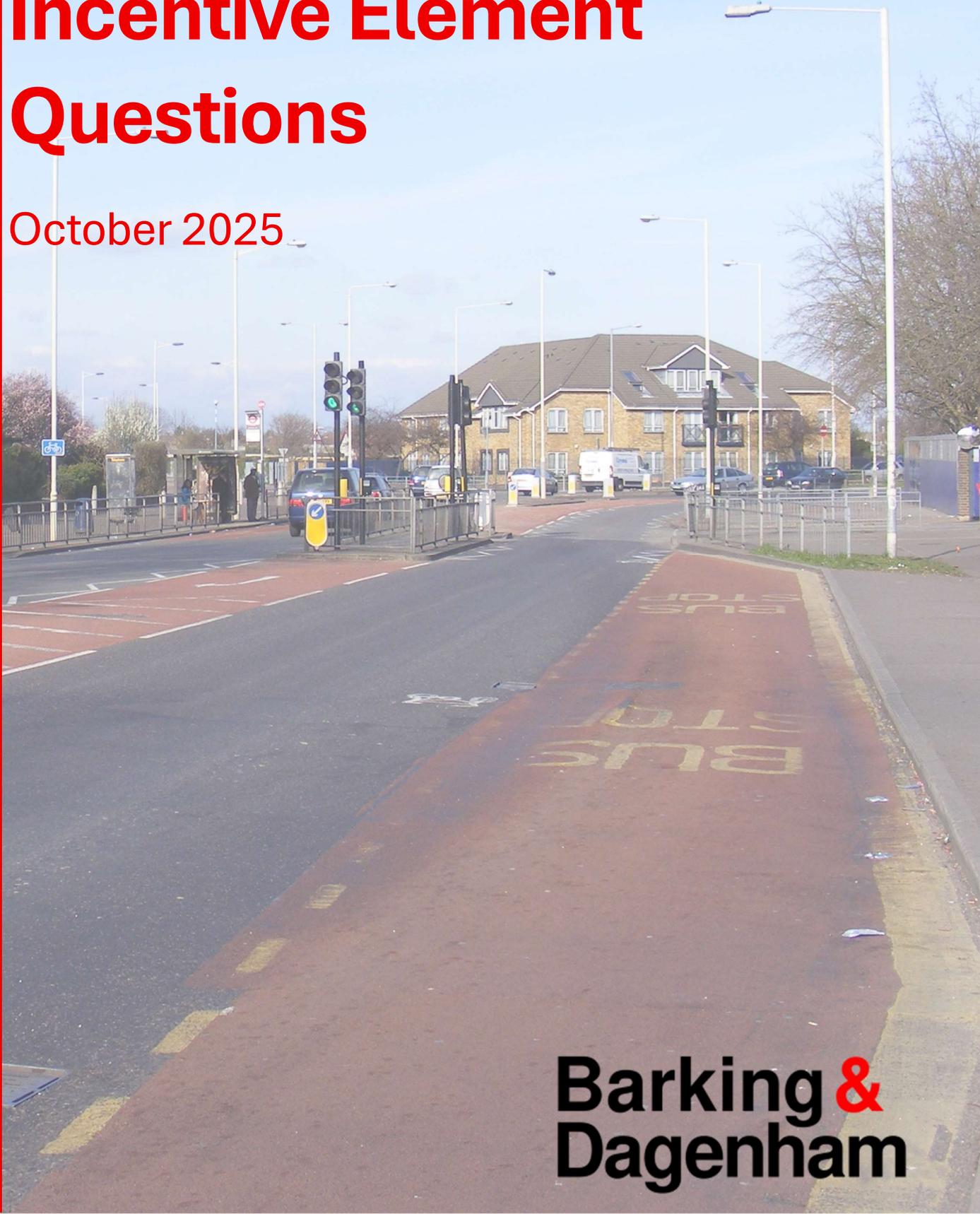


DfT Annex B Incentive Element Questions

October 2025



**Barking &
Dagenham**

Annex B – Incentive Element Questions

The London Borough of Barking & Dagenham (LBBD) is a local authority in England responsible for managing 342.3 km of highways, 558.5 km of footway as well as other highway related assets. The following report outlines answers to the Incentive Element Questions required by the Department for Transport (DfT) as part of the Annex B of the letter published on 24th May 2025. Key information has been collated from various sources, including the Highways Asset Management Plan (HAMP).

ASSET VALUATION

Highway asset valuation establishes the financial value of the network in accordance with national accounting guidance, providing a consistent basis for assessing replacement costs and depreciation. Table 1 outlines the Gross Replacement Cost (GRC) following the HAMFIG/CIPFA methodology and the last available rates.

Table 1: Haringey Highway Asset Valuation

Asset	GRC (£,000s)
Carriageways	£712,403
Footways & Cycleways	£197,728
Structures	£85,600
Traffic Management	£537
Street Lighting	£44,144
Drainage	£3,258
Street Furniture	£4,784
Total	£1,048,454

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Table 2 shows the percentage of the current asset value spent on maintenance in the last 5 years:

Table 2: Percentage of asset value spent on maintenance

Year	Maintenance Spend (£,000s)	Percentage of asset value
2025-26	£7,218	0.69%
2024-25	£6,594	0.63%
2023-24	£5,167	0.49%
2022-23	£4,373	0.42%
2021-22	£4,600	0.44%
2020-21	£4,006	0.38%

CUSTOMER ENGAGEMENT

Barking and Dagenham Council is not currently involved with the National Highways & Transport (NHT) network to engage the highway users in the borough; however, the HAMP sets out the stakeholder engagement approach employed by the Council.

In line with the Local Plan's (2020-2037) ambitions to “harness the growth opportunity that arises from our people, our land and our location, while ensuring it is sustainable and improves prosperity, wellbeing and participation for all”, consideration of community needs is essential to ensure the social and economic benefits of highway investment are recognised.

Robust channels are important to facilitate communication by providing the opportunity to consider input from residents and businesses. LBBDD considers the voices of the local community directly through consultation and shared platforms like the Citizens Alliance Network, informs about road works occurring on their street through letter drops, or the [roadworks webpage](#), which provides an overview of works planned across the borough.

BENCHMARKING

LBBDD carries out benchmarking of its performance with other authorities by contributing to pan London working groups such as:

- London Technical Advisory Group (LoTAG)
- London Highway Engineering Group (LoHEG)
- London Drainage Engineering Group (LoDEG)
- London Bridge Engineering Group (LoBEG)
- London Lighting Engineering Group (LoLEG)

This allows LBBDD to compare approaches, share best-practice and collaborate with neighbouring authorities and Transport for London (TfL).

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LBBB also participates in the Annual Local Authority Road Maintenance (ALARM) and the State of the City Report, through which the borough’s asset data is benchmarked against other London authorities. This provides council officers with comparative insights into performance, investment, and condition across the highway networks.

KPIs

The Council’s Highway Asset Management Strategy includes performance indicators covering network performance detailed in Table 3 below. LBBB have conducted a risk review with their insurance team, and the Key Performance Indicators (KPIs) are currently under review to align with the council’s strategic objectives and vision.

Table 3: LBBB Key Performance Indicators

Key Performance Indicators		2025/26
Deliver a well-maintained highway		
Condition of non-principal classified B & C roads (% considered for maintenance)		TBC
Condition of unclassified roads (% considered for maintenance)		
Reactive Maintenance Tickets Issued to address Highway defects		
Bridge Condition Score		
Gully Cleaning Programme		
Streets are safe and accessible for all users		
Borough Annual Accident Statistics (TfL Collated)		TBC
Road Safety Concerns Identified and Actioned.		
Street Lighting Units Operating (% in illumination)		
Maintaining streets to support Active Travel		
Investment in Active Travel infrastructure, and the Public Realm.		TBC
Modal Shift to Active modes of Travel (Annual trends)		
Streets are environmentally sustainable		
Protecting our Highway green spaces and Increasing our Street Trees and vegetation		TBC
Sustainable construction works, recycling and reduced construction waste		
Public Electric Vehicle Charging Points.		
Delivering a network that supports industrial and local economic growth		
Condition of principal (A) roads (% considered for maintenance)		TBC
Smart solutions to highway management		
Integrated technologies to improve management efficiencies, safety and compliance of our highway assets		TBC

SINGLE DATA LIST REQUIREMENTS

LBBB can confirm the single data list requirements were submitted to the Department for Transport (DfT). Table 4 below shows the submitted results:

Table 4: Single data List requirements 2025

Category	Quantity	Unit	Comments
130-01: principal roads where maintenance should be considered	18	km	
130-02: non-principal classified roads where maintenance should be considered	18	km	
130-03: skidding resistance data	-	-	None recorded for 2024
130-04: carriageway work done from April 2024 to March 2025	10.6	km	18.8% of principal roads 1.2% of B,C and U roads
251—01: winter salt stock holdings for winter 2025	1,300	tonnes	

RESILIENT NETWORK PLAN

The HAMP sets out the approach to managing network resilience, covering the following aspects:

Resilience Network:

LBBB Council has defined a risk-based Resilience Network, a group of strategic roads that should be kept open as a priority to maintain economic activity and access to key services in extreme weather conditions. The council prioritises maintenance along these routes, supporting access to key transport routes and accommodating for high HGV volumes - delivering a network that supports industrial and economic growth.

Winter Maintenance:

The [Winter Maintenance Policy](#) sets out the winter maintenance activities undertaken by LBBB to ensure that “safe passage along the highway is not endangered by snow or ice” - as far as is reasonably practicable – fulfilling its statutory duties under Section 41 1A of the Highways Act 1980.

All winter maintenance activities are undertaken in accordance with guidance provided by the National Winter Service Research Group (NWSRG), applying a risk-based approach to decision-making, including prioritising resources to keep the Resilience Network and pre-defined gritting routes functional and accessible. LBBB also aims to ensure that efficient approach to winter maintenance is taken across London through participation in the LoTAG Winter Service Practitioners Group (WSPG).

DATA COLLECTION

Table 5 below shows the processes that LBBD follow to collect condition data on highway assets. LBBD continually monitor industry developments to ensure collection methods are in line with industry best practice and aligned to the appropriate frequencies.

Table 5: Asset condition assessment

Asset Group	Asset Type	Type of Survey	Frequency
Carriageways	Principal (A) Roads	SCRIM (LoHEG)	Annually
		Visual AI (LoHEG)	
		SCANNER (LoHEG)	
	All Roads	CVI	Network Hierarchy
Routine Safety Inspections			
Footways	All Footways	FNS	As required
		Routine Safety Inspections	Network Hierarchy
Highway Structures	All Structures	Principal Inspections	Every 6 years
	All Structures	General Inspection	Every 2 years
Drainage	Gullies	Cyclic Cleansing	Gully Hierarchy
	Pipes / Carrier drains	CCTV	As required
	SuDS Features	Visual Inspections	
Street Lighting	Lighting Columns	Night-time Inspections	Every 2 weeks
		Electrical Testing	Various
		Structural Testing	Various
		Non-structural Testing	Various
Street Furniture	All Street Furniture	Routine Safety Inspections	Network Hierarchy
Highway Trees	All Highway Trees	Tree and Planter Inspections	Various