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Local highways maintenance transparency report

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

Our highway network

The Royal Borough of Greenwich's highway infrastructure represents one of the most valuable assets under the Council's ownership. The highway network plays a critical role in supporting the borough's economic prosperity by enabling the efficient movement of people, goods, and services. A safe, accessible, and well-maintained network is essential for ensuring reliable connectivity within the borough and to surrounding areas, facilitating access for residents, businesses, and visitors alike.

The Council is responsible for the management and maintenance of approximately 483 kilometres of highway network. This extensive infrastructure includes a wide range of assets, such as carriageways, footways, highway structures, street lighting, street furniture, drainage systems, and street trees. Ensuring that these assets are kept in a safe and serviceable condition is fundamental to supporting economic activity, maintaining public safety, and enhancing the overall quality of life in the borough.

Highway Network

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	cycleways
39km	60km	384km	483km	962km	Not available	18.78km

* Cycleways measured in one direction only and includes official signed Cycleways only

Highway Assets

	Asset	Quantity
Highway Structures	All types	133
Street Lighting	Columns	22,000
Drainage	Gullies	20,746
	Pumps and other drainage	> 440
Street Trees	All types	16,155

Highways maintenance spending figures

Highway maintenance spending					
Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend (£,000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£813	£4,989	£4,523	66	34
2024/25	£250	£2,532	£4,459	45	55
2023/24	£250	£2,338	£4,502	46	54
2022/23	£0	£4,835	£4,024	64	36
2021/22	£0	£3,800	£3,761	53	47
2020/21	£0	£420	£3,719	30	70

Capital allocated by DfT can be found here - [Highways maintenance funding allocations - GOV.UK](#)

Additional information on spending

The Royal Borough of Greenwich allocates its highways maintenance budget across both preventative maintenance, such as planned road resurfacing, and reactive repairs, which address unplanned issues and safety defects as they arise. In recent years, to help bridge the funding gaps and prioritise long-term asset management, a portion of the reactive maintenance budget has been reallocated to support additional resurfacing work. This strategic approach aims to improve the overall condition of the borough's road network by investing more heavily in preventative measures, which are generally more cost-effective over the long term.

However, since 2020, the impact of rising construction and material costs has reduced the number of roads that can be resurfaced each year within existing budgets. As a result, the Council is actively exploring alternative and innovative methods of road repair. These include technologies and techniques designed to reduce the volume and cost of reactive maintenance, while maintaining safety and service standards. By lowering reactive repair costs, the Council can redirect more resources toward planned resurfacing and other preventative treatments, thereby extending the life of the road network and minimising future maintenance needs.

This approach supports the Council's broader commitment to sustainability, value for money, and service improvement—ensuring that investments in the borough's infrastructure deliver maximum benefit for residents both now and in the future.

The table above sets out the division of the Royal Borough of Greenwich's funding streams since April 2020 that fund maintenance on various highway assets. The types of works of which are set out below.

Capital allocated by DfT

- Carriageway resurfacing

Capital Spend

- Carriageway resurfacing
- Footway reconstruction
- Foot tunnel upgrade works
- Structural infrastructure upgrades

Revenue Spend

- Carriageway resurfacing, patching and pothole repairs
- Footway maintenance, preventative and reactive
- Drainage works
- Street furniture
- Street lighting
- Winter service

Roads Resurfaced

Year	Length of roads resurfaced (km)
2020/21	6.76
2021/22	6.32
2022/23	5.95
2023/24	6.02
2024/25	3.034
2025/26	5.99

**Based on existing budget to deliver 13 roads*

Number of Potholes repaired

Year	Estimate of number of potholes filled*
2020/21	2698
2021/22	1792
2022/23	2543
2023/24	2161
2024/25	1083

** Royal Greenwich classes potholes as any carriageway defect costing equal or less than £200 to repair*

The number of potholes being repaired has decreased over time as the Council shifts to more preventative than reactive maintenance, as per industry best practice.

Condition of local roads

Transport for London (TfL) provides Royal Greenwich with condition surveys for all A roads in the borough. Yearly surveys on lesser classed roads resumed in early 2025. These surveys show that there is a steady decline to the network.

Year (FY)	Percentage of A roads in each condition category		
	Red	Amber	Green
2020-21	N/A	N/A	N/A
2021-22	N/A	N/A	N/A
2022-23	6%	19%	75%
2023-24	5%	23%	72%
2024-25	8%	25%	68%

Scanner data not available for FY 20-21 & 21-22

A-road condition surveys are completed annually. These are commissioned by TfL and shared with the boroughs once they receive the data.

Year (FY)	Percentage of B roads in each condition category		
	Red	Amber	Green
2020-21	N/A	N/A	N/A
2021-22	30%	2%	68%
2022-23	N/A	N/A	N/A
2023-24	N/A	N/A	N/A
2024-25	N/A	N/A	N/A
2025-26	2%	21%	77%

Year (FY)	Percentage of C roads in each condition category		
	Red	Amber	Green
2020-21	N/A	N/A	N/A
2021-22	59%	30%	11%
2022-23	N/A	N/A	N/A
2023-24	N/A	N/A	N/A
2024-25	N/A	N/A	N/A
2025-26	4%	24%	71%

Although no carriageway conditions surveys were carried out for B and C roads between 2021/22 and 2024/25, RBG has now received the data from our 2025/26 carriageway condition survey that has been added to the table above. This data was used to inform the

resurfacing works under the additional Council Capital funding allocated in late summer 2025, which delivered resurfacing across eight additional roads.

To enhance the robustness of its asset management approach, the Council has committed to undertaking these surveys on an annual basis. This commitment ensures that the road resurfacing programme is increasingly data-driven, enabling more effective prioritisation of works, better use of resources, and improved outcomes for residents and road users.

Year	Percentage of U Roads in the Red category
2020	N/A
2021	35%
2022	N/A
2023	N/A
2024	14%

All roads within the Royal Borough of Greenwich are inspected at least once every three months as part of the routine Highway Safety Inspection regime, meaning our roads have always been inspected at a greater frequency than the code of practice recommends, and we have been less reliant on survey data with our inspectors and engineers using their technical expertise to make engineering decisions to develop a resurfacing programme. The council recognises however that annual condition surveys will facilitate a more data led approach and help validate decisions. Due to high usage, the immediate town centres of Woolwich and Greenwich are inspected more frequently; being done monthly.

In 2025, the Council resumed its programme of annual road condition surveys, which provide a comprehensive assessment of the overall condition of the borough's highway network. These surveys are a key component of the Council's asset management strategy and are used to monitor deterioration trends, inform maintenance planning, and support the development of a data-led resurfacing programme. The Council will also undertake surveys to collect data on skidding resistance.

Condition assessments of the local classified road network in England are currently undertaken using SCANNER (Surface Condition Assessment for the National Network of Roads), a laser-based technology. This method measures various surface parameters to produce a Road Condition Indicator (RCI), categorising road segments into three condition bands:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required in the near future
- Red – Section should be considered for maintenance

From the 2026 / 27 financial year, a new assessment methodology based on the BSI PAS 2161 standard will be introduced nationally. Under this revised approach, Local Highway Authorities will be required to use suppliers accredited against PAS 2161. The survey provider used for our 2025/26 survey is already accredited against PAS 2161. Royal Greenwich will ensure that any contractor appointed for future condition surveys holds this

accreditation. The new methodology will expand the existing three-band system to a more granular five-category model, allowing central government to gain a more detailed and accurate picture of local road conditions across England.

Further information on road condition statistics can be found on the UK Government's website:

[Road condition statistics: data tables \(RDC\) - GOV.UK](#)

Additional information on condition

The Royal Borough of Greenwich has recently undertaken a comprehensive prioritisation exercise to assess carriageway and footway conditions across the borough considering factors such as condition, strategic importance, previous reactive spend and engineering judgement. This process identified the top 100 priority sites for future resurfacing works, forming the basis of a strategic, forward-looking maintenance programme. The list will be reviewed and refined annually in conjunction with condition survey data to determine the resurfacing programme for each financial year.

In addition to guiding the annual programme, the prioritisation exercise also supports cross-departmental collaboration. For example, where upcoming schemes—such as Public Realm improvements or bus priority measures—are planned along routes included in the resurfacing list, the highways team may reschedule resurfacing works to align with those projects. Coordinating delivery in this way can generate efficiency savings, optimise the use of resources, and minimise disruption to residents, businesses, and transport users by reducing the need for repeated interventions and temporary traffic management at the same location.

The Council has this financial year identified funding that has been allocated to planned footway improvements, with five locations programmed to be upgraded by the end of this financial year. As a part of the review of the Highway Maintenance Plan the Council will be introducing a footway condition scoring process to be input by the Highway Inspectors as a part of their routine safety inspection schedule. This will help inform a planned footway resurfacing programme. Additional training will be delivered to the inspectors around this.

Plans

Overall strategy

The Royal Borough of Greenwich's Highways Maintenance Plan (HMP) is aligned with the national Code of Practice Well-Managed Highway Infrastructure. Originally prepared in 2019, this is reviewed annually to reflect updates in regulations and best practices and the HMP is currently undergoing a more thorough review to identify if additional improvements can be implemented.

All publicly maintained roads in the borough are subject to a programme of routine safety inspections, carried out by qualified Inspectors and Engineers. These inspections, alongside annual road condition surveys, ensure that safety defects are addressed promptly and inform a data-led approach to the borough's planned resurfacing programme.

Historically, resurfacing priorities were based on a 2021 survey ranking road sections by the percentage of surface defects alongside feedback from the Highway Inspectors who have an

excellent local knowledge which enables them to take into consideration factors such as material, type and number of defects to make the most informed decisions in how we manage our assets. The most recent survey uses AI technology to analyse real-time video imagery of every road in the borough. This data is validated with on-the-ground knowledge to ensure consistency and accuracy in identifying the worst-condition carriageways. We welcome the adoption of PAS 2161 as it is evident that there are variable methods of undertaking condition surveys which could lead to inconsistent data collection and reporting which is evident since the announcement of the traffic light rating system by the DfT.

The Council is committed to transparency in highway works. Annual resurfacing programmes are published on the Royal Greenwich website, while reactive maintenance and street works can be tracked via the online Streetworks Register.

In support of the borough's target to achieve Net Zero by 2030, the Council is transitioning from hot mix to warm mix asphalt, which offers a lower carbon footprint.

Additionally, Greenwich has adopted KaarbonTech Smart Technology for managing roadside gullies. Introduced in March 2025, this system replaces outdated paper records and enables more effective tracking of silt levels, defects, and maintenance needs across the drainage network.

The Council has been developing a Highway Infrastructure Asset Management Plan (HIAMP) enabling the Council to adopt a long-term strategic approach to maintaining highway infrastructure and target investment to ensure the biggest benefit is achieved in the borough in the most financially efficient manner. The Council is in the process of adopting the HIAMP. The Council has invested significant funds into the enhancement of the Transport Service over the last few years, and have been partnering with external industry expert consultants (Metis) for independent oversight and development of best practices.

Specific plans for 2025/26

Based on the original revenue and Department for Transport (DfT) capital funding allocations for the 2025/26 financial year, the Royal Borough of Greenwich was set to resurface a minimum of 13 streets, covering approximately 4.8 kilometres of carriageway. These resurfacing works took place during the summer and autumn of 2025, forming part of the borough's ongoing commitment to maintaining a safe, accessible, and well-managed highway network.

Under the Council's Getting Things Done campaign additional Capital funding was allocated to resurfacing and pothole repairs, which enabled the resurfacing of an additional 8 roads in December 2025, with a total carriageway length resurfaced of almost 5.5km.

The resurfacing programme is guided by a prioritised list of 100 carriageways and 20 footways, developed through a boroughwide condition assessment exercise. This list is continually reviewed and will be validated against up-to-date survey data each year to ensure that resources are directed where they are most needed. The Council's data-led methodology ensures that investment is targeted effectively to deliver long-term value and maintain a high standard of infrastructure across the borough.

By combining robust condition data with a proactive funding strategy, Royal Greenwich aims to optimise maintenance delivery, reduce the need for reactive repairs, and minimise disruption to residents, businesses, and road users.

Streetworks

Royal Greenwich is committed to minimising disruption caused by streetworks under TMA 2004, NRSWA 1991 and ensuring they are planned and coordinated effectively. To achieve this, Royal Greenwich has implemented the following measures:

Advance Planning and Coordination:

All streetworks are scheduled through a centralised planning system, allowing for better coordination between utility companies, contractors, and council departments. This helps prevent overlapping works and ensures efficient use of road space.

Permit Scheme Operation:

Royal Greenwich operate a robust permit scheme which requires all streetworks promoters to obtain approval before starting work. This allows us to assess the impact of proposed works and apply conditions to minimise congestion and inconvenience to the public.

Use of Technology:

Real-time systems are in place to monitor road conditions and track ongoing works. This allows for dynamic responses to emerging issues and better public communication through digital signage and online updates.

Stakeholder Engagement:

Regular coordination meetings are held with utility companies and key stakeholders to discuss upcoming works and resolve conflicts before they arise.

Work Timing Restrictions:

Restrictions are applied to certain roads and peak periods to ensure that works do not unduly affect traffic flow, especially during rush hours, weekends, or public events.

Public Communication:

Royal Greenwich keep residents and businesses informed through timely notifications, local signage, social media, and the council website, helping them plan around any potential disruption.

Inspections and Compliance:

Regular site inspections are carried out to ensure that work is completed to standard, timelines are respected, and reinstatements are satisfactory. Non-compliance is addressed promptly.

London Lane Rental:

RBG have also engaged with TfL and are actively exploring the adoption of the London Lane Rental scheme for our roads with the highest traffic sensitivity to help minimise the impact of works in these areas. The Council is targeting Tranche 3 of the Lane Rental scheme, with a potential go live date of October 2026 and is working through TfL's processes to join the scheme with the statutory consultation with key stakeholders such as utility providers, emergency services and TfL launching at the start of January 2026. As a part of this process a review of the borough's traffic sensitive roads has been carried out this year.

Through these measures, our authority aims to ensure that streetworks are carried out efficiently while keeping disruption to a minimum for road users, residents, and businesses. The council is in the process of migrating to the Aurora streetworks management platform

which includes permitting, conflict checking, mapping, reporting and a mobile app. Symology is currently used, which is still a small component included within Aurora, but the migration will allow for a more efficient and agile management of our highway network.

Climate change, resilience and adaptation

The Royal Borough of Greenwich's partnership with its Highways Term Contractor, Marlborough Highways Ltd, is built on a shared commitment to delivering a high-performing, socially responsible service that enhances residents' wellbeing and supports local businesses. The contract covers a wide scope of works, including footway and carriageway maintenance, drainage, street lighting, road markings, emergency response, and public realm improvements. The partnership directly supports key priorities outlined in the Council's 'Our Greenwich' Corporate Plan, including safer streets, cleaner travel, reduced carbon emissions, improved accessibility, and greater resilience across neighbourhoods.

Environmental sustainability is embedded within the contract. Marlborough's fleet includes electric vehicles, and materials used in highway works are sustainably sourced or recycled where possible. The Council is also trialling innovative low-waste road repair products to further reduce its carbon footprint.

In 2024, the contract was competitively procured with Environmental Improvements and Sustainability forming a core part of the quality criteria. Marlborough scored highly in this area and now provides quarterly environmental performance reports, which track metrics such as material use, energy and water consumption, waste generation, carbon emissions (CO₂), and vehicle usage. These reports establish baselines for continuous improvement.

The Council holds regular contract meetings to review environmental performance and identify opportunities for innovation. These include piloting more sustainable materials and enhancing fleet efficiency, in line with Royal Greenwich's Carbon Neutral Plan.

Additional information on plans

Over the past year, the Transportation service within the Communities, Environment and Transport department has undergone a significant reorganisation. This process has included the establishment and appointment of new Head of Service roles, designed to foster a more collaborative approach and enhance the efficiency of transportation project delivery. A key focus of this restructure is to ensure stronger integration between the resurfacing programme and other improvement initiatives delivered outside of the Highways team, which continues to lead on resurfacing works.

Looking ahead, major programmes set for delivery include the expansion of School Streets, the implementation of a borough-wide 20mph speed limit, and the Sustainable Streets initiative. These will be delivered alongside core ongoing projects such as local safety schemes, reflecting the department's continued commitment to safer, greener, and more accessible transport across the borough. There are further actions coming out of the work we are doing on the HIAMP which will inevitably lead to changes both in ways of working and reporting in the borough.

The work the Council do on the highway aligns closely with the Royal Borough of Greenwich's Community Engagement Pledge, which emphasises transparency, inclusivity, and collaboration in decision-making processes. By actively involving residents, listening to community feedback, and sharing timely updates on key projects, the Council is committed to ensuring that residents are kept well informed and are given opportunities to shape the

services that affect their daily lives. This approach helps build trust and strengthens the relationship between the Council and the community it serves.