



Department for Transport

Ruth Cadbury MP
Chair, Transport Select Committee
House of Commons
London
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From the Secretary of State
Rt Hon Heidi Alexander MP

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Our Ref: MC/

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Dear Ruth,

Local Highways Maintenance and Streetworks Measures

I am writing to you in your capacity as Chair of the Transport Select Committee to explain a number of measures that I am announcing today, all of which will help English local highway authorities fix and maintain their highway networks.

As you know, on 30 October the Chancellor announced a £500 million uplift for local highway maintenance funding for the financial year 2025/26. This represents an increase of nearly 50% compared to the current financial year, and flows from our manifesto commitment to fix up to a million extra potholes a year. I am today announcing how that funding will be allocated among individual local highway authorities in England. I attach a breakdown of individual allocations, and the details are also being published on gov.uk¹.

The Government is keen to ensure that the additional funding genuinely leads to additional highway maintenance activity. My Department is therefore considering what reporting requirements it may place on local authorities to allow greater transparency of how the funding is spent. To incentivise local authorities to spend it wisely, 25% of the funding uplift for 2025/26 will be contingent on their demonstrating compliance with certain criteria, further details of which will be set out in due course.

It is for individual local highway authorities to determine how best to use this funding across their highway networks to the benefit of all road users. The funding is not just for fixing potholes, but for resurfacing roads and cycleways, mending broken pavements, and looking after bridges, tunnels, retaining walls, and other highway structures and assets. Funding for subsequent years is a matter for the Spending Review which is due to conclude in late spring 2025.

¹ <https://www.gov.uk/government/publications/highways-maintenance-funding-allocations>

I am also pleased to confirm that the Department is progressing work to update its guidance to local highway authorities. The current guidance (Well Managed Highways: A Code of Practice²) is now several years out of date, and the update will help authorities deliver value for money for local taxpayers as well as address emerging issues such as the need to make their local networks more resilient to our changing climate.

Alongside this, the Department is enabling local authorities to collect better data on their highway networks. It has worked with the British Standards Institute and Transport Research Laboratory to develop a new data standard for the monitoring of road condition, which was published as *PAS2161: 2024* in September. The new standard will allow authorities to collect richer data on local road conditions, and to use this to target their maintenance interventions more effectively.

I am also today announcing reforms to how street works carried out by utility companies are planned and managed. I am publishing the Government's response to a consultation that the previous Government issued earlier in 2024. We will amend regulations to double the amount of Fixed Penalty Notices (FPNs) available for some street works offences; to allow overrun charges to be applied at weekends and bank holidays; and to require at least 50% of surplus lane rental funds to be spent on road maintenance.

Finally, further to the announcement in the English Devolution Bill White Paper, I am issuing a consultation to the sector about our proposal to devolve powers to approve lane rental from the Secretary of State to Mayors. Lane rental allows a highway authority to charge for works on busy roads at busy times with the aim of reducing the impact of works on congestion. We want to see more authorities operating schemes and we believe this change would support its wider roll-out.

I am placing a copy of this letter in the Libraries of both Houses.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Heidi Alexander', written in a cursive style.

Rt Hon Heidi Alexander MP

SECRETARY OF STATE FOR TRANSPORT

² <https://ukrlg.ciht.org.uk/ukrlg-home/code-of-practice/>

Highway Maintenance funding allocations for local highway authorities and mayoral combined authorities – 2025/26

Eight mayoral combined authorities (MCAs), receive City Region Sustainable Transport Settlements (CRSTS) for 5 years between 2022/23 – 2026/7. CRSTS consolidates transport capital funding allocations, including their allocation of highways maintenance, and so are not included in the baseline column.

	Allocation Baseline £ (25/26)	Allocation New funding £ (25/26)	Total funding £ (25/26)
Total	1,067,000,000	500,000,000	1,567,000,000
Mayoral Combined Authorities (MCAs)			
Greater Manchester CA	CRSTS	14,806,000	14,806,000
South Yorkshire CA	CRSTS	6,733,000	6,733,000
West Yorkshire CA	CRSTS	14,814,000	14,814,000
Liverpool City Region CA	CRSTS	8,713,000	8,713,000
Tees Valley CA	CRSTS	4,873,000	4,873,000
West Midlands CA	CRSTS	8,610,000	8,610,000
Cambridgeshire and Peterborough CA	27,455,000	10,032,000	37,487,000
West of England CA	CRSTS	6,733,000	6,733,000
North East CA	CRSTS	21,734,000	21,734,000
East Midlands CA	55,786,000	19,948,000	75,735,000
York and North Yorkshire CA	45,521,000	16,660,000	62,181,000
Local Highway Authorities			
Bedford	4,647,000	1,671,000	6,318,000
Blackburn with Darwen	2,841,000	994,000	3,835,000
Blackpool	1,757,000	609,000	2,366,000
Bournemouth, Christchurch and Poole	5,552,000	1,926,000	7,478,000
Bracknell Forest	2,435,000	858,000	3,293,000
Brighton and Hove	3,905,000	1,378,000	5,283,000
Buckinghamshire	15,241,000	5,484,000	20,725,000
Central Bedfordshire	7,128,000	2,570,000	9,698,000

Annex A – Highway Maintenance funding allocations 25/26

Cheshire East	15,485,000	5,546,000	21,030,000
Cheshire West and Chester	11,431,000	4,084,000	15,515,000
Cornwall	32,347,000	11,993,000	44,339,000
Devon	61,117,000	22,523,000	83,640,000
Dorset	18,273,000	6,738,000	25,011,000
East Riding of Yorkshire	16,139,000	5,876,000	22,015,000
East Sussex	15,430,000	5,570,000	21,000,000
Essex	33,723,000	12,118,000	45,841,000
Gloucestershire	25,890,000	9,421,000	35,310,000
Hampshire	38,825,000	14,099,000	52,924,000
Herefordshire	16,751,000	6,178,000	22,928,000
Hertfordshire	26,322,000	9,348,000	35,670,000
Isle of Wight	None - PFI	1,608,000	1,608,000
Isles of Scilly	None - separate funding agreement	53,000	53,000
Kent	39,992,000	14,291,000	54,283,000
Kingston upon Hull, City of	3,343,000	1,139,000	4,482,000
Lancashire	34,516,000	12,308,000	46,825,000
Leicester	3,996,000	1,368,000	5,364,000
Leicestershire	21,128,000	7,661,000	28,789,000
Lincolnshire	44,207,000	16,235,000	60,441,000
Luton	2,127,000	725,000	2,852,000
Medway	3,735,000	1,289,000	5,023,000
Milton Keynes	7,912,000	2,806,000	10,719,000
Norfolk	40,984,000	15,158,000	56,142,000
North East Lincolnshire	3,059,000	1,068,000	4,127,000
North Lincolnshire	6,541,000	2,364,000	8,905,000
North Northamptonshire	9,094,000	3,283,000	12,377,000
North Somerset	5,256,000	1,894,000	7,150,000
Oxfordshire	24,508,000	8,975,000	33,483,000
Plymouth	3,352,000	1,175,000	4,527,000
Portsmouth	2,037,000	694,000	2,731,000
Reading	2,051,000	719,000	2,770,000
Rutland	2,760,000	1,010,000	3,770,000
Shropshire	24,554,000	9,126,000	33,680,000
Slough	1,411,000	478,000	1,888,000

Annex A – Highway Maintenance funding allocations 25/26

Somerset	32,887,000	12,078,000	44,965,000
Southampton	2,399,000	836,000	3,236,000
Southend-on-Sea	2,100,000	724,000	2,824,000
Staffordshire	28,935,000	10,465,000	39,400,000
Stoke-on-Trent	3,488,000	1,210,000	4,697,000
Suffolk	32,029,000	11,739,000	43,769,000
Surrey	23,920,000	8,514,000	32,434,000
Swindon	4,259,000	1,502,000	5,761,000
Telford and Wrekin	5,276,000	1,888,000	7,164,000
Thurrock	2,833,000	985,000	3,819,000
Torbay	2,151,000	740,000	2,891,000
Warrington	5,326,000	1,858,000	7,184,000
Warwickshire	18,707,000	6,758,000	25,465,000
West Berkshire	6,519,000	2,382,000	8,900,000
West Northamptonshire	10,733,000	3,885,000	14,618,000
West Sussex	20,058,000	7,289,000	27,347,000
Wiltshire	23,600,000	8,683,000	32,283,000
Windsor and Maidenhead	3,192,000	1,135,000	4,327,000
Wokingham	4,229,000	1,490,000	5,719,000
Worcestershire	21,711,000	7,859,000	29,571,000
Cumberland	19,358,000	7,095,000	26,453,000
Westmorland and Furness	22,725,000	8,329,000	31,054,000
London			
City of London	0	70,000	70,000
Barking and Dagenham	0	556,000	556,000
Barnet	0	1,198,000	1,198,000
Bexley	0	895,000	895,000
Brent	0	759,000	759,000
Bromley	0	1,479,000	1,479,000
Camden	0	444,000	444,000
Croydon	0	1,241,000	1,241,000
Ealing	0	945,000	945,000
Enfield	0	1,007,000	1,007,000
Greenwich	0	813,000	813,000
Hackney	0	418,000	418,000
Hammersmith and Fulham	0	356,000	356,000
Haringey	0	571,000	571,000

Annex A – Highway Maintenance funding allocations 25/26

Harrow	0	782,000	782,000
Havering	0	1,082,000	1,082,000
Hillingdon	0	1,152,000	1,152,000
Hounslow	PFI	757,000	757,000
Islington	0	368,000	368,000
Kensington and Chelsea	0	328,000	328,000
Kingston upon Thames	0	543,000	543,000
Lambeth	0	585,000	585,000
Lewisham	0	685,000	685,000
Merton	0	606,000	606,000
Newham	0	692,000	692,000
Redbridge	0	853,000	853,000
Richmond upon Thames	0	664,000	664,000
Southwark	0	614,000	614,000
Sutton	0	749,000	749,000
Tower Hamlets	0	447,000	447,000
Transport for London	<i>TfL receives separate funding for its transport network</i>	967,000	967,000
Waltham Forest	0	686,000	686,000
Wandsworth	0	655,000	655,000
Westminster	0	523,000	523,000

Highways maintenance and investment policy

The Department for Transport (DfT) allocates capital funding to local highways authorities so they can most effectively spend this funding on maintaining and improving their respective network, based upon their local knowledge, circumstances and priorities.

DfT strongly advocates a risk-based whole lifecycle asset management approach to local authority highways maintenance programmes. This considers all parts of the highway network, such as bridges, cycleways, and lighting columns – and not just the fixing of potholes. It is up to the respective highway authority how best to spend this funding to fulfil their statutory duty under Section 41 of the Highways Act 1980.

Further information and best practice is available from the UK Roads Leadership Group under the Well-managed Highway Infrastructure: A Code of Practice.