Local Highways Maintenance Transparency Report

CROYDON

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Contents

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1.0	June 2025	Initial Draft	NA	EG	EG
2.0	June 2025	Final Version	NA	EG	EG

Our Highway Network

Croydon Council has a legal requirement to maintain public highways under Section 41 of the Highways Act 1980. Figure 1 shows a breakdown of different highway assets managed by the Council:

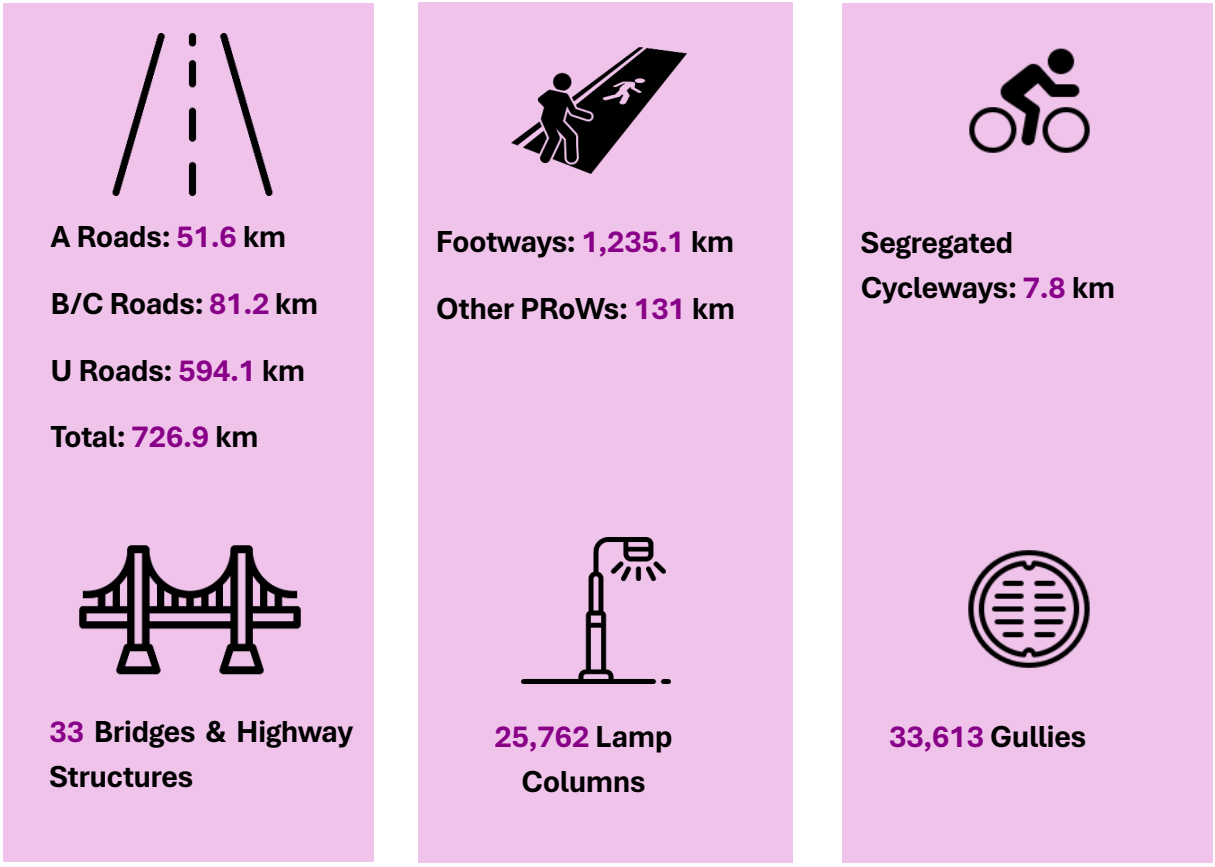

Figure 1: Highway Network Inventory

A Roads provide access points in and out of London, notably towards Brighton and the South-East, and carry most vehicular traffic, including bus routes, across the Borough. Classified non principal roads (B and C), are roads that link the A roads to the residential, quieter roads that make up most of the unclassified (U) network.

We also manage lamp columns, street furniture and drainage elements to make our roads and public spaces safer, prettier and more inclusive, and reduce the risk of floodings.

To manage the assets, the Council sets a yearly budget for planned and reactive maintenance activities. Croydon also receives additional funding from the Department for Transport (DfT).

Table 1: Highway Maintenance Spending Breakdown

	Highway Maintenance Spending					
Year	Capital Allocated by DfT (£,000s)	Capital Spend (£,000s)	Revenue Spend (£,000s)	Estimate of % Spent on Preventative Maintenance	Resurfacing Work Done (km)	Estimate of % Spent on Reactive Maintenance
2025/26 (projected)	£1,241	£11,500	£949	81%	24.5	19%
2024/25	£382	£12,555	£1,747	82%	15.8	18%
2023/24	£382	£9,940*	£1,184	73%	15.7	27%
2022/23	-	£13,150	£692	80%	32.6	20%
2021/22	-	£10,077*	£338	73%	45.2	27%
2020/21	-	£6,693	£266	73%	11.7	27%

**note this includes £200k Croydon received from TfL for Borough Principal Road Network (BPRN) works. The above table does not account for street lighting which has a separate reporting route to the DfT.*

The maintenance budget is split between planned (or preventative) and reactive maintenance. Our budgets have changed year on year, and we have adapted our resurfacing plans, accordingly, reaching a maximum of 45.2 km of works in 2021/22, against a minimum of 11.7 km the prior year. For the past few years, our budget allocated for highways maintenance has varied over the last five years (up to £13.1M), with a varying type of treatment being undertaken over the last year, especially, to allow the budget to cover more kilometres of the road network. And as such, more partial resurfacing and patching programmes were carried out to address localised issues.

We aim to keep our network safe by reacting as fast as possible to potholes and other defects endangering the public and their properties. In the last 5 years, we have filled around 15,000 potholes, with an average of 3,000 potholes per year as seen in Table 2. We aim to reduce this number by being more proactive and increasing our planned maintenance works, to avoid expensive reactive maintenance. We expect to fill in around 2,000-3,000 potholes this year, showing a reduction on average to previous years observed.

Table 2: Estimated number of potholes repaired

Estimate Number of Potholes Filled			
2021/22	2022/23	2023/24	2024/25
3,113	2,939	3,718	3,140

Condition of Local Roads

Principal (A) roads in Croydon are surveyed yearly as part of the London Highway Engineering Group (LoHEG) surveys of the Borough Principal Road Network (BPRN) across London. The data is collected through driven-conditioned (artificial intelligence) surveys, where defects are identified using a trained AI model, processed and displayed on a dashboard for monitoring and visualisation purposes.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Minor deterioration, maintenance may be required soon
- Red – Major deterioration, maintenance should be considered

Figure 1 below shows the progression of A roads over the last 3 years. The overall condition is improving year on year, but more investment is needed to achieve our long-term target as set out in our Highways Asset Management Strategy which details a target reduction of 4% of the borough principal road network (BPRN) in major deterioration (red) – longer term.

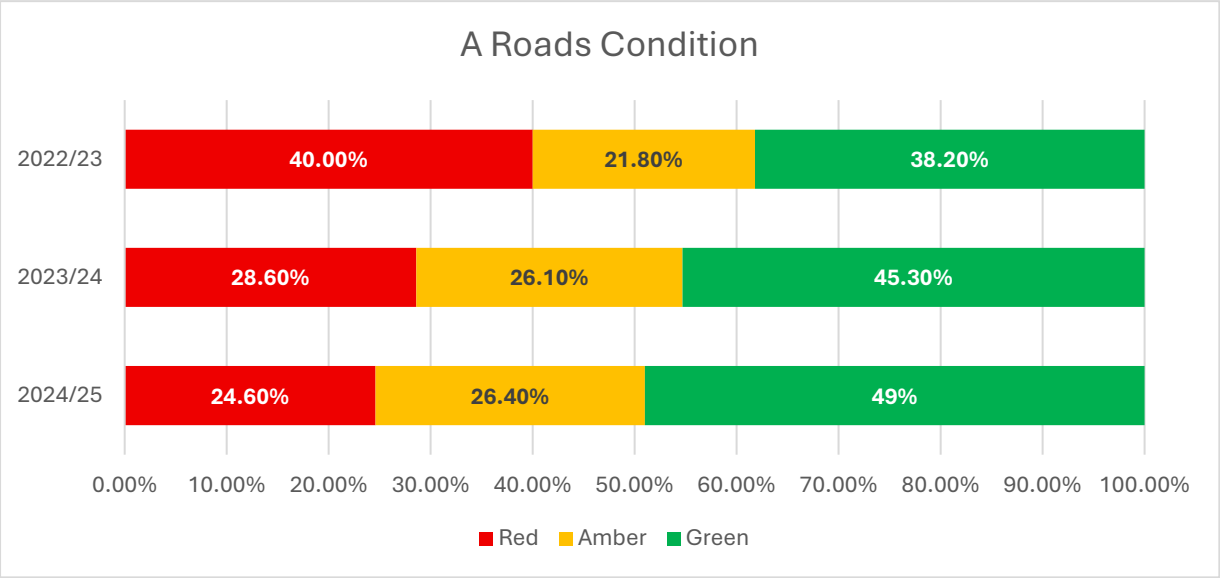

Figure 2: Condition of Principal Roads Over the Past 3 Years

Classified non-principal (B&C) and unclassified (U) roads have been last surveyed in 2022, with a frequency of 3 years. The data was collected via a driven-conditioned (artificial intelligence) survey, and road condition categorised using a slightly different AI model to that used on the borough principal road network (BPRN). Figure 2 shows the condition of BC and U roads when surveys were last conducted, in 2022/23.

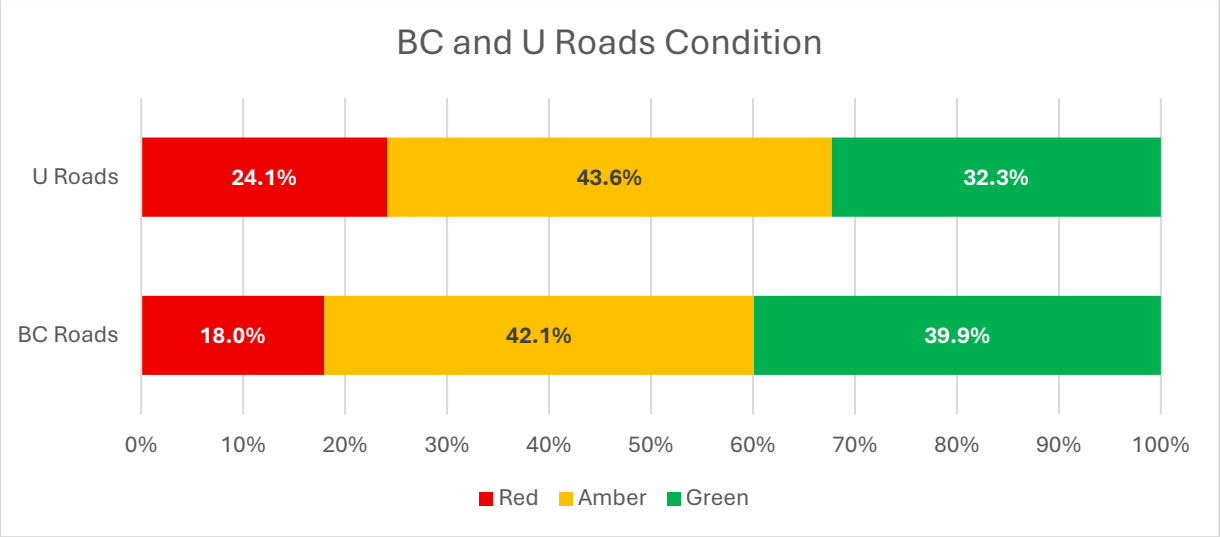

Figure 3: BC and U Roads Condition in 2022/23

Surveys are being carried out in the summer of 2025, which will give decision-makers a better picture of the evolution of road condition since the last survey, and how the treatments undertaken have performed against the expected network deterioration.

Plans

Overall Strategy

Our asset management strategy focuses on a risk-based approach to highway maintenance, in line with the *Code of Practice: Well-Managed Highway Infrastructure* (The Code) and industry best practice.

Every road or footpath is assigned a network hierarchy based on an established ruleset that considers traffic usage, nearby services and traffic generators. The hierarchy is periodically reviewed and is used to determine the safety inspection frequency. This ensures that busier roads with higher risk identified are adequately inspected, while quieter streets are not inspected more often than necessary.

Reactive jobs are raised through an asset management digital system as requested by an inspector to fix one or more defects on a road with a priority level according to the defect severity. For example, a severe pothole is marked for urgent works to be repaired within 24 hours, whereas a fine crack appearing on the road surface could be marked for repair within the next month.

We plan maintenance works using a priority list that takes into account the condition of the road, its hierarchy, the reactive jobs recently completed, and any public claims or enquiries. The list is then refined considering local context and efficiencies to create a practical and balanced works programme.

Our Plans for 2025/26

During this financial year 2025/26, 71 Roads have been identified for planned maintenance works. We plan on undertaking around 20 km of carriageway resurfacing alongside significant crack sealing works. The works consist of different remedial techniques chosen following an engineering process and depending on the type of defects identified on the roads. In some places such as Addington Road, we are only sealing existing cracks to extend the asset life, whereas in Grant Road, we are planning on carrying out a 40mm resurfacing of the whole section determined for treatment.

Croydon Council partners closely with FM CONWAY our Term Maintenance Contractor, who provides carbon footprint analyses following PAS 2050 as part of our Early Contractor Involvement process FM Conway has also contributed to developing PAS 2080 for carbon management in infrastructure, enabling the Council to apply these principles in planning and prioritising treatments. Their whole-life material assessments combine asphalt design expertise with carbon footprint data. We work together to select materials for public highways and are committed to testing innovative, sustainable solutions

Street works

We aim to minimise disruption caused by the maintenance works by improving coordination between different stakeholders and streamlining activities. We use a system called Street Manager to log all road works internally, and Causeway one.network, which is accessible to the public via our website.

One Network shows all road works taking place in the Borough, has resulted in a reduction in public enquiries, leading to significant time savings and minimising the number of permits submitted by utilities and road agencies where other works are already taking place. The platform also helps the Council manage cross-boundary works, as with Surrey County Council for example, and improve overall collaboration.

We are looking to implement lane rental schemes, in line with the overall London strategy to reduce roadworks during sensitive periods. We will charge utility companies and other contractors daily fees for occupying the road space, encouraging them to work outside of peak hours and complete works faster.

Climate Change and Resilience

Croydon has declared a climate emergency in July 2019 and initiated a carbon neutral action plan to be implemented by 2030. Sustainable highway maintenance is key to achieving this goal, and Croydon and its contractors are committed to the following environmental mitigations, developed in line with industry best practice and the PAS2080:2023 guidance based on the "Avoid, Switch and Improve" carbon hierarchy:

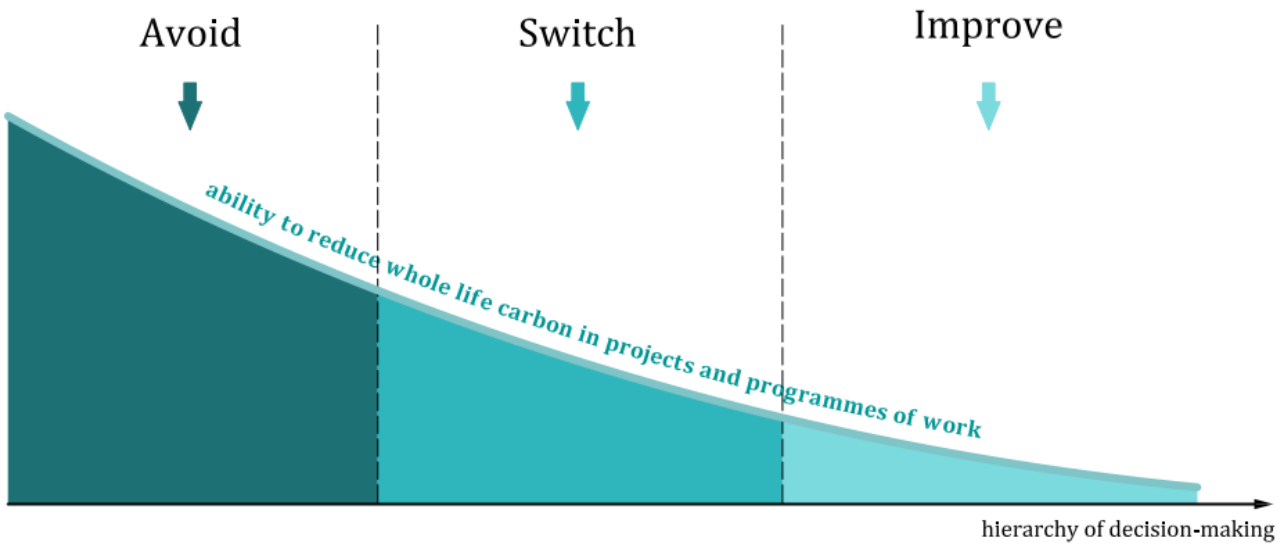

Figure 4: 'Carbon Reduction Hierarchy' as taken from PAS2080:2023

- Pollution Control: we seek to avoid maintenance works during sensitive periods or difficult weather conditions and ensure appropriate measures are in place to prevent potential contamination or damage to the surrounding landscape, watercourses or groundwater
- Noise Reduction: we are working to minimise the impact of noisy maintenance operations and will consider low noise alternatives to traditional carriageway surfaces where there is a favourable benefit/cost ratio.
- Air Quality: we have Traffic Neighbourhoods (LTNs) that enhance the quality of public spaces and promote active travel. We are also aiming to increase tree populations to combat air pollution. The Council will also optimise inspection and maintenance routes to reduce driving distances.
- Biodiversity and Wildlife: we want to incorporate sustainable drainage systems (SuDS) in maintenance activities where possible to enhance biodiversity.

With regards to waste, we adopt a waste hierarchy approach as follows:

- Reduce the levels of waste produced
- Reuse products where possible
- Recycle what cannot be reused
- Recover energy from waste that cannot be reused or recycled
- Dispose of waste only as a last resort

The Council also monitors its environmental impact through performance indicators that are reported annually in the contractor's Annual Performance Report to increase transparency and find efficiencies.

Customer Engagement

We engage community interest groups that can best inform the approach towards investing our money in the highway network through stakeholder engagement. The public is at the heart of our operations, and we want to ensure that everyone feels safe and supported within the borough, especially protected groups and businesses needing good infrastructure to support their economic activity. This engagement guarantees that decisions are not solely being taken by a small group of engineers, but with input from end users that can communicate the wider social and economic benefit, hence focusing investment into priority areas. Table 2 shows the different customers engaged for each road type:

Table 3: Customers Engaged for Each Road Type

Principal Roads (A)	Non-principal Roads (B, C & U)	Town Centres
Residents	Residents	Residents
Transport for London (TfL)	Community groups	Community groups
Bus operators	Bus operators	Bus operators
Emergency services	Emergency services	Emergency services
Businesses on the route	Local businesses	Businesses
Schools	Schools	
Local assemblies	Local assemblies	
Ward councillors	Ward councillors	
Neighbouring boroughs		

The annual 'State of the Highway' report demonstrates the change in public opinion on investment needs, reflecting public satisfaction and network performance. An improved sense of engagement will be revealed in the types of maintenance activities delivered to manage the assets.