

WANDSWORTH BOROUGH COUNCIL

LOCAL HIGHWAY MAINTENANCE TRANSPARENCY REPORT - ANNEX B

DATE: **OCTOBER 2025**

Completed as per:

<https://www.gov.uk/government/publications/highway-maintenancefunding-guidance-for-local-authorities>

- What is your local authority's assessment of the Gross Replacement Cost / Asset Value of your total highway assets (including bridges, cycleways, footways, drainage, trees et cetera but excluding land), using the HAMFIG or CIPFA methodology and the last available rates?**

The estimated Gross Replacement Cost (excluding land) is as follow:

Highway Assets	Detail	GRC (£000s) approx.
Carriageway	AB & U Roads	£692,693
Footways & Cycleways	Category 1, 2 & 3	£168,189
Highway Bridges	All types	*£203,103
Highway Drainage	Gullies	£21,871
Street Lighting	Columns	£65,006

Note: GRC calculated by Causeway Asset Management Consultant using CIPFA WAG asset valuation toolkit

* GRC calculated using Bridge Station value toolkit.

- What percentage of your current asset value has been spent on maintenance in each of the last 5 years?**

Year	Capital allocated by DfT (£,000s)	Capital allocated by TfL (£,000s)	Capital allocated by Council (£million) approx.	Revenue allocated by Council (£million) approx.	Total (Capital + Revenue + TfL+DfT) (£million) approx.	% of current asset value allocated on maintenance*
2025/26	£655	£200	£10.25	£1.40	£12.505	0.15%
2024/25	£202	£0	£8.00	£1.30	£9.502	0.11%
2023/24	£202	£200	£4.75	£1.20	£6.352	0.07%
2022/23	£0	£0	£3.50	£1.10	£4.600	0.05%
2021/22	£0	£200	£5.00**	£1.10	£6.300	0.07%

Note: * Calculated using current estimated GRC for carriageways and footways only.

** Including the capital additional £2m budget allocation in 2021/22.

3. **Does your local authority use a Customer Service / Satisfaction Survey such as the NHT network? If so, who do you use and how does this get factored into maintenance operations?**

Public and members enquiries, complaints and defect reports are logged onto the Brightly Confirm Customer Services Module, and are recorded as 'Carriageway Defect', 'Footway Defect', 'Lighting Defect' etc. An assessment table is set up to select Carriageways and Footways for inclusion on the Maintenance Programmes. The numbers of Carriageway or Footway Defects is one of Factors that are included in the assessment.

As part of our Pride in Our Streets programme, we launched our 7 rings, 7 days guarantee, and have been fixing reported dangerous potholes in under seven days - as well as repairing street signs and removing graffiti.

These improvements not only enhance the day-to-day experience our customers but also support wider goals around improving accessibility and encouraging active travel in the borough. Further information can be found on the link-
https://www.wandsworth.gov.uk/listening/#7_rings,_7_days

4. **Does your authority carry out benchmarking of its performance with other authorities and can you provide evidence of that?**

Wandsworth and Richmond-upon-Thames operate a Shared Service Arrangement for all Highway Maintenance functions, so the performance of each borough is directly compared.

The Council officers participate in the London Technical Advisers Group (LoTAG), London Highway Engineering Group (LoHEG), London Bridges Engineering Group (LoBEG), London Lighting Engineering Group (LoLEG) and London Drainage Engineering Group to share, benchmark and updates in best practices.

Transport for London annually engages Metis Consultants to arrange AI Condition Surveys and SCRIM Tests of the entire London Principal Road Network. The results are published on a single platform, accessed by all London Boroughs.

Wandsworth compares its network with all other London boroughs and contributes to the State of the City Report, which also compares the performance of all London Boroughs.

5. **Do you have a highways asset management performance management framework against which you are regularly tracking performance?**

We track:

- the key performance indicator for highway maintenance (see next section)
- Asset Condition
- Length or number of Assets
- Annual Capital funding
- Annual Revenue funding (where applicable)

In addition, we track the proportion of our carriageway network where maintenance should be considered (see item 8 below).

6. **What are your key performance indicators (KPIs) for maintenance?**

The key performance indicators for highway maintenance including the result for Q1 and Q2 are as follows:

KPI Code	KPI Name	Q1 Result 2025/26	Q2 Result 2025/26
WECS-HOS-002	% Attendance to all Dangerous Highway defects within 24hrs of notification	100%	100%
WECS-HOS-003	% of reported broken street sign replaced in 7 days	98%	100%
WECS-HOS-004	% of reported dangerous potholes fixed in 7 days	100%	100%

7. **Does your authority have:**

- **Highways Asset Management Plan (HAMP)**

We adopt Highway Asset Management Plan principles which sets out a strategic approach that is based on the need to repair our assets on a regular basis, before they fail, to extend their lifespans and reduce repair costs in the long term to provide the best value for money for the Council. Our annual Highway Maintenance Programme is published on the Council's website:

<https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=759&MIId=9525&Ver=4> (Item 5)

Wandsworth Borough Council Highways Maintenance Plan is aligned with the national Code of Practice for Well-Managed Highway Infrastructure (WMHI) which is currently being reviewed to reflect any updates in best practices.

As part of continuous service improvements, cost savings and efficiency gains, we are looking at the use of Artificial Intelligence (AI) to gather further road condition survey information to support condition monitoring and decision making about asset management. We will consider and trial this AI survey further in 2026/27 as appropriate.

- **a resilient network plan?**

Details of our Resilient Network Plan is available on:

https://www.lotag.co.uk/files/ugd/d9f63d_3a26c54b1b4e4ff8a1b012b6e9a4d3a5.pdf

The Council also has a Strategic Flood Risk Assessment:

<https://www.wandsworth.gov.uk/planning-and-building-control/planning-policy/flood-risk/flood-risk-management-plans/strategic-flood-risk-assessment/>

8. **Can you confirm that your local authority has provided, or will provide, DfT with all of the data required under the annual single data list requirements in 2025.**

The Council have/will provide the DfT with all of the data required as follows:

- 130-01: Principal roads where maintenance should be considered.
(8.4% Red, 36.1% Amber)
- 130-02: Non-principal classified roads where maintenance should be considered.
(6.88% Red, 25.23% Amber)
- 130-03: Skidding resistance data
(28.4% Red, 71.6% Green)
- 130-04: Carriageway work done from April 2024 to March 2025. See <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=759&MId=9525&Ver=4> (Item 7)
- 251-01: Winter salt stock holdings for winter 2025 - We have capacity for 4000 tonnes, and maintain 1800 stock levels at all times to meet gritting requirements

9. **In addition to the data required for the single data list, what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?**

We carry out an independent detailed visual survey (DVI) that conforms to the United Kingdom Pavement Management System (UKPMS). In addition, we carry out visual inspections conducted by our experienced highway maintenance engineers and technical staff to assess and validate the DVI survey.

The Council Inspection and Enforcement team also carry out regular safety inspections of all principal roads and non-principal roads. The inspections frequencies and investigatory levels have been developed in accordance with the recommendations of the Code of Practice for Well-Managed Highways published by the U.K. Roads Board in 2016.

We carry out inspection of bridges and other highway structures in accordance with the objectives of the Management of Highway Structures Code of Practice (2005). General inspections are carried out every 2 to 6 years and Principal inspections (which is a more detailed inspection and close examination of all parts of the structure) at intervals of between 6 to 12 years, according to need. A Special Inspection is also carried out on an ad-hoc basis, if the need arises, e.g. damage due to storm or vandalism.

Street Lighting Assets	Visual Condition assessment
Lighting Columns	24 months condition assessment
Retro reflective self-righting traffic bollard	Monthly clean and annual condition assessment
Internally illuminated traffic bollard	Monthly clean and annual condition assessment
Illuminated Signs	Annual condition assessment

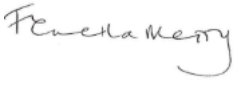
Belisha Beacons	Annual condition assessment
Electrical Testing all assets	60 months (statutory requirement) Standard IET Wiring Regulations BS7671
Structural Testing Lighting	12% of all Lighting Columns 12 months to 60 months. Standard ILP GN22 ATOMS

10. **Approval to Submit Annex B**

The information provided to DfT is required to be signed off by:

- the leader of the council or the cabinet member with responsibility for Highways; and
- the section 151 officer

Submission signed off by:

Name	Position	Signature / Date
Fenella Merry	Executive Director of Finance (Section 151 Officer)	
Councillor Jenny Yates	Cabinet Member for Transport	