



Local Highways Maintenance Transparency Report

June 2025

**Barking &
Dagenham**

Contents

Our Highway Network	3
Condition of Local Roads	5
Plans	6
Overall Strategy	6
Our Plans for 2025/26	7
Street works	8
Climate Change, Resilience and Adaptation.....	8







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Our Highway Network

Barking & Dagenham's Council (Barking & Dagenham) has a statutory duty under Section 41 of the Highways Act 1980 to manage and maintain the assets that form the public highway. Table 1 shows a breakdown of the highway infrastructure managed by the Council:

Table 1: Highway Inventory

Roads	Footways	Cycleways
		
A Roads: 30.1 km B/C Roads: 28.0 km U Roads: 276.7 km Total: 334.8 km	Footways: 620.0 km Other PRoWs: 16 km	Cycleways: 58.8 km
Structures	Street Lighting	Gullies
		
23 Bridge Structures 18 Overline Bridges 1 River Barrage	19,258 Lamp Columns	16,786 Gullies

Principal (A) Roads carry most bus routes, vehicular traffic and cyclists across the Borough and form the principal road network. B & C roads serve as the main links between the A roads and the unclassified (U) Roads that are predominantly residential quieter roads. Barking and Dagenham also maintain other assets that complements the roads and footways, making our public realm safer and more inclusive and our town centres.

To manage the assets, the Council sets an annual budget for planned and reactive maintenance activities. Barking & Dagenham also receives additional funding from the Department for Transport (DfT). Table 2 below provides a breakdown of the highway maintenance spending over the last 5 years, and the projected budget for 2025/26:

Table 2: 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)	£556	£5,877	£785	88%	14.3 km	12%
2024/25	£171	£5,677	£746	88%	5.9 km	12%
2023/24	£171	£4,250	£746	85%	6.4 km	15%
2022/23	-	£3,627	£746	83%	5.3 km	17%
2021/22	-	£3,870	£730	84%	6.6 km	16%
2020/21	-	£3,380	£626	84%	5.4 km	16%

The maintenance budget is split between planned (or preventative) and reactive maintenance. Every year, between 5kms and 7kms of roads have been resurfaced to bring them up to good condition. This year, with help from the DfT and Transport for London (TfL), we can address more roads and improving the overall condition of the network with 14.3 km of carriageways planned for treatment.

Planned works ensure the safety and serviceability of assets to avoid emergency reactive repairs. They also include:

- Footway resurfacing or reconstruction
- Highway structures inspection, maintenance and upgrades
- Highway drainage maintenance
- Streetlighting and columns maintenance

For carriageways, between 2,000 and 2,500 potholes have been repaired during the past 3 financial years, as seen in Table 3. Based on that trend, we expect a similar number for 2025/26. We are aiming to reduce this number by increasing our planned maintenance that addresses the underlying structural issues and aims to prevents potholes from forming.

Table 3: Number of potholes repaired per financial year

Estimate Number of Potholes Filled			
2021/22	2022/23	2023/24	2024/25
1,446	2,500	2,445	2,039

Condition of Local Roads

Principal (A) Roads in Barking & Dagenham 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 surveys, where defects are identified using trained AI model, processed and displayed on a dashboard for monitoring and visualisation purposes.

A number of parameters measured in the road condition 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.

Error! Reference source not found. shows the evolution of the condition of A roads in the Borough over the past five years. Principal roads are in a higher state of disrepair than the London average of 29% in 2024/25, with around half of the A roads in poor condition. More investment is needed to counter the deterioration and bring the overall Borough Principal Road Network up to a good condition. This year, 8.2km of A roads are in the works programme, which amounts to around 25% of the total principal road network. It is worth noting that due to the Covid-19 pandemic restrictions, no surveys were done in 2020/2021 and 2021/2022.

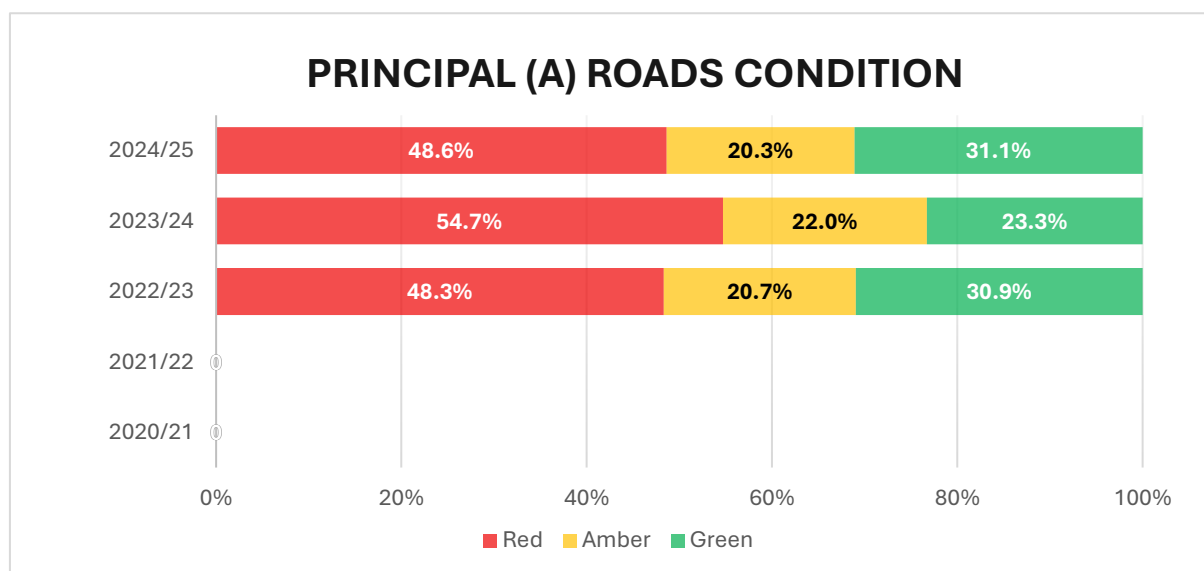


Figure 1: A Roads Condition Over the Last 5 Years

Classified non-principal (B&C) and unclassified (U) roads are surveyed bi-annually, with half of the network surveyed in one year, and the other half in the following one.

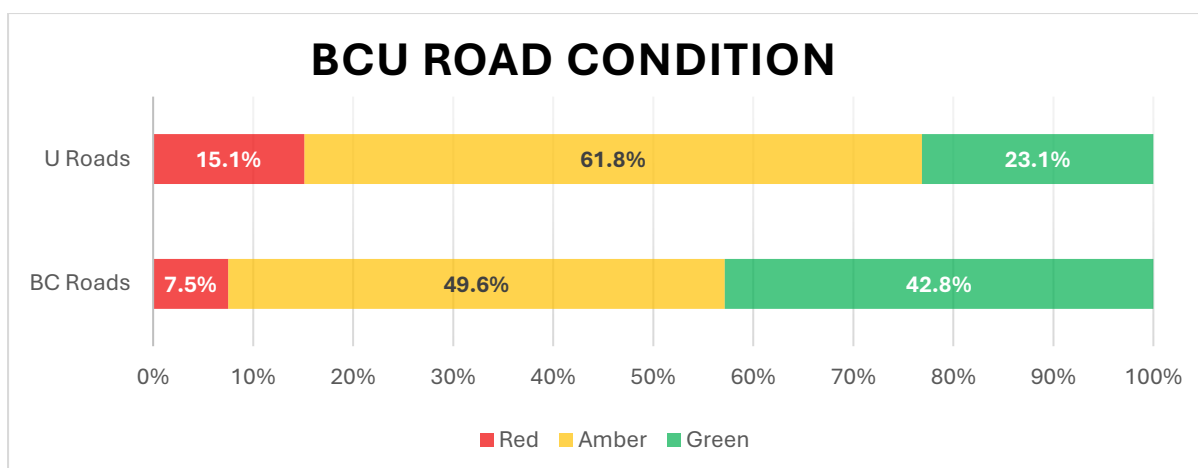


Figure 2 shows the latest BC and U roads condition surveyed over two halves. This gives decision-makers a consistent, comprehensive view of the network condition and allows them to develop balanced and targeted works programmes that provide benefit to the community.

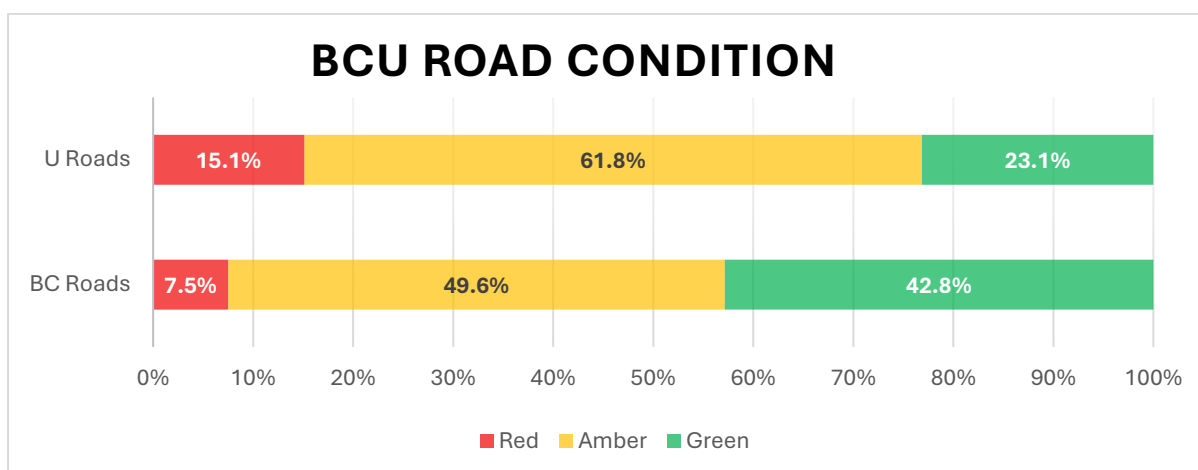


Figure 2: BC and U roads condition

Plans

Overall Strategy

Our asset management approach looks at transport issues with a long-term, collective view rather than individual schemes. It is a data-driven, risk-based approach to highway assets founded on four processes, in line with the Code of Practice: Well-managed Highway Infrastructure (2016) and industry best practice:

- **Establish** an inventory of all assets managed by the Council.
- **Assess** the current condition of each asset.
- **Set** a level of service and a priority for each asset, depending on its usage and risks associated with it.

- **Devise** an optimised plan to maximise the asset value, using the most cost-effective method possible following a value engineering exercise.

Maintenance activities are broken down into three categories: routine maintenance, preventative (planned) maintenance and improvement activities. We use life cycle planning to determine what activities are necessary during different stages of an asset's life. For example, any investment in routine maintenance can prolong an asset's life and affect the future need for its renewal.

Reactive maintenance ensures serviceability and safety of the particular assets and consist of localised repairs such as isolated patching works or pothole infills. Repairs are carried out in the following steps:

- The frequency of safety inspections is determined by the road hierarchy. The hierarchy is determined from a set of rules, in line with the London Technical Advisors Group (LoTAG) and the Code of Practice, relating to:
 - Levels of usage
 - Essential services nearby
 - Schools
 - Town centres
 - Other traffic generators associated with the road.
- Inspectors identify defects through the routine safety inspections or ad-hoc inspections following a report or claim by members of the public and raise a request for a repair.
- The response time for the request depends on the severity and the extent of the defect which define the risk it poses on the public safety.

This ensures that the roads with the highest risk are adequately inspected, while roads with lower risk are not inspected unnecessarily.

We develop our works programme that apply whole-life planning principles by using condition surveys results as well as a range of parameters - engineering need, asset condition and social benefit. We process the condition data collected and assign defect and condition scores to understand the nature of the disrepair. Based on the scores, we separate our works programme into 2 categories:

- **Major resurfacing schemes:** Roads in this category are those with structural issues in the sublayers. We implement deeper resurfacing treatments to address the underlying defects and bring the roads back to a good condition.
- **Thin surfacing schemes:** Roads included in this programme have surface deterioration without showing signs of deeper issues and thus we only need to apply a shallow treatment to improve the roads' conditions.

The lists of roads are refined to consider more factors such as road safety records, hierarchy and the wider local context to bring maximum value to the public.

Our Plans for 2025/26

During this financial year 2025/26, we plan on resurfacing 6.1 km of carriageway on non-principal roads and 8.2 km on principal roads. The works will cover, in full or in part, 19 roads in 9 different wards to maximise social and economic benefits across the borough. Town centres, bus routes, and access to emergency services and schools will improve thanks to the planned works and we will also treat non-segregated cycle routes where carriageways are being maintained.

Figure 3 shows an overview of resurfacing works taking place in 2025/26:

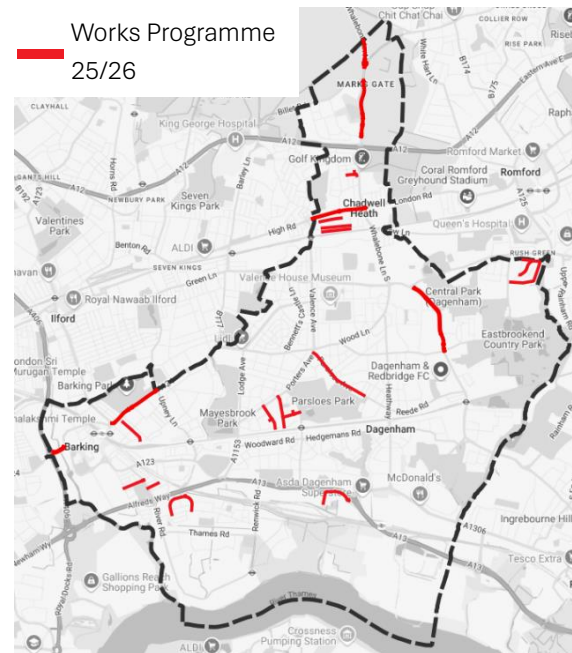


Figure 3: Resurfacing works planned for 2025/26

From our total highways budget for this year, we plan to spend 88% on planned maintenance works, including reconstructing 5 km of footways around the borough on four different roads. This is contributing to the uplift and renewal of our highway assets to keep Barking & Dagenham connected. We aim to prioritise planned improvements; however, we have a statutory duty under the Highways Act (1980) to keep the highway safe and accessible to the public. This means we will have to respond to defects on our network when they appear. The remaining 12% of our budget will be allocated to respond to these defects and our day-to-day activities to keep our network running. As part of this, we expect to fix approximately 2000 potholes this year based on historical trends.

Street works

We minimise disruption caused by the maintenance works by increasing collaboration between different departments undertaking works on our streets.

We operate a permit scheme, where utility companies and contractors must apply for a permit before carrying out any works. The permits are granted with conditions to control timing, duration, location and methods used. This helps avoid clashing roadworks and limits unnecessary disruption.

We are also 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, Resilience and Adaptation

Climate change is affecting every aspect of our daily lives, including our highway assets. Barking & Dagenham Council have declared a climate emergency in 2020 and have made a Council commitment to achieve net-zero as a Council by 2030. More information on the declaration is available following this [link](#).

In recent years, climate change has caused harsher winters and warmer summers, with increased short, extreme rainfall events as opposed to prolonged periods of moderate rain. Roads in poor condition are susceptible to further deterioration through water ingress that particularly weakens the layers underneath the surface, compromising the structural integrity of the road. To combat this, we implement resurfacing works as these wider treatments are more effective than patching small areas.

Very high temperatures also cause the asphalt to melt, creating more damage on the road surface. We are prepared to react to such events with appropriate treatments to reduce the impacts of hot weather on our network.

We have put in place an Operational Winter Service Plan, to ensure that safe passage along a highway is not endangered by snow or ice, so far as is reasonably practicable, in line with Section 111 of the Railways and Transport Safety Act 2013 and the Code (2016). This means that not every road can be gritted, but the Council follows a risk-based approach to treating vital roads and keeping access to essential services.

As the Lead Local Flood Authority (LLFA), we are responsible for assessing and managing flood risks from extreme rainfall events that are becoming more frequent. To help address these challenges, we have produced a “Sustainable Drainage System (SuDS) Design and Evaluation” Guide to help alleviate floodings, enhance wildlife and conserve biodiversity around our streets, in line with industry best practice and the Mayor’s London Plan. SuDS reduce and regulate the volume of water entering the existing drainage network, mitigating the risk of drainage network overflowing and failing following a storm surge, and provide a biodiversity benefit to the local area.

Additional Information

The Public Highway is one of the Boroughs most important assets, heavily regulated and used by everyone, linking places and spaces, and is the conduit to daily life, work, education, recreation, regeneration, development and aspiration.



Figure 4: Newly maintained carriageway and cycleway in Barking & Dagenham

The borough continues to invest in its Transport Network enhancing accessibility, connectivity and place making borough wide, with a focus on healthy active modes of travel. This is underpinned in our commitment to the delivery of the Borough Local Implementation Plan, approved in 2019 and is still in effect, ([Delivering a safe, sustainable and accessible transport system for Barking and Dagenham](#)) aligned to the Mayors Transport Strategy

and Borough Manifesto pledges (<https://www.lbbd.gov.uk/council-and-democracy/plans-and-priorities/borough-manifesto>) and funded by Transport for London (<https://tfl.gov.uk/info-for/boroughs-and-communities/local-implementation-plans>).

In the last five years 2021/2022 – 2025/2026, we have secured in excess of £17.5m investment from TFL towards key transport corridor and healthy street improvements, new cycle, and walking routes linking key destinations, wide reaching improved pedestrian accessibility and safety improvements, including safe routes to local schools, improved bus priority improving journey times and enhancing bus stop



Figure 5: Newly maintained footpath

accessibility, alongside a wide-reaching Road Safety programme. Figure 4Figure 5Figure 6 are some examples of local improvements we are undertaking in our borough.



Figure 6: Regenerated public spaces

Further investments have been secured through Section 106 funding from Developers and Regeneration projects to invest in our Transport Network enhancements and upgrade our Public Highway Assets fit for the future.