

Local highways maintenance transparency report

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Our highway network

Luton's highway network is made up of main roads which are generally A B and C roads A being the most important in terms of connecting things like rail stations industrial areas, business parks and other roads outside the borough of Luton. The U roads mainly refer to residential roads.

Lengths of highway, footways and cycleways (km)

- **A Road:** 49km
- **B and C roads:** 20km
- **U roads:** 411km
- **Total roads:** 480km
- **Footways:** 865km
- **Other public rights of way:** 74km
- **Cycleways:** 187km

In addition Luton has:

- 18,500 street lighting columns
- 183 structures of bridges and subways
- 25,123 rain gullies
- 95 number of traffic light installations
- 70km of cycle network
- Highways maintenance spending figures

The following details the capital and revenue spend for carriageway maintenance in Luton The capital monies are used for larger programmes, the revenue to patch and repair carriageway defects like potholes

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)	£2,852,000	£6,400,888	£2,240,646	74%	26%
2024/25	£2,852,000	£4,688,436	£2,158,171	68%	32%
2023/24	£2,226,000	£5,615,463	£2,497,056	69%	31%
2022/23	£1,708,000	£5,563,974	£1,759,380	76%	24%
2021/22	£1,408,000	£3,121,688	£1,921,050	61%	39%
2020/21	£1,330,000	£3,520,034	£1,190,872	74%	26%

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

Additional information on spending

The council is spending the capital monies on an array of different treatments not only to alleviate potholes but to prevent them happening on the first place. Examples of these projects are listed below.

Grouted Macadam £783,031 or approx. 13% of the total budget covering 3.6km of the carriageway network

Grouted macadam is a semi-flexible pavement material that combines the properties of open-graded asphalt with a cementitious grout. It is used as a wearing course and provides a durable, skid-resistant surface with enhanced rut resistance and fuel/oil resistance.

Asphalt Preservation £341,232 or approx. 6% of the total budget covering 5.7km of the carriageway network

Asphalt preservation involves the spray application of a sealant treatment onto bituminous-bound road surfaces that consequently restricts water ingress and inhibits binder oxidation. By providing a protective seal, the treatment can significantly extend the and the performance life of a road surface and is important in preventing potholes occurring.

Surface Dressing £506,384 or approx. 8% of the total budget covering 5km of the carriageway network

Surface Dressing is a preventative road maintenance treatment where a thin layer of bitumen binder is sprayed onto a road surface, followed by a layer of chippings that are rolled into the bitumen.

This treatment seals the road surface, improves grip, and extends the road's lifespan. It's a cost-effective way to maintain roads and protect them from water damage and frost without the need for full scale resurfacing works.

Micro Asphalt £521,384 or approx. 8% of the total budget covering 5km of the carriageway network

Micro asphalt surfacing is a preventative road maintenance treatment that involves applying a thin layer of bituminous emulsion mixed with aggregates over an existing road surface. This treatment is used to prolong the life of a carriageway by sealing cracks, preventing water ingress, and improve a surfaces skid resistance.

This process can smooth out minor surface irregularities and allows for a quicker application & less disruption to road users compared with more traditional resurfacing methods.

Reclamite £111,379 or approx. 2% of the total budget covering 2.6km of the carriageway network

Reclamite is a spray-applied, penetrative asphalt rejuvenator that helps to reverse the effects of weather and oxidation on asphalt. This treatment helps to prevent cracks and other defects on a carriageway and extends the lifespan of the road.

Carriageway resurfacing (various depts either 100mm or 40mm in depth) £3,500,000 or approx. 45% of the total budget covering 6.27km of the carriageway network

This surfacing sees both the lower binder course and top surface g courses of the carriageway planed out and replaced with new base course and wearing course materials, this method is effectively laying a new road and provides the longest lifespan of all the treatment options available of around 20+ years.

It is also the most expensive and disruptive form of treatment as often ironworks such as gulleys and covers need to be adjusted. This method is used when no other treatments can be carried out that will efficiently extend the life of the carriageway further and it has reached end of life

Estimate of number of potholes filled

2025 to present: 157

2024/25: 1036

2023/24: 1244

2022/22: 846

2021/22: 1033

*We do not have separate number for potholes filled. We have data for number of potholes reported and repairs are categorised as carriageway defects repaired and not potholes repaired.

Condition of local roads

The following table indicates the condition to Luton's road surface network/

Percentage of A roads in each condition category

Year	Red	Amber	Green
2020	NA	NA	NA
2021	3.228010407 %	48.44773165 %	48.32425795 %
2022	3.932536277%	50.70597151%	45.36149234%
2023	3.966138964%	52.66440018%	43.36945095%
2024	3.007116457%	58.10585239%	38.88703115%

Percentage of B and C roads in each condition category

Year	Percentage of B and C roads in red category	Percentage of B and C roads in amber category	Percentage of B and C roads in green category
2020	NA	NA	NA
2021	7.391678859 %	54.99632544%	37.6119957%
2022	6.133695571%	54.69752418%	39.16875494%
2023	7.840157036%	56.41216635%	35.74769961%
2024	5.610627514%	62.7706959%	31.22822082%

Percentage of U roads in the red category

- 2020: NA
- 2021: 8.686054358 %
- 2022: 9.888960064%
- 2023: 7.801911212%
- 2024: 6.704571223%

We undertake a yearly high-definition camera survey of all our road networks in Luton, which provides up to date imagery and condition of all of the towns road network

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:** maintenance may be required soon
- **red:** should be considered for maintenance

The condition of all of Luton's road network is steadily improving without preventative maintenance approach, including the U (residential) roads which have the greatest backlog. The biggest challenge for the authority is what are termed as amber roads. If these are left untreated, they deteriorate to red which is at the point where expensive resurfacing needs to take place.

By intervening with surface treatments such as asphalt preservation, surface dressing and micro asphalt, we can prevent those amber roads turning into red for up to ten years.

From 2026 a new methodology will be used based on standard framework to collect road condition data. This known as BSI PAS2161 standard. Councils will be required to use a supplier that has been accredited against PAS2161.

This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available here: [Condition of local authority managed roads](#)

Plans

Overall strategy

Luton Council has a policy and strategy for managing its highways assets, the Asset Management Strategy includes:

- using sustainable materials
- aim to understand the needs of the highway users in Luton and raise the profile of the service through a robust communication plan
- utilise the latest condition collection technology to inform a data led approach to:
 - make investment decisions
 - bid for internal external sources to maximise available sources of funding for highway maintenance
- use lifecycle planning principles for maintaining carriageway - this involves examining the lifecycle of the highway asset and intervening at the right time using cost efficient materials to optimise the life of that asset

This involves adopting a carriageway strategy using a preventative maintenance strategy that involves a suite of materials to prolong the life of the asset whilst tackling the backlog of worst carriageway surfaces.

From 2025-28 this will involve using 35% of the capital budget to target amber roads with surface treatments such as surface dressing, micro asphalt, rejuvenation, retexturing and preservation intervening in the life of the carriageway asset at the optimum lifecycle of the pavement.

From 2025-28 65% of the budget will be used to tackle the backlog of worst roads showing a red indicator using the latest surfacing techniques including the latest sustainable materials that maximise longevity of the road surface.

From 2028-31 it is anticipated that the preventative maintenance split ratio between surface treatments and inlay surfacing will be 50%.

We are committed to best practice in asset management and is a member of the Eastern Highways Alliance best practice and benchmarking groups, to benchmark standards and data and share best practice.

The authority also attends the Chartered Institute of Public Finance and Accountancy (CIPFA) asset management seminars and attends and is a member of Local Council Road Innovation Group forums, and festivals, Future Highways Research Groups, and LGTAG to keep up to date with the latest information, innovation and share best practice with other local authorities.

The authority has a performance management framework and as part of this framework we benchmark with other councils using the measure to improve cost quality customer measures and

embeds the needs of users by participating in the National Highways and Transport Survey and uses the results for formulating action plans for continuous improvement

As part of accreditation with BSI 44001 Luton works collaboratively with its Term Maintenance Contractor to constantly review and introduce new innovative measures of highway maintenance to reduce disruption to the public and improve lifespans of materials while striving to reduce its carbon footprint with the use of more environmentally sustainable materials and practices.

We produce a value tracker that details all the innovation that is trialled and goes on to be embedded into best practice.

Specific plans for 2025/26

Below are up to date proposed works programmes for the rest of the financial year.

Carriageway resurfacing programme dates

Road	Start date	Finish date	Hours of closure
Stoneygate Road	27 May	29 May	8am to 6pm
Stoneways Close	30 May	30 May	8am to 6pm
Wigmore Lane (between Hayling Drive and Crawley Green Road)	2 June	3 June	8pm to 5am
Bancroft Road (between Black Swan Lane and Birdsfoot)	3 June	4 June	8pm to 5am
Dunstable Road (between Waller Avenue and Arundel Road)	4 June	9 June	8pm to 5am
Acworth Crescent	10 June	14 June	8am to 6pm
Hockwell Ring	12 June	17 June	8am to 6pm
Brunel Road	13 June	18 June	8am to 6pm
Highwood Close	17 June	19 June	8am to 6pm
Longcroft Road	18 June	20 June	8am to 6pm
Castle Croft Road	19 June	24 June	8am to 6pm
Chesford Road	23 June	25 June	8am to 6pm
Sedbury Close	24 June	26 June	8am to 6pm
Homerton Road	24 June	27 June	8am to 6pm
Wistow Road	25 June	27 June	8am to 6pm
Plantation Road	26 June	28 June	8am to 6pm
Hill Rise	11 August	13 August	8am to 6pm
Manton Drive	13 August	14 August	8am to 6pm
Bradgers Hill Road (junction with Old Bedford only)	14 August	14 August	8am to 6pm
Chase Street	15 August	15 August	8am to 6pm
New Town Street	16 August	17 August	8am to 6pm
Butely Road	18 August	19 August	8am to 6pm
Studley Road	19 August	21 August	8am to 6pm
Warwick Road East	21 August	21 August	8am to 6pm

Surface dressing programme dates

Road	Start date	Finish date	Hours of closure
Icknield Way from Newbold Road to Barton Road	2 June	5 June	9am to 3pm
Newbold Road from Icknield Way to Quantock Rise	2 June	5 June	9am to 3pm
Northwell Drive Whitehorse Vake roundabout to Lygeturn Drive roundabout	3 June	7 June	9am to 3pm
Mixes Hill Road	3 June	6 June	8am to 6pm
Ryecroft Way	3 June	6 June	8am to 6pm
Lynwood Avenue	3 June	6 June	8am to 6pm
Ashburnham Road	3 June	5 June	8am to 6pm
Fairford Avenue	4 June	7 June	8am to 6pm
Pastures Way from Wheatfield Road - Ravenhill Way	4 June	8 June	9.30am to 3.30pm
Grange Avenue from Compton Avenue to Station Road	5 June	9 June	9.30am to 3.30pm
Wheatfield Road from Pastures Way to Woodside Link	6 June	8 June	8am to 6pm

Asphalt preservation works programme dates

Road	Start date	Finish date	Hours of closure
Hereford Road	12 August	12 August	8pm to 5am
Clydesdale Road	13 August	13 August	8pm to 5am
Sundon Park Road	13 August	13 August	8pm to 5am
Spinney Road	14 August	14 August	8pm to 5am
Rosfold Road	14 August	14 August	8pm to 5am
Eaton Green Road (Lalleford Road - Wigmore Lane)	15 August	15 August	8pm to 5am
Wingate Road	16 August	16 August	8pm to 5am
Carisbroke Road	16 August	16 August	8pm to 5am
Kestrel Way	16 August	16 August	8pm to 5am
Pastures Way	16 August	16 August	8pm to 5am
Montrose Avenue	18 August	18 August	8pm to 5am
Silver Street	19 August	19 August	8pm to 5am
Cheapside	19 August	19 August	8pm to 5am
Guildford Street	19 August	19 August	8pm to 5am
Marston Gardens	20 August	20 August	8pm to 5am

Micro Asphalt works programme dates

Road	Start date	Finish date	Hours of closure
Arthur Street	9 June	9 June	8am to 6pm
Seymour Road	10 June	10 June	8am to 6pm
Wychwood Avenue	11 June	12 June	8am to 6pm
Elmwood Crescent	11 June	12 June	8am to 6pm
Foxbury Close	12 June	12 June	8am to 6pm
Upton Close	13 June	13 June	8am to 6pm
Winton Close	13 June	13 June	8am to 6pm
Ringwood Road	13 June	15 June	8am to 6pm

Old Bedford Road Cromer Way to Ringwood	16 June	18 June	8am to 6pm
Brompton Close	18 June	20 June	8am to 6pm
Benson Close	21 June	22 June	8am to 6pm
Runfold Avenue	23 June	24 June	8am to 6pm

Asphalt Rejuvenation works programme dates

Road	Start date	Finish date	Hours of closure
Humberstone Road	16 July	16 July	9.30am to 3.30pm
Fieldgate Road	16 July	16 July	9.30am to 3.30pm
Lime Avenue	15 July	15 July	9.30am to 3.30pm
Cromer Way	16 July	16 July	9.30am to 3.30pm
Beechwood Road	17 July	17 July	9.30am to 3.30pm
Harrowden Road	17 July	17 July	9.30am to 3.30pm
Eaton Valley Road	17 July	17 July	9.30am to 3.30pm

Subject to funding with dates to be confirmed

The following roads are on the programme for the remainder of the financial year and are subject to funding with dates to be confirmed

Road	Hours of closure
St. Margarets Avenue	8am to 6pm
Dunstable Road (Arundel Road to Kingsway)	8pm to 5am
Broughton Avenue	8am to 6pm
Holmbrook Avenue	8am to 6pm
Barton Road (Icknield Way to 192)	8pm to 5am
Marsh Road (Roman Road Junction)	8pm to 5am
St. Bernards Close	8am to 6pm
Abingdon Road	8am to 6pm
Kimpton Road	8am to 6pm

Streetworks

We have a robust street works team and adopting the latest coordination software from April and fully utilise street manager to co-ordinate road works on the network.

As part of the Traffic Management Act 2004, we lead a permit scheme that was adopted for the East of England and minimise activity by reviewing each permit to us by the authority or statutory undertaker to maximise efficiency in co-ordination of street works with strict criteria for delivery in terms of notification, compliance, by imposing conditions.

We have street works inspectors who monitor and inspect activities, and all Luton Road Works are included on one network for the public to see.

Climate change, resilience and adaptation

We're working with our term maintenance contractor to develop a carbon management plan within the standard PAS 2080 framework that will see its maintenance activities becoming net zero as part of Luton's corporate plan to be net zero by 2040.

This includes:

- a preventative maintenance strategy to optimise asset condition by using less carbon intense surface treatments
- warm mix asphalt in mixes.
- electric vehicle (EV) fleet for management, supervision, inspection engineers by 2026
- using latest condition technology and techniques to optimises Asset Strategy and Planning
- lifecycle planning to optimise asset management strategy
- increased recycled aggregate product (RAP) to 30% of mixes in binder on trials
- adoption of jet patching and road mender elastic patching
- exploring thermal road repairs with up to 60% carbon savings on traditional patching
- HVO for all contractor fleet
- exploration of foam mix insitu recycling for binder mixes for 26/27 with a view of adopting on all residential roads thereafter.
- using polymer modified binder's (PMB)in mixes to extend durability
- using grouted macadam's – up to 60% savings on traditional surfacing
- using bio gen / bio seal / bio char in mixes
- 100% LED roll out of street lighting

We have the following strategies in relation to climate change adaption and resilience:

- surface water management plan
- highways drainage plan