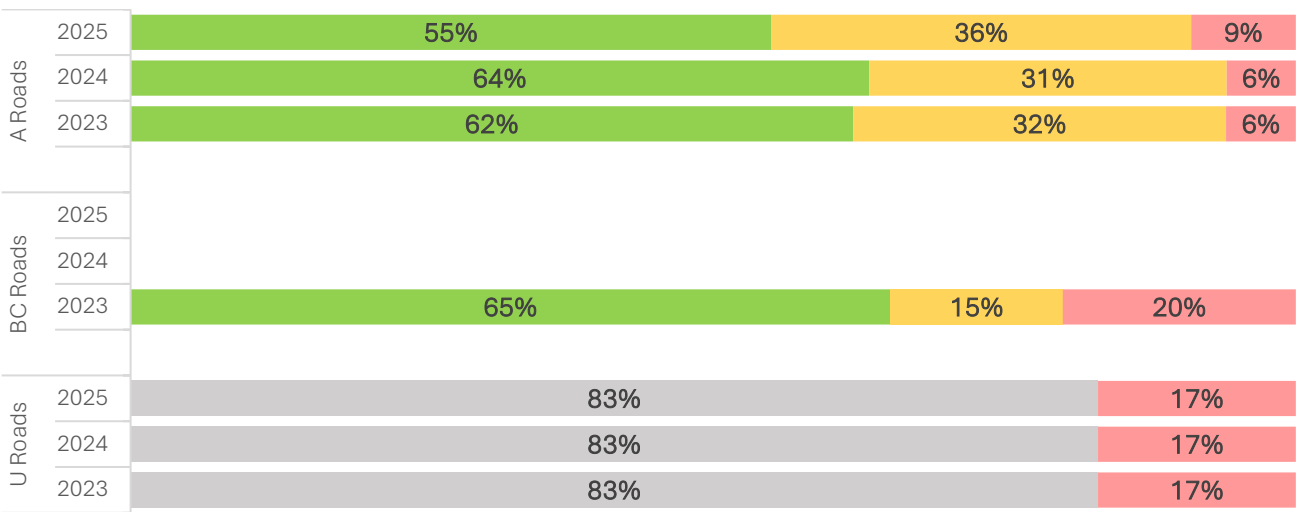


Figure 1: Condition of our roads by classification

The figure(s) provided for previous years have been revised from the figure(s) provided last year due to an unknown issue at the time of publishing. Therefore, the figure(s) may not match the FYE25

DfT published official statistics, however, this revision has been verified by DfT and will be updated in the FYE26 official statistics.

## **Additional Information on Carriageway Condition**

Annual condition surveys for Wandsworth's heavily utilised principal (A) roads are undertaken using the Surface Condition Assessment for the National Network of Roads (SCANNER) survey methodology. This is carried out through a pan-London approach, coordinated by TfL and the London Highway Engineers Group (LoHEG).

For its non-principal classified (BC) and unclassified (U) roads, Wandsworth has undertaken a detailed visual inspection (DVI) survey in 2021/22. While these results are within the four-year reporting period for U roads, they fall outside the DfT's two-year reporting cycle for BC roads. An AI-based visual survey was undertaken more recently in 2023/24 but the results of this survey was determined to not be representative of the actual condition of Wandsworth's carriageways and thus deemed to be not fit-for-purpose, and not reported.

Wandsworth are currently undertaking a condition survey in 2026/27 using Vaisala RoadAI. This complies with the DfT's new PAS2161 data standard that introduces a standardised approach from 2026/27 onwards. These results will be reported in Wandsworth's Transparency Report in 2027/28, enabling comparable results for national benchmarking.

# A3 Potholes and defects

## What is a pothole?

Wandsworth defines a pothole as a depression or void in the road surface that poses a risk to highway users. Potholes typically form when water ingress, freeze-thaw cycles and repeated traffic loading cause surface failure and material loss. Defects meeting investigatory thresholds are risk assessed to determine the appropriate action and repair priority.

Repairs are scheduled where depressions exceed 25mm on footways or pedestrian crossings, or 40mm on carriageways. Defects below these thresholds may also be considered for repair where the inspector officer judges that they present a safety risk.

Potholes presenting a significant safety risk are made safe using barriers and, where necessary, temporary repairs within three hours of notification. Permanent repairs follow within five working days. Other potholes are repaired within seven or 28 working days, depending on their assessed risk, prevailing weather and required traffic management arrangements. This risk-based approach ensures the most hazardous defects receive the fastest response while allowing lower-risk repairs to be programmed efficiently.

## How are we tackling potholes?

In 2025/26, Wandsworth estimates that 1,270 (2,492m<sup>2</sup>) potholes were repaired across its public highway network through reactive and planned maintenance.

### Reactive Maintenance:

Wandsworth applies a risk-based approach to potholes and other highway defects. The Wandsworth Highway Safety Inspection and Maintenance Procedures, updated in 2025, align the Council's approach with the Code of Practice for Well-managed Highway Infrastructure and current industry practice.

Routine inspections identify defects that may present a risk to highway users. Streets are inspected monthly, quarterly, six-monthly or annually, according to their function, usage and relative risk. Defects are also identified through reports from the public, as explained later in this section.

Where a defect meets an investigatory threshold set out in the Technical Annex, an inspector assesses the likelihood of an incident and its potential impact. The resulting risk rating determines the response. Higher-risk defects receive earlier attention, while lower-risk defects may be programmed for later repair or incorporated into planned maintenance.

Wandsworth prioritises a permanent repair during the first visit. This provides a more durable outcome, avoids repeat attendance and reduces disruption to highway users. Temporary repairs may be used where resurfacing is already planned or where traffic management, utility activity, access constraints, weather or material availability prevent an immediate permanent repair.

### Planned Maintenance:

Alongside reactive repairs, Wandsworth delivers an annual capital maintenance programme to renew carriageways and footways to extend their service life. Treating deteriorated areas tackles potholes, prevents new defects, improves network condition and reduces reactive repairs. Further details are provided in Section A5.

## How can the public report potholes / defects?

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

- Submitting an online report via the [Council website](#)
- Calling our emergency out of hours service on 020 8871 6000

## What happens after a pothole is reported?

Public reports or enquiries received relating to potholes and other highway defects are logged in our asset management system. Each report is subject to an initial desktop risk assessment to determine whether the defect is on Council-maintained highway, and understand the risk posed to highway users.

We will aim to investigate the defect within the next 3 to 5 working days. An on-site risk assessment will be carried out by one of our highway inspectors to determine if repair is deemed necessary and response times as described beforehand. Defects outside of the Council's remit are referred to the relevant 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. The table 1 below shows the Council's capital and revenue spend each year, alongside the capital funds allocated by the Department for Transport.

With increased DfT funding from 2026/27 onwards, the available funding is targeted where it delivers the greatest benefit and is supported by cost-effective maintenance approaches to maximise value for money. A breakdown of how this is spent is provided in [Table 1](#).

Table 1: Highway maintenance spend by asset class

| Asset Class  | 2024/25             | 2025/26             | 2026/27 (projected) |
|--------------|---------------------|---------------------|---------------------|
| Carriageways | £ 5,402,324         | £ 7,419,214         | £ 8,761,975         |
| Footways     | £ 4,101,018         | £ 5,285,769         | £ 4,642,325         |
| Structures   | £ 285,992           | £ 6,003,081         | £ 4,244,966         |
| Drainage     | £ 260,000           | £ 465,000           | £ 540,000           |
| Lighting     | £ 1,226,010         | £ 1,070,250         | £ 1,629,100         |
| Other        | £ 63,927            | £1,250,185          | £ 218,300           |
| <b>Total</b> | <b>£ 11,339,270</b> | <b>£ 21,493,499</b> | <b>£ 20,036,666</b> |

Wandsworth's annual investment on highway maintenance programme(roads and pavements) increased from £4.75 million in 2023/24 to £8 million in 2024/2025, and further increased to £10.25 million per annum from 2025/26 as part of an ambitious Decade of Renewal programme, which commenced in 2024/25.

## Where does our funding come from?

Our highway maintenance budgets are funded from various sources, as follows:

Table 2: Funding sources

| Funding source           | 2024/25             | 2025/26             | 2026/27 (projected) |
|--------------------------|---------------------|---------------------|---------------------|
| DfT / Government         | £202,000            | £655,000            | £1,340,000          |
| Other DfT Structure Fund | £0                  | £0                  | £1,125,000          |
| Other Government/ TfL    | £0                  | £200,000            | £30,000             |
| Council / Third Party    | £11,137,270         | £20,638,499         | £17,541,666         |
| <b>Total</b>             | <b>£ 11,339,270</b> | <b>£ 21,493,499</b> | <b>£ 20,036,666</b> |

The DfT funding is provided in two parts: a **Baseline Allocation** and an **Incentive Allocation**. To secure the full allocation, the Council must meet several requirements, including submission of this Transparency Report by 10<sup>th</sup> September 2026 and demonstrating that it continues to follow best practice in maintaining and improving the highway network.

For 2026/27, Wandsworth's Baseline Allocation is **£827,000** with up to **£513,000** available through Incentive Allocation. This funding represents a significant contribution towards the Council's ongoing efforts to maintain, renew and enhance the Borough's highway assets.

# A5 Our plans for this year

## Highway maintenance plans for 2026/27

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

- Resurfacing approximately 22.5km of carriageways, at 65 locations.
- Reconstruction of bus stops at 19 locations.
- Surface treatment of carriageways at 5 locations.
- Reconstructing approximately 21.0km of footways to ensure an appropriate level of service that promotes active travel, particularly walking and wheeling.
- Bridge inspections, maintenance and repairs of 12 structures.
- Drainage maintenance and repair work throughout the borough.
- Structural assessment and electrical test of approximately 6,000 street lighting.

## Full list of planned works

Wandsworth 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 in 2026/27, are set out in the following link: [Carriageway and Footway Planned Maintenance](#)

## How are decisions made on maintenance plans?

Wandsworth applies a risk-based approach to developing maintenance plans to ensure funding is used efficiently. Every road in the borough is prioritised for maintenance based on a number of factors including:

- **Condition:** Condition play key part in the maintenance assessment process.
- **Use/locality :** Traffic volumes and road functionality are considered through to ensure that investment is targeted where it benefits the community.
- **Spend:** Recent reactive maintenance expenditure (e.g. filling potholes) is considered to determine whole life cost and identify opportunities to minimise less cost-effective reactive patching via planned works.
- **Public and Members Enquiries:** are considered in the maintenance assessment process
- **Claims:** Historical claims are considered to help identify roads with recurring issues and improve public safety.
- **Accidents:** Roads with high collision occurrences will be considered to enhance safety of road users.
- **Inspector and Engineer Assessments:** Key to the process to validate and prioritise roads and maintenance programmes.

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

# 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 3: Capital funding allocation sources by year

| Funding sources                                           |                                                                     | 2024/25     | 2025/26      | 2026/27*    |
|-----------------------------------------------------------|---------------------------------------------------------------------|-------------|--------------|-------------|
| DfT                                                       | Highway maintenance capital allocation                              | £202,000    | £655,000     | £1,340,000  |
|                                                           | Other capital allocated to highway maintenance (DfT Structure Fund) | £ 0         | £ 0          | £ 1,125,000 |
| Other government capital allocated to highway maintenance |                                                                     | £ 0         | £200,000     | £ 30,000    |
| Other capital allocated to highway maintenance            |                                                                     | £ 8,039,008 | £ 17,097,277 | £15,571,266 |
| Total capital funding allocated for highway maintenance   |                                                                     | £ 8,241,008 | £ 17,952,277 | £16,726,266 |

## Spending

|                                                                                                                                                                              |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Wandsworth 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 4: Total capital and revenue highway maintenance spend

| Funding stream      | 2024/25      | 2025/26      | 2026/27*     |
|---------------------|--------------|--------------|--------------|
| Total capital spend | £ 8,241,008  | £ 3,541,222  | £ 3,310,400  |
| Total revenue spend | £ 3,098,262  | £ 17,952,277 | £ 16,726,266 |
| Total spend         | £ 11,339,270 | £ 21,493,499 | £ 20,036,666 |

While Wandsworth benefits from DfT funding, the majority of investment in the highway network is provided by the Council through its own capital and revenue funding. This significant local investment demonstrates the Council's continued commitment to maintaining, renewing and improving highway assets across the borough.

## Carriageway maintenance spend

Table 5: Carriageway spend by maintenance type

| Maintenance type               | 2025/26            |                  | 2026/27*           |                  |
|--------------------------------|--------------------|------------------|--------------------|------------------|
| Planned maintenance            | Capital            | Revenue          | Capital            | Revenue          |
| Preventative                   | £ 208,380          | £ 0              | £ 250,000          | £ 0              |
| Structural                     | £ 6,629,560        | £ 0              | £ 8,020,000        | £ 0              |
| Patching                       | £ 100,750          | £ 115,000        | £100,000           | £ 0              |
| <b>Total</b>                   | <b>£ 6,938,690</b> | <b>£ 0</b>       | <b>£ 8,370,000</b> | <b>£ 0</b>       |
| Reactive maintenance           |                    |                  |                    |                  |
| Temporary repairs              | £ 0                | £ 0              | £ 0                | £ 0              |
| Permanent repairs              | £ 0                | £365,524         | £ 0                | £ 391,975        |
| <b>Total</b>                   | <b>£ 0</b>         | <b>£ 365,524</b> | <b>£ 0</b>         | <b>£ 391,975</b> |
| Other carriageway spend        | £ 0                | £ 0              | £ 0                | £ 0              |
| <b>Total carriageway spend</b> | <b>£ 6,938,690</b> | <b>£ 480,524</b> | <b>£ 8,400,000</b> | <b>£ 391,975</b> |

For Wandsworth, the carriageway spends is broken down based on planned and preventative treatment. We have defined planned treatments as works programmed in advance through the capital maintenance programme, including preventative surfacing, structural resurfacing or reconstruction and planned patching. Reactive treatments are works carried out in response to safety inspections, public reports or defects recorded through maintenance systems.

The Council prioritises planned and preventative maintenance as the most effective way to manage the highway network.

# B2 Maintenance activities

Table 6: Road resurfacing and surface treatment quantities

| FY              | Planned Maintenance |            |                   | Reactive Maintenance |           |
|-----------------|---------------------|------------|-------------------|----------------------|-----------|
|                 | Preventative        | Structural | Patching          | Permanent            | Temporary |
| <b>2025/26</b>  | 0.2km               | 14.3km     | 921m <sup>2</sup> | 2492m <sup>2</sup>   | 0         |
| <b>2026/27*</b> | 1.5km               | 22.5km     | 900m <sup>2</sup> | n/a                  | n/a       |

Reactive maintenance includes pothole, edge deterioration, fretting and make safe repairs. Further information on pothole numbers and repair types is provided in Section B3.

|                                                                                                                                                                                                |            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Does Table 6 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.</b> | <b>Yes</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|

# B3 Pothole repairs

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

## Intervention criteria

Wandsworth uses risk-based investigatory levels to determine when to risk assess a potholes or other carriageway defect to determine an appropriate response. [Table 7](#) sets out Wandsworth's investigatory thresholds for different defect types.

Table 7: Defect categories and investigatory levels

| Defect Type                                        | Investigatory Threshold             |
|----------------------------------------------------|-------------------------------------|
| Pothole/Spalling                                   | 40mm depth                          |
| Pothole/Spalling - Pedestrian desire line/crossing | 25mm depth                          |
| Crowning                                           | 40mm depth                          |
| Depression                                         | 40mm depth and 2m <sup>2</sup> area |
| Rutting                                            | 40mm depth                          |
| Gap/Crack                                          | 40mm depth and 20mm wide            |
| Sunken iron work                                   | 40mm level difference               |
| Missing/Defective Anti-Skid                        | N/A                                 |

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:

- Risk impact: The extent of damage likely to be caused if the risk occurs.
- Risk probability: The likelihood of the risk occurring.

The matrix in [Table 8](#) 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 [Error! Reference source not found.](#)

Table 8: Risk matrix

| Impact         | Probability / Likelihood |         |            |          |
|----------------|--------------------------|---------|------------|----------|
|                | Very Low (1)             | Low (2) | Medium (3) | High (4) |
| Negligible (1) | 1                        | 2       | 3          | 4        |
| Minor (2)      | 2                        | 4       | 6          | 8        |
| Moderate (3)   | 3                        | 6       | 9          | 12       |
| Severe (4)     | 4                        | 8       | 12         | 16       |

Table 9: Defect priority response times

| Priority Category | Response Time                                                                   |
|-------------------|---------------------------------------------------------------------------------|
| 16 (Red)          | 3 hours to attend site and make safe, permanent repair within 5 working days.   |
| 9 – 12 (Amber)    | 7 working days to make safe, permanent repair to be carried out where possible  |
| 6 – 8 (Yellow)    | 28 working days to make safe, permanent repair to be carried out where possible |

## Potholes maintenance

| Description                                                                  | Potholes                   |
|------------------------------------------------------------------------------|----------------------------|
| Number of potholes filled in 2025/26                                         | 1270 (2492m <sup>2</sup> ) |
| of which, Wandsworth estimates were resolved using the following approaches: |                            |
| Planned repair / patching                                                    | No data held               |
| Planned structural                                                           | No data held               |
| Temporary reactive repairs                                                   | 0                          |
| Permanent reactive repairs                                                   | 1,270                      |

Wandsworth does not record pothole repairs completed as part of structural maintenance programmes. These treatments address wider areas of carriageway deterioration, and any pothole repairs undertaken within the works are not recorded separately.

**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) | ██████ m <sup>2</sup> | Unit cost (temporary pothole repair) | N/A |
|--------------------------------------|-----------------------|--------------------------------------|-----|

All reported potholes are repaired through permanent interventions, ensuring a durable approach is used towards maintaining the highway network.

## 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?                                                           | Yes |

Wandsworth specifies the material and process requirements for its major highway works term contractor, FM Conway. Longevity and performance are achieved through compliance with these specifications and supported by contractor guarantees. Each defect is logged into Confirm with an attached date of when the repair was completed. Post-completion inspection checks are undertaken by inspection and enforcement officers to assess work quality, in accordance with the Highway Safety Inspection and Maintenance Procedures Policy. Planned works are subject to a four-year maintenance period, during which defects are rectified at the contractor's expense. Such defects are used to monitor repair longevity and workmanship quality.

## 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?            | Yes |

The Council operates a public reporting system that enables residents, members and other highway users to report potholes and other highway defects through online, telephone and other alternative contact routes (e.g Member enquiries)

Public enquiries and claims are considered during development of annual maintenance programmes to improve public safety on the highway network.

Ad-hoc inspections are undertaken within 3 to 5 working days of an enquiry or complaint, in addition to scheduled inspections as set out in our Highway Safety Inspection and Maintenance Procedures Policy.

We inform the public on the outcomes of their enquiries regarding potholes or defects reported on the highway network through email.

### *Tools used for reporting*

The public can report highway defects through the [Council's website](#). An urgent report regarding a defect presenting a major safety risk can be made through the councils emergency out of hours service on 020 8871 8999 .

## B4 Highway structures

Highway structures represent a key highway asset, supporting the movement of people and goods across the roads maintained by Wandsworth. 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.

| Description                                                       | Number |
|-------------------------------------------------------------------|--------|
| Number of highway structures maintained by Wandsworth             | 26     |
| Highway structures with interim measures in accordance with CS470 | 0      |
| General Inspections (GI)                                          |        |
| Number of structures due a GI in 2025/26 in accordance with CS450 | 5      |
| Number of GIs carried out in 2025/26                              | 5      |
| Principal Inspections (PI)                                        |        |
| Number of structures due a PI in 2025/26 in accordance with CS450 | 1      |
| Number of GIs carried out in 2025/26                              | 1      |

# B5 Asset management

This section focuses on asset management practices that underpin how the authority 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

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

Yes

Wandsworth is in the process of adopting its Highway Asset Management Plan (HAMP) 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.

A commission is currently in place to update our HAMP and is planned for completion by May 2027 to ensure compliance by 30<sup>th</sup> September 2027.

## Asset data

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

Table 10: 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           |
| Drainage assets        | Full                                       | Full           |
| Street lighting        | Full                                       | Full           |
| Traffic signals        | TfL maintain traffic signals across London |                |

Wandsworth maintains asset data through Confirm and Causeway Horizons. Carriageway and footway condition data capture defect extent and severity, used to assess overall asset condition. Carriageway condition surveys will adopt PAS 2161 accredited surveys from 2026/27 onwards, improving data coverage and consistency. 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 condition is assessed through visual, structural and electrical inspections, providing information on column structural condition and electrical performance. 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                         |          |
| Single digital platform or a set of connected platforms used across service | <b>X</b> |
| Other                                                                       |          |

Wandsworth's highway asset data is primarily managed through Confirm and Causeway Horizons. These systems hold our asset inventory, inspection records, condition data and works orders. Causeway Horizons enables the Council to visualise asset inventory and maintenance activities through interactive maps and dashboards, supporting strategic decision-making. Information, including streetworks and planned maintenance works programme, is also available to the public through Council's website. Highway structures are managed through BridgeStation, as for all London Boroughs under the pan-London approach set out via the London Bridge Engineers Group (LoBEG).

## Lifecycle planning and investment decision making

This section sets out how we use lifecycle planning 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? | <b>Yes</b> |
| Do you use lifecycle plans for footways to support investment decisions?     | <b>Yes</b> |
| Do you use lifecycle plans for structures to support investment decisions?   | <b>Yes</b> |

Wandsworth uses asset lifecycle planning to develop strategic maintenance investment plans for various asset groups to ensure that the right intervention is made at the right time to maximise asset life, ensure cost-effectiveness and achieve best value from available funding. The results of the analysis highlighted a growing maintenance need across the borough resulting in an increase to the budget allocation.

Wandsworth uses condition data, safety inspection results and asset deterioration modelling to identify the most appropriate timing and treatment for maintenance interventions across assets.

## Performance and continuous improvement

This section sets out how we monitor the effectiveness of our asset management approach and use 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                                     | Yes |

Wandsworth has a set of KPIs for monitoring the performance of its highway service which will be included in the HAMP currently in development. These cover network condition, reactive defects, claims and enquiries, service delivery and environmental impacts. KPIs are reported and reviewed annually to identify performance trends, inform funding priorities and maintenance programmes. Performance is monitored through local measures and external benchmarking, including Annual Local Authority Road Maintenance (ALARM) Survey, DfT Transparency reporting requirements.

Wandsworth and Richmond upon Thames Councils operate a Shared Service Arrangement for all Highway Services. The services have been subject to peer review within the last three years. Wandsworth 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

Wandsworth maintains an extensive network of footways and cycleways that supports active travel across the borough. The authority 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 Wandsworth's 2026-27 forward maintenance programmes for cycleways and footways:

| Asset            | Structural | Preventative |
|------------------|------------|--------------|
| <b>Footways</b>  | 21km       | N/a          |
| <b>Cycleways</b> | 0 km       | N/a          |

Wandsworth's cycle network consists of non-segregated cycleways. Maintenance is therefore incorporated within wider carriageway and footway programmes.

Wandsworth 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. 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*

Wandsworth has a footway hierarchy that considers traffic volumes, traffic generators, essential services and bus routes. This is set out in the Highway Safety Inspection and Maintenance Procedures Policy. This hierarchy informs inspection frequencies and planned maintenance, prioritising strategic routes.

Priority footways and cycleways defined in the [Winter Service Plan](#) are treated reactively during snow events, including heavily used routes serving town centres and high streets.

Routine street sweeping, vegetation and weed cutbacks are undertaken by the council, with grass verges maintained by the Parks Team. Public reports on street cleaning issues and overgrown vegetation are addressed alongside routine programmes.

# 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.

Figure 2: Drainage maintenance expenditure by approach



Wandsworth continues to manage its highway drainage network via planned cyclical cleansing with reactive intervention. However, it has recently put in a new IT system in place to gather more asset data and maintenance records to help inform working towards a risk-based approach to manage its highway drainage network. Once implemented, this will ensure the Council can target resources where they are most needed.

|                                                                                                                                                     |     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| 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?                                | Yes |

Wandsworth manages its drainage assets using Confirm, which provides a centralised repository for asset inventory, inspection records, defect information and maintenance history. To support a data-driven approach to drainage maintenance, Wandsworth uses smart sensors to monitor silt accumulation and performance within key gullies. The insights gained help identify drainage issues and targeted cleansing activities to optimise maintenance throughout the network.

## B8 Skills and training

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

|                                                                                                                                                                                                                                         |     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?                                                                                                          | Yes |
| Do you or your main highways contractors support professional development through a recognised professional training scheme?                                                                                                            | Yes |
| 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?                                                                                               | Yes |
| 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*

Wandsworth conducts annual appraisals for staff responsible for managing the highway network, assessing performance against role-specific competency requirements and identifying actions to address any gaps.

Professional development is supported for staff to achieve professional qualification, coordinated by the business development teams and training provided by partnering with third parties such as local colleges and university. The Council also supports the costs associated with professional training and development undertaken by staff.

Chartered Engineers are employed by the Council for the management of Engineering Group 1,3 and Engineering Group 2 including highways structures. Special highway structures capability is also available through use of specialist external consultants. The Council supports early career development including apprenticeships and graduate programmes as set out on the [council's website](#) and by FM Conway, Wandsworth's term contractor.

# 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?                                                                         | No        |
| Have you identified your resilient network and agreed this with senior decision-makers?                                                                                                                                             | Yes       |
| If yes, when was this last updated?                                                                                                                                                                                                 | June 2010 |
| Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?                                                                                                                 | Yes       |
| 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)? | Yes       |
| 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 Wandsworth's network                                                                                                                                                           |           |
| Targeted drainage upgrades or maintenance                                                                                                                                                                                           | Yes       |
| Natural flood management / SuDS                                                                                                                                                                                                     | Yes       |
| Targeted slope / ground stability / landslip mitigation                                                                                                                                                                             | Yes       |
| Heat resilient materials or surface treatments                                                                                                                                                                                      | Yes       |
| Tree planting / shading for heat management                                                                                                                                                                                         | Yes       |
| Other                                                                                                                                                                                                                               | No        |
| None of the above                                                                                                                                                                                                                   | No        |

A resilient network is defined to remain operational during extreme weather, including snowfall ([link](#)).

The [Local Flood Risk Management Strategy \(LFRMS\)](#) outlines the recording of flood incidents to inform targeted mitigation measures, including SuDS schemes such as Marlow Crescent and drainage upgrades.

Landslip issues are assessed on a site-specific, risk-based basis, with specialist investigations undertaken where necessary.

Carbon benchmarking of FM Conway's highway maintenance activities has been undertaken to identify opportunities for reducing emissions, while FM Conway's heat-resilient surface treatments are used in maintenance works.

The [Adaptation and Resilience Strategy](#) promotes tree planting as a nature-based solutions for urban cooling.

# B10 Innovation

Wandsworth 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  |

Innovation represents one of the agenda items discussed during regular contractual meetings with Wandsworth's major term 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.

Plans to publicly share innovation trials in collaboration with FM Conway is currently in progress and will be delivered the next financial year.

## Examples of innovation adopted

Wandsworth has adopted several innovations within the highway maintenance service:

- **Materials:** Highway material works are sustainably sourced or recycled, reducing carbon emissions, including warm-mix asphalt.
- **Repair Methods:** Thermal road repairs are used to address planned and reactive maintenance for localised failures such as crack repairs and ponding within the highway while reducing virgin material use.
- **Streetworks management:** Street works are coordinated through a centralised Network Management system, with real-time monitoring and public updates provided via Causeway Horizons. This enhances coordination between works promoters, improves visibility of activities and helps minimise network disruption.
- **Electric vehicle fleet:** FM Conway, Wandsworth's term contractor, utilises electric vehicles within its fleet to help reduce carbon emissions associated with highway maintenance activities.
- **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.

# 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. Wandsworth 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 |

Wandsworth operates a robust permit scheme, coordinating and approving utility and highway works through a centralised Network Management system to reduce congestion. Regular coordination meetings are held with utility companies and key stakeholders to discuss upcoming works and resolve potential conflicts. Utility works are monitored through real-time systems and inspections with non-compliance to timescales or quality addressed promptly. Traffic-sensitive streets are identified to inform permit decisions and reduce disruption on sensitive routes. Engagement with TfL has been undertaken to support adoption of the London Lane Rental Scheme on the most traffic-sensitive routes, encouraging efficient working practices and minimising network disruption.

# B12 Highway contracts

Wandsworth 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?                                                                                                                      | Yes |
| Do you routinely analyse actual unit costs (for example £/m <sup>2</sup> 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?                                                                        | Yes |

Unit costs are reviewed during tendering and contract extensions to ensure value for money while maintaining quality standards. Competitive procurement, supported by comparisons with previous contract rates and market conditions, provides assurance that costs remain reasonable. Contractual KPIs are used to monitor FM Conway's performance, with regular noted meetings identifying trends and addressing underperformance where necessary. Permanent repairs are prioritised where safe and practical to minimise repeat visits as set out in the Highway Safety Inspection and Maintenance Procedures Policy. Temporary repairs are used where resurfacing is planned or where traffic management, material availability or utility constraints prevent immediate permanent repair.