

London Borough of
Barking and Dagenham

Highway Maintenance Transparency Report

2026/27

**Barking &
Dagenham**

Contents

Highway Maintenance Transparency Report	1
Contents.....	2
A1 What do we maintain?	3
A2 Road condition	4
A3 Potholes and defects	6
A4 Spend and funding.....	8
A5 Our plans for this year	9
Technical Annex	11
B1 Funding and spending.....	12
B2 Maintenance activities	14
B3 Pothole repairs	15
B4 Highway structures.....	18
B5 Asset management.....	19
B6 Footways and cycleways.....	22
B7 Drainage	24
B8 Skills and training	25
B9 Resilience and adaptation.....	26
B10 Innovation	28
B11 Utility companies.....	30
B12 Highway contracts	31

A1 What do we maintain?

The London Borough of Barking and Dagenham Council (LBBD) is responsible for maintaining approximately 342km of public highway network. Under Section 41 of the Highways Act 1980, LBBD has a statutory duty to maintain this public highway network, ensuring it supports the safe movement of people and goods across the borough. The public highway network includes carriageways, footways, cycleways, drainage assets, street lighting, highway structures, street furniture and highway trees.



342km
carriageways
(roads)



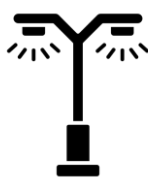
58.8km
cycleways
off-
carriageway



16,786
drainage
gullies



558.5km
footways
(pavements)



18,884
street lighting
columns



42
highway
structures

Key challenges

Maintaining Barking and Dagenham's highway network presents interconnected challenges:

- **Ageing assets:** Long-established roads, footways and associated assets need increasing intervention to remain safe, accessible and serviceable.
- **Usage:** The network serves more than 200,000 residents, schools, public transport, active travel, businesses and strategic industrial areas, including Dagenham Docks, concentrating demand on key routes and town centres.
- **Growth:** As one of London's major growth areas, significant regeneration and development increase highway demand while creating opportunities to coordinate works and improve public spaces.
- **Climate:** Heavier rainfall, heat and extreme weather increase flooding, surface deterioration and emergency response risks.
- **Funding:** Investment across carriageways, footways, structures, lighting and drainage must balance immediate safety needs with preventative maintenance that delivers sustained value for Barking and Dagenham's communities and supports continued growth.

A2 Road condition

What do the condition bands mean?

Barking and Dagenham undertakes annual condition surveys of its carriageway network using Vaisala RoadAI to understand asset condition, maintenance backlog and support investment decisions. Condition scores should be interpreted as follows:



Green: These roads are in a good condition. No treatment is required but early-life preventative treatments (e.g. rejuvenation) can extend useful life.



Amber: These roads are in a fair condition. Preventative treatments can help tackle early-stage defects (e.g. cracking, fretting) and restore surface life.



Red: These roads are in a poor condition and have reached the end of their useful life. They are prioritised for structural maintenance (e.g. resurfacing).

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data.

From 2026/27 onwards, Barking and Dagenham will comply with the new PAS 2161 data standard for condition surveys, ensuring comparable results that enable benchmarking across England.

What is the condition of our roads?

Barking and Dagenham monitors carriageway condition over time to understand trends, identify sections requiring maintenance and inform the forward works programme. Where verified condition figures are available, these will be used to report the condition of classified and unclassified roads. Where data is unavailable, Barking and Dagenham have used figures submitted separately to DfT.

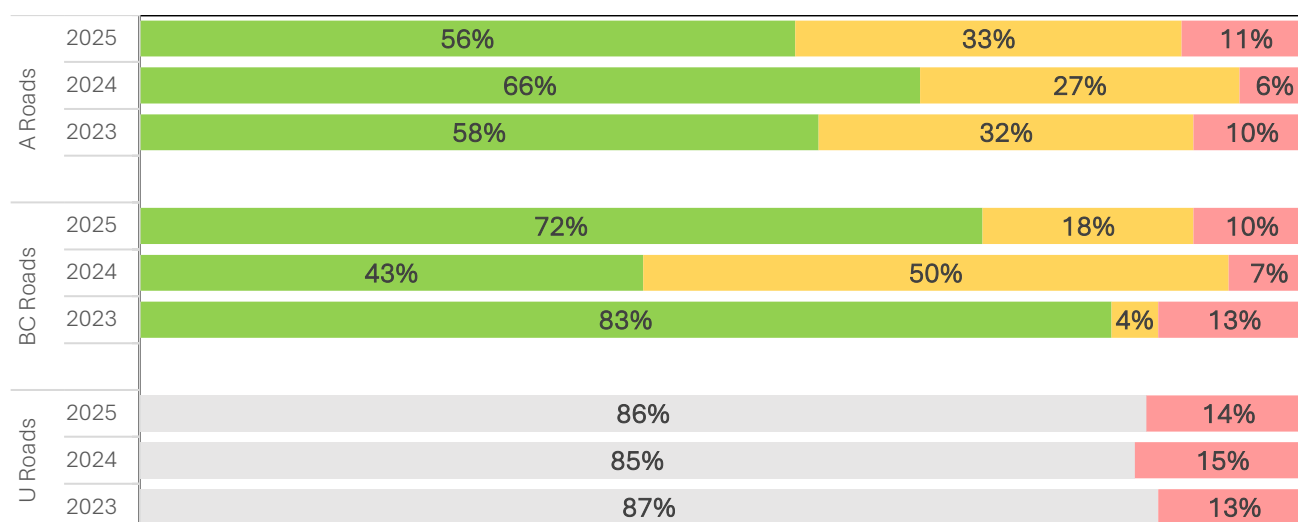


Figure 1: Condition of our roads by classification

The data in Figure 1 shows that Barking and Dagenham are keeping our roads well maintained to avoid large increases in roads in poor condition. For A roads the proportion in green condition fell from 66% in 2024 to 56% in 2025, while amber and red increased, indicating some deterioration on the most strategic routes. A-road deterioration reflects insufficient budgets and reduced TfL funding. Barking and Dagenham therefore redirected funding previously used for local roads to maintain these strategic routes, limiting preventative work across the wider network. Increased DfT funding will help fill this gap, support A-road investment and release more funding for local-road maintenance.

A3 Potholes and defects

What is a pothole?

Barking and Dagenham Council defines a pothole as a depression or void in the road surface that poses a risk to road users. They typically form due to water ingress, freeze-thaw cycles and repeated traffic loading which cause failures and loss of material in the road surface. Potholes which meet our investigatory thresholds are risk assessed to determine appropriate actions and schedule repairs.

How are we tackling potholes?

In 2025/26, Barking and Dagenham estimates it repaired 2,338 potholes through reactive and planned maintenance.

Reactive Maintenance:

Barking and Dagenham follows its risk-based 2018 Highways Safety Inspection Regime, aligned with the Code of Practice for Well-Managed Highway Infrastructure.

Public highways are inspected monthly, quarterly, six-monthly or annually under the Network Hierarchy, reflecting each street's function, use and risk. Public reports provide additional defect information.

Defects meeting investigatory thresholds are assessed for the likelihood and impact of an incident. The risk score determines whether action is required and the response time. Lower-risk defects may be considered through planned capital maintenance.

Where safe and practical, permanent first-visit repairs are prioritised for durable outcomes and less disruption. Temporary repairs may be necessary where immediate permanent work is constrained by:

- traffic management or utilities
- weather
- material availability
- coordination with Council plans.

Planned Maintenance:

Alongside reactive maintenance, Barking and Dagenham delivers a capital programme to renew carriageways and extend service life. Resurfacing, reconstruction, preventative treatments and planned patching reduce future potholes, reactive repairs and network deterioration. Schemes are informed by condition data, inspections, maintenance history, network importance and funding, directing investment where intervention provides the greatest safety, service and whole-life value. Coordination with utility works and other Council programmes reduces repeat disruption and protects newly maintained assets. This combined approach supports safer journeys, improves reliability for residents and businesses, and helps available budgets address the borough's

immediate defects and longer-term asset needs across the borough. Further details are provided in Section A5.

How can the public report potholes / defects?

Members of the public can report potholes, road damage and other highway issues in Barking and Dagenham using the Council’s online reporting service.

- Submitting an online report via the [Report a pothole, or a road or pavement defect](#)
- Problems on red routes should be reported to Transport for London, as these routes are managed separately.

What happens after a pothole is reported?

Reports about potholes and other highway defects are logged in the Council’s asset management system. An initial desktop assessment confirms whether the location is Council-maintained highway, considers the risk to users and sets the investigation priority:

Urgent	Investigated within two hours and repaired or made safe.
Non-Urgent	Investigated and risk assessed within 48 hours.

Where the defect is on Council-maintained highway, an inspector visits the site and completes an on-site risk assessment under the Council’s safety inspection regime. Issues outside the Council’s remit are referred promptly to the responsible organisation for assessment and action, with the asset management record updated accordingly.

A4 Spend and funding

How much do we spend on highways maintenance?

We currently spend £8.880m on maintaining our public highway assets – a breakdown of how this is spent is provided below.

Table 1: Highway maintenance spends by asset class

Asset Class	2024/25	2025/26	2026/27 (projected)
Carriageways	£2,415,312	£3,888,720	£4,290,400
Footways	£3,175,688	£1,512,280	£2,932,000
Structures	£387,000	£387,000	£255,000
Drainage	£55,000	£45,000	£294,600
Lighting	£390,000	£590,000	£1,108,000
Other	£0	£0	£0
Total	£6,423,000	£6,662,000	£8,880,000

Where does our funding come from?

Our highway maintenance assets budgets are funded from various sources, as follows:

Table 2: Funding sources

Funding source	2024/25	2025/26	2026/27 (projected)
DfT / Government	£171,000	£756,000	£1,497,000
Council / Third Party	£6,252,000	£5,906,000	£7,383,000
Total	£6,423,000	£6,662,000	£8,880,000

Barking and Dagenham Council's highways maintenance activities are funded through a combination of central government grant and locally allocated council funding. The primary source of capital funding is the DfT highways maintenance block grant alongside additional funding from Transport for London (TfL), allocated directly to local highway authorities. Since 2025/26, this funding has increased significantly as part of the Government's commitment to record levels of highways maintenance investment, with allocations confirmed through to 2029/30. Barking and Dagenham Council will receive up to £4.67m over the next 3 years, of which £2.90m forms a guaranteed baseline element, and an additional £1.77m incentive funding, subject to meeting certain criteria. This provides Barking and Dagenham with greater funding certainty, shifting focus from reactive-focused regimes to long-term, planned and preventative maintenance.

A5 Our plans for this year

Highway maintenance plans for 2026/27

Barking and Dagenham Council is continuing to deliver its risk-based highways maintenance programme in 2026/27, targeting investment where it provides the greatest benefit to the travelling public. We intend to deliver the following planned maintenance activities this year:

- Resurfacing approximately 16.4km of carriageways across the network, including structural resurfacing on priority routes identified through condition surveys and local risk-based prioritisation.
- Delivering preventative surface treatments on approximately 1.9km of carriageways to extend asset life and reduce the need for future reactive repairs.
- Reconstructing approximately 10.5km of footways to support safe, accessible walking and wheeling routes across the borough.
- Continuing risk-based gully cleansing and drainage maintenance to reduce the risk of flooding and support the resilience of the highway network.
- Maintaining other highway assets, including structures, street lighting, traffic signs, road markings and street furniture, where works are identified through inspections, asset data and available budgets.

Full list of planned works

Barking and Dagenham Council is committed to being open and transparent about where and how it invests in the highway network. Roads and footways earmarked for planned maintenance works in 2026/27, including the type of treatment to be carried out, are set out below:

Asset type	Road name	Extent	Planned treatment
Carriageway	Rose Lane	Entire length	Resurfacing
	Billet Road	Rose Lane to Whalebone Lane North	Resurfacing
	Whalebone Lane North	Rose Lane to Billet Road	Resurfacing
	Station Parade	Entire length	Resurfacing
	River Road	Movers Lane to Longreach Road	Resurfacing
	Oxlow Lane	Entire length	Resurfacing
	Upney Lane	Entire length	Resurfacing
	Ballards Road / A1306 New Road Junction	Junction area	Resurfacing
	Station Road	Entire length	Resurfacing
	Hardwick Street	Extent to be confirmed	Resurfacing
Footway	Bury Road	Partial length	Reconstruction

Asset type	Road name	Extent	Planned treatment
	Baron Road	Entire length	Reconstruction
	Adelaide Gardens	Entire length	Reconstruction
	Geneva Gardens	Partial length	Reconstruction
	Pemberton Gardens	Partial length	Reconstruction
	Windsor Road	Entire length	Reconstruction
	Nicholas Road	Entire length	Reconstruction
	Thompson Road	Entire length	Reconstruction
	Holgate Road	Entire length	Reconstruction
	Rowney Road	Entire length	Reconstruction
	Ivinghoe Road	Entire length	Reconstruction
	Wroxall Road	Entire length	Reconstruction
	Easebourne Road	Entire length	Reconstruction
	Brewood Road	Entire length	Reconstruction

How are decisions made on maintenance plans?

Barking and Dagenham Council applies risk-based asset management to prioritise highway maintenance funding for greatest community benefit. Every street is assessed using:

- **Condition:** Asset condition has the greatest influence, focusing work on safe, serviceable streets.
- **Use:** Usage and function are assessed through the Network Hierarchy, directing investment where it benefits most people.
- **Spend:** Reactive expenditure, including pothole repairs, identifies opportunities to replace patching with planned works.
- **Public enquiries:** Reports from residents and road users provide local intelligence and inform priorities.
- **Coordination:** Works are aligned with Council programmes, utilities and development to minimise disruption, avoid repetition and protect maintained assets.

Together, these factors support transparent, evidence-led decisions and a balanced programme of preventative, planned and reactive maintenance. This approach targets schemes that reduce long-term repair costs and disruption, improve service levels, manage safety and network risk, and deliver the greatest whole-life value and lasting community benefit across Barking and Dagenham.

Technical Annex

B1 Funding and spending

Further detail on our funding for highway maintenance and how this is spent is set out below.

Capital Funding

Table 3: Capital funding allocation sources by year

Funding sources		2024/25	2025/26	2026/27*
DfT	Highway maintenance capital allocation	£171,000	£556,000	£1,449,000
	Other capital allocated to highway maintenance	£0	£0	£0
Other government capital allocated to highway maintenance		£0	£200,000	£48,000
Other capital allocated to highway maintenance		£5,506,000	£5,121,000	£6,657,000
Total capital funding allocated for highway maintenance		£5,677,000	£5,877,000	£8,154,000

Spending

Barking and Dagenham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	Yes
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Table 4: Total capital and revenue highway maintenance spend

Funding stream	2024/25	2025/26	2026/27*
Total capital spend	£5,677,000	£5,877,000	£8,154,000
Total revenue spend	£746,000	£785,000	£726,000
Total spend	£6,423,000	£6,662,000	£8,880,000

The projected increase in total spend indicates a planned uplift in maintenance activity against the current approved budget. This reflects Barking and Dagenham's goal of achieving a more

sustainable, long-term maintenance approach and deliver better whole-life value from available funding.

Carriageway maintenance spend

Table 5: Carriageway spend by maintenance type

Maintenance type	2025/26		2026/27*	
	Capital	Revenue	Capital	Revenue
Total planned maintenance	£3,542,720	£0	£3,883,400	£0
Preventative	£230,000	£0	£210,000	£0
Structural	£3,037,720	£0	£3,421,200	£0
Patching	£275,000	£0	£252,000	£0
Total reactive maintenance	£0	£346,000	£0	£407,000
Temporary repairs	£0	£0	£0	£0
Permanent repairs	£0	£346,000	£0	£407,000
Other carriageway spend	£0	£0	£0	£0
Total carriageway spend	£3,542,720	£346,000	£3,883,400	£407,000

For Barking and Dagenham, the carriageway spends is broken down based on planned and preventative treatment. We have defined planned treatments as works programmed in advance through the capital maintenance programme, including preventative surfacing, structural resurfacing or reconstruction and planned patching. Reactive treatments are works carried out in response to safety inspections, public reports or defects recorded through maintenance systems. All reactive maintenance cost is registered under permanent repair costs

B2 Maintenance activities

Table 6: Road resurfacing and surface treatment quantities

FY	Planned Maintenance			Reactive Maintenance	
	Preventative	Structural	Patching	Permanent	Temporary
2025/26	0.30km	10.6km	5000m ²	970m ²	No data held
2026/27*	1.92km	16.4km	4500m ²	n/a	n/a
Does Table 6 reflect all carriageway-related road surface treatments and repair activities? If no, see further information on any other types of treatments delivered and their extent.					No

Table 6 reflects the main carriageway-related road surface treatment and repair activities reported for planned maintenance. It does not include every reactive pothole or defect repair because reactive works recorded cover all highway defects aligned to our defect intervention and not held in method of repair.

We have calculated the permanent reactive maintenance based on the assumption that every pothole repair is on average 0.5m². Further information on pothole numbers and repair types is provided in Section B3.

B3 Pothole repairs

This section sets out how Barking and Dagenham Council identifies and repairs potholes and other defects in carriageways, and how this activity fits within its wider maintenance approach.

Intervention criteria

Barking and Dagenham Council uses risk-based investigatory levels to determine when potholes and other highway defects require further assessment. Any potential defect that reaches or exceeds the relevant investigatory level is identified as a risk and investigated further. The thresholds below are taken from Section 5.2 of the Highways Safety Inspection Regime.

Table 7: Defect categories and investigatory levels

Defect Type	Location	Investigatory Threshold
Pothole	Carriageway	40mm vertical face depth and 200mm across in any horizontal direction
	Cycle Lane	20mm vertical face depth and 200mm across in any horizontal direction
	Footways	20mm vertical face

If a pothole or other highway defect meets the relevant investigatory threshold, the safety inspector undertakes a risk assessment (Table 8). Defect size, location, surface area, management hierarchy and level of usage are considered to determine the appropriate risk score and response category (Table 9).

Table 8: Risk matrix

Impact	Probability / Likelihood			
	Very Low (1)	Low (2)	Medium (3)	High (4)
Little or negligible (1)	1	2	3	4
Minor or low (2)	2	4	6	8
Noticeable (3)	3	6	9	12
High (4)	4	8	12	16
Priority	P5/P4	P3	P2	P1

Table 9: Defect priority response times

Priority Category	Response Time
Priority 1	Make safe or repair in 2 hours
Priority 2	Make safe or repair in 24 hours

Priority 3	Repair within 7 days
Priority 4	Repair within 28 days
Priority 5	Defect not repaired – information used for medium-term asset renewals programming

Potholes maintenance

Description	Potholes
Number of potholes filled in 2025/26	2338
of which, Barking and Dagenham estimates were resolved using the following approaches:	
Planned repair / patching	No data held
Planned structural	No data held
Temporary reactive repairs	398
Permanent reactive repairs	1940

The 2025/26 pothole figure is based on available reactive maintenance records and is currently an estimate. Temporary repairs have been equated to jobs requiring an initial make safe before permanent repair. Permanent repairs were counted where records showed completed repair or patching works not recorded as make-safe. No separate data is currently held to identify potholes resolved through planned repair / patching programmes or planned structural maintenance programmes.

CAUTION FOR READERS: Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

Prices of pothole interventions

Unit cost (permanent pothole repair)	£91	Unit cost (temporary pothole repair)	£11
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The unit costs shown reflect available cost information for reactive pothole repairs and distinguish between permanent and temporary repair methods. Temporary repairs only include the material costs of the average pothole repair as this is conducted using an in house service.

Defect repair quality

Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching, and b) reactive repairs using permanent methods?	Yes
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If yes, do you base your material and process specifications on these longevity requirements?	Yes
Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes
If yes, do you systematically record information about expected and delivered longevity of repairs?	Yes

LBBD sets repair quality and longevity expectations through its risk-based highways maintenance regime and contract requirements. (LBBD Term Contract Lot 1 Highways Volume, Safety Inspection Regime). Material and workmanship requirements are reflected in the Council's highways contract specifications and safety inspection processes, with completed works recorded in Confirm alongside inspection notes, photographs and works. Information from inspections, defects and maintenance activity is used to prioritise future planned maintenance and investment programmes through the Council's asset management approach (Highways Asset Management Plan, Maintenance Strategies and Works Prioritisation).

Public reporting system for defects and other issues

Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	Yes
Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes

Members of the public can report highway defects through the Council website, with all enquiries logged in Confirm for assessment and action by highway inspectors (Safety Inspection Regime). Confirm records inspections, photographs, risk assessments, works orders and completed repairs, providing an auditable record of highway maintenance activity. This information supports service reviews, future maintenance planning and continuous improvement. Members of the public can also check the progress of their reports using the reference number provided in their confirmation email.

B4 Highway structures

Barking and Dagenham Council maintain 42 highway structures across the borough. Structure asset information, inspection records and condition data are managed through BridgeStation, supporting the development of maintenance priorities and forward works programmes. General Inspections and Principal Inspections are undertaken in accordance with relevant standards, with inspection findings used to identify structural and non-structural maintenance needs.

Description	Structures
Number of highway structures maintained by Barking and Dagenham Council	42
Highway structures with interim measures in accordance with CS470	1
General Inspections (GI)	
Number of structures due a GI in 2025/26 in accordance with CS450	0
Number of GIs carried out in 2025/26	14
Principal Inspections (PI)	
Number of structures due a PI in 2025/26 in accordance with CS450	5
Number of GIs carried out in 2025/26	6

B5 Asset management

This section focuses on asset management practices that underpin how LBBD plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

Asset management strategy and policy

Barking and Dagenham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	Yes
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Barking and Dagenham Council has adopted its Highways Asset Management Plan (HAMP) to set out its strategic framework for how it plans, prioritises and invests in maintenance across its public highway infrastructure. It covers performance objectives, asset knowledge, funding and investment, maintenance strategies, lifecycle planning, sustainability, resilience, benchmarking and continuous improvement.

Our Highway Asset Management Policy and Strategy can be found at:

[Highway Asset Management Plan \(HAMP\) 2025](#)

Barking and Dagenham Council’s HAMP was last updated in:	October 2025
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Barking and Dagenham updated and published its HAMP in October 2025 as part of the Department for Transport’s transparency reporting requirements. The submission was formally approved by the Council’s Section 151 Officer and the relevant Cabinet Member.

Asset data

LBBD maintains asset inventory and condition data across its key highway asset groups to support evidence-led maintenance planning and investment decisions. The table below sets out the status of inventory and condition data held for each key asset type.

Table 10: Information on quality of highway asset data held

Asset	Asset inventory	Condition data
Carriageways	Full	Full
Footways and cycleways	Full	Partial
Highway structures	Full	Full
Drainage assets	Full	Full
Street lighting	Full	Full

Traffic signals	TfL maintain traffic signals across London
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LBBD is working to build a data-driven approach to asset management. Asset information includes location, priority and risk factors, maintenance history, condition, performance, inspection and testing data, physical attributes and borough-specific information.

Carriageway condition is informed by annual AI-assisted condition surveys, with Barking and Dagenham preparing to comply with the PAS 2161 data standard so results can be compared consistently with other authorities.

Footway condition is informed by Footway Network Surveys and routine highway safety inspections, with results used alongside the Network Hierarchy to support planned footway reconstruction and maintenance prioritisation.

Drainage asset data is held in Confirm, with gullies prioritised for cleansing based on flooding risk, road hierarchy, historic flooding and tree coverage.

Street lighting inventory and maintenance information is managed through Mayrise and Confirm, supporting planned, routine and reactive maintenance of columns, illuminated street furniture and related assets.

Highway structures are managed through BridgeStation, which records inspection and condition information and supports prioritised maintenance planning.

Asset data integration and management

Asset inventory and condition data for our key highway assets is primarily managed via:

Multiple digital platforms with limited integration	
Single digital platform or a set of connected platforms used across service	Yes

LBBD’s highway asset data is primarily managed through a set of connected platforms. Confirm holds key highway asset inventory, inspection records, defects and works orders for assets such as carriageways, footways, drainage and illuminated street furniture.

Highway structures are managed through BridgeStation, as for all London Boroughs under the pan-London approach set out via the London Bridge Engineers Group (LoBEG).

Mayrise is used for street lighting columns.

The Council continues to improve how asset data is used to support reporting, programme development and investment decisions, including through better integration of condition data, inspection findings, maintenance history and risk-based prioritisation.

Lifecycle planning and investment decision making

This section sets out how we use lifecycle planning to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

Do you use lifecycle plans for carriageways to support investment decisions?	Yes
Do you use lifecycle plans for footways to support investment decisions?	Yes
Do you use lifecycle plans for structures to support investment decisions?	Yes

Barking and Dagenham uses lifecycle plans for carriageways, footways and highway structures to support investment decisions. The HAMP applies a whole-life, risk-based approach, using condition, performance, inspection findings, maintenance history, network hierarchy and risk to determine when assets should be maintained, renewed or replaced. For carriageways and footways, this evidence informs resurfacing, reconstruction, planned patching and preventative treatments, enabling comparison of funding levels, treatment mixes and intervention timing.

For structures, BridgeStation inspection and condition records identify priorities for early intervention, routine maintenance and capital renewal. This approach manages risk, extends asset life and supports cost-effective, sustainable whole-life investment planning.

Performance and continuous improvement

This section sets out how we monitor the effectiveness of our asset management approach and use performance information to inform ongoing investment and prioritisation decisions.

Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	Yes
Are these KPIs reviewed on a regular basis (at least annually)?	Yes
Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	Yes
Have you conducted a value for money review or peer review of your service in the last 3 years	No

Our HAMP defines strategic highways asset management KPIs, with targets covering asset condition, safety, customer outcomes, resilience, sustainability and value for money. Performance is formally reviewed at least annually, with periodic monitoring used to assess progress against asset management objectives and identify trends. KPI results inform maintenance planning, scheme prioritisation, resource allocation, funding priorities and changes to forward programmes and investment decisions.

The Council also uses benchmarking and knowledge sharing through London Highways Engineers Group, London Bridge Engineering Group, LoTAG, ALARM and DfT transparency reporting to compare performance, identify improvement opportunities and adopt relevant industry best practice.

Although a formal value for money review of the whole highway service has not been undertaken, LBBD incorporates value for money assessments into the procurement and renewal of term service contracts to ensure funding is used effectively and services delivered at a high standard.

B6 Footways and cycleways

Barking and Dagenham Council maintains an extensive network of footways and cycleways that support active travel across the borough, including 558.5km of footways and 58.8km of off-carriageway cycleways. The Council adopts a risk-based approach, combining reactive repairs with planned maintenance to keep walking and cycling infrastructure safe, accessible and serviceable.

Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	Yes

For 2026/27, Barking and Dagenham Council has earmarked approximately 10.5km of footway reconstruction. No separate length has been identified for standalone preventative footway treatment routes. Cycleways are maintained as part of wider carriageway resurfacing works where they form part of the carriageway. There is no dedicated cycleway treatment works scheduled for 26/27.

Asset	Structural	Preventative
Footways	10.5km	0km
Cycleways	0km	0km

Barking and Dagenham Council's footway and cycleway maintenance approach is aligned with the Code of Practice for Well-Managed Highway Infrastructure and is underpinned by a risk-based Network Hierarchy. Footways and cycleways are categorised according to their function, usage and relative priority. These factors help determine inspection frequencies, maintenance standards, response times and planned works prioritisation.

Priority routes are included within the winter service where they support access to essential services, public transport corridors, emergency routes and the wider resilience network. The Council's Winter Service Policy confirms that precautionary salting and snow clearance are delivered on prioritised routes, with treatment decisions informed by weather forecasts, network importance, safety risk and access needs. Salt bins are also provided at suitable locations outside treated routes where appropriate.

Routine clearance and vegetation management are delivered through coordinated highways, street cleansing and grounds maintenance activities. Footways, cycleways, street furniture, signs, trees and vegetation are inspected through routine safety inspections, with tree and planter inspections supported by the Grounds Maintenance Team.

Evidence is provided through the HAMP, which records LBBD's footway and cycleway inventory, network hierarchy, and maintenance strategies (see HAMP, asset inventory, network hierarchy and maintenance strategies). Inspection and response arrangements are defined through the Highways Safety Inspection Regime, including footway and cycleway inspection frequencies, investigatory levels, risk assessment and defect response times (see Highways Safety Inspection Regime). Priority walking and cycling routes are also considered through winter service, street cleansing, grounds maintenance and active travel planning (see Winter Service Policy; Outline Walking and Cycling Strategy; routine cleansing and grounds maintenance arrangements).

B7 Drainage

Effective drainage maintenance is essential to mitigating the risk of flooding, ensuring that the public highway network is resilient and durable, and properties are safe from damage.

Table 11: Drainage maintenance expenditure by approach

Planned, 80%		Reactive, 20%	
Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?		Yes	
Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?		Yes	
Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets?		No	

Barking and Dagenham Council manages highway drainage through Confirm, which provides a centralised repository for asset inventory, inspection records, defect information and maintenance history.

The Council maintains 16,786 highway gullies, with data used alongside flooding history, road hierarchy, known problem locations, local risk information and inspection findings to prioritise planned cleansing and reactive maintenance.

Drainage maintenance is delivered through a risk-based approach. Planned activity includes routine gully cleansing, CCTV surveys, SuDS and flood alleviation works, while reactive works address flooding, blocked gullies, damaged covers and inspection findings. LBBD’s public guidance confirms that hazardous drainage defects and highway flooding are prioritised, with blocked gullies causing highway flooding aimed to be cleared within 24 hours.

Evidence is provided through the Barking and Dagenham HAMP, which sets out the Council’s drainage asset inventory, asset management systems, risk-based maintenance approach and drainage prioritisation methodology. The HAMP also describes how drainage maintenance supports wider flood risk management objectives and how asset data, inspections and maintenance records are used to inform investment and maintenance decisions (see HAMP, Asset Knowledge, Data-Driven Decisions, Drainage and Local Flood Risk Management Strategy).

B8 Skills and training

Barking and Dagenham maintains a structured approach to skills, training and competence for staff, contractors and supply-chain personnel involved in highway maintenance and asset management.

Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
Do you or your main highways contractors support professional development through a recognised professional training scheme?	Yes
Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	Yes
Do you employ a professionally qualified engineer (e.g. Chartered Engineer or equivalent competence) responsible for the management of highway structures?	Yes
Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps?	Yes
Do you or your main contractors support early career development in your local area (e.g. apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes

Barking and Dagenham maintains staff capability through corporate learning, role-based development and professional training. This helps ensure those involved in highway maintenance and asset management have the skills and competencies needed to manage, inspect and maintain the highway network effectively.

Professional development is supported through training, mentoring, career progression opportunities and continuous professional development with LBBD contributing to the costs of professional memberships for its staff. LBBD employs experienced highway inspectors and requires appropriate accreditation and ongoing training to maintain competence. The HAMP confirms that inspectors undertake training covering highway inspections, risk management and changes in inspection practice, with continuous professional development encouraged across the service (see HAMP, *Training and Competencies*). LBBD sub-contract a chartered engineer responsible for the management of highway structures as part of its highway structures maintenance approach.

Early career development is also supported through LBBD's highways contractor, Marlborough Highways, which promotes apprenticeships across highways maintenance, street lighting, and traffic management. These opportunities provide hands-on experience, structured training and recognised qualifications, supporting local skills development and entry routes into the highways sector.

B9 Resilience and adaptation

Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping us to optimise durability, manage risk and deliver best whole life value from their assets.

Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	Yes
Have you identified your resilient network and agreed this with senior decision-makers?	Yes
If yes, when was this last updated?	10/2025
Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formal location recorded
Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do so (e.g. ADEPT Carbon Leadership Programme)?	Yes – arrangements to do so
Have you formally engaged with the ADEPT Live Labs 2 Programme to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	No

We manage climate resilience by recognising the effects of extreme weather events (see HAMP, resilience, sustainability and lifecycle planning). LBBD is meeting targets, maintaining environmental sustainability, and supporting local streets and the wider community, by:

- Increasing green infrastructure through strategic walking and cycling routes.
- Developing new schemes like Barking Riverside – “London’s first healthy new town”.
- Mitigating noise and light pollution across new developments in the borough.
- Utilising innovative renewable energy technologies.

Our resilient network is defined through its HAMP and winter service report. This gives parts of the network priority to maintain economic activity and access to key services during severe weather. These routes are also prioritised for winter gritting, as defined in the Winter Service Plan.

Repeated flooding and surface-water risk locations are identified through highway drainage records, public reports and local flood-risk information. These reports used to build knowledge of areas subject to flooding and target flood-risk management resources effectively (see Local Flood Risk Management Strategy; How we monitor local flooding).

Carbon reduction and efficiency are addressed through the HAMP's sustainability, lifecycle and whole-life value approach. We are focussed on; improving our long-term planning, preventative maintenance, material selection, coordination of works and consideration of lower-carbon delivery methods

Barking and Dagenham will continue to develop its approach to carbon measurement and benchmarking, including use of recognised industry practice and learning from sector programmes such as ADEPT Carbon Leadership Programme where relevant. This will be supported through the HAMP's sustainability, lifecycle planning and whole-life value approach, aligned with the Council's wider climate and carbon reduction objectives.

Targeted drainage upgrades or maintenance	Yes
Natural flood management / SuDS	Yes
Targeted slope / ground stability / landslip mitigation	Yes
Heat resilient materials or surface treatments	Yes
Tree planting / shading for heat management	Yes
Other – Improved Air quality and Net Zero Roadmap	Yes

Barking and Dagenham actively manages climate-related risks to the highway network through planned adaptation measures, emergency planning and cross-service collaboration. In response to flood-risk assessment work, the Council programmes targeted drainage maintenance and upgrades at locations affected by surface-water flooding, ponding or drainage-related deterioration. Barking and Dagenham is also committed to using Sustainable Drainage Systems (SuDS) and natural flood management measures where appropriate, with a drainage upgrade plan being developed using new capital funding.

The Council also addresses wider climate-resilience measures through existing highway and corporate programmes. Ground stability and landslip risk are monitored through the structures programme, including asset condition monitoring at locations such as Lodge Avenue. Heat-resilient surface treatments are supported through the use of durable carriageway materials, including Eurovia treatments where appropriate, this is detailed further in section 10.

Tree planting and shading are delivered through the Council's tree planting programme and through LIP schemes, with commitments to increase street trees and protect green spaces through the Corporate Plan. Wider climate and environmental objectives are also supported through improved air quality measures and the Council's Net Zero Roadmap.

B10 Innovation

Barking and Dagenham is committed to continuous improvement in the way its highways maintenance service is planned and delivered, embracing innovative materials, techniques, technologies and processes where these can improve network performance, reduce costs, lower carbon emissions or minimise disruption to road users.

Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business-as-usual operations?	Yes
If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	No

Barking and Dagenham works with its contractors and supply chain to explore and implement innovative maintenance techniques and materials, seeking to improve asset performance and value for money while reducing the carbon impact of maintenance activities.

LBBD is constantly innovating, finding new ways to improve the end-to-end usage of built assets, from construction to usage to disposal. LBBD is eager to utilise smart and innovative solutions for efficient highway management

We have worked with Eurovia to incorporate their Fibrovia fibre-reinforced thin surface course for several years durable surfacing option on carriageway maintenance schemes. Fibrovia uses organic fibres to increase binder/mastic content, improving flexibility, rutting resistance, crack control and service life. Its use demonstrates that proven innovative materials can move beyond trial use into routine planned maintenance where they provide asset performance benefits.

Other trials of materials are considered to improve the whole-life performance while reducing disruption to residents, businesses and road users. Once available, learning from product use and scheme performance will be shared through contractor engagement and relevant professional highways networks, supporting wider sector learning and continuous improvement.

Examples of innovation adopted

- Fibrovia fibre-reinforced thin surface course has been adopted as a durable surfacing option for urban maintenance schemes, improving flexibility, rutting resistance and crack control while supporting longer asset life.
- Use of BBA HAPAS-approved Clause 942 thin surface course systems supports consistent specification, quality assurance and confidence in product performance.
- Movement towards AC20 HDM binder course with 40/60 binder and 40mm TSCS PSV 65 surfacing provides improved structural integrity and skid resistance while enabling faster delivery and reduced disruption.

- Consideration of 70mm 14mm TSCS PSV 65 PMB single-layer system which is being developed by Eurovia to provide a durable, high-performance treatment suited to appropriate locations on the network.

B11 Utility companies

Utility companies and highway authorities carry out a significant volume of works on the public highway each year, with a direct impact on network availability, surface condition and the experience of road users. Barking and Dagenham works to minimise the disruption caused by these activities through monitoring, enforcement and coordination with utility companies and other stakeholders.

Work to reduce disruption to road users

Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Ongoing
Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
Have you conducted and published a permit scheme evaluation within the last three years?	Yes
Have you conducted a traffic sensitive review in the last three years?	Yes

LBBD operates a permit scheme and actively monitors utility works through inspections, site checks, defect identification and enforcement action where appropriate. Utility and highway works are coordinated to minimise disruption, with regular engagement with utility companies through planned coordination meetings and the permit process.

Barking and Dagenham has completed a review of its Traffic Sensitive Street network. The review confirmed that the existing designations remained appropriate and identified the changes required to reflect current traffic flows, bus movements, pedestrian activity and sensitive junction locations.

Barking and Dagenham is currently assessing the suitability of a lane rental scheme to improve control of works on its highway network and reduce disruption at the busiest locations. The Council is engaging with TfL's lane rental team and developing its approach in line with the wider London borough framework. The scheme is at an early development stage, with analysis, governance and application requirements being progressed before any formal submission. Senior endorsement will be confirmed as the proposal is refined.

Once implemented, the Lane Rental Scheme will provide a direct financial incentive for utility companies and contractors to complete works more quickly, at less disruptive times and using more innovative construction methods. By charging for occupation of the most congested parts of the network during busy periods, Lane Rental will encourage better planning and coordination of works, reduce the duration of road occupations and help protect the condition of the highway surface from the cumulative impact of repeated openings.

B12 Highway contracts

This section sets out how Barking and Dagenham manages highway maintenance contracts effectively, including technical oversight, performance monitoring, cost review and arrangements that support safe and appropriate repair decisions.

Managing contracts effectively

Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
Do you routinely analyse actual unit costs for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by the authority to manage performance?	Yes
If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	Yes

LBBD retains in-house technical capability through its Highways Team. Officers oversee asset management, review maintenance requirements and independently assess contractor proposals. Specialist support is commissioned where required, while LBBD retains responsibility for challenge, assurance and alignment with its HAMP, risk-based priorities and approved programmes.

Actual unit costs for contracted highway maintenance are reviewed through LBBD's contract and value management processes. Current rates are compared with historic 2017 costs and available benchmarks to test value for money, challenge pricing and inform procurement, budgets and future contract decisions.

LBBD contracts include performance measures aligned with the Council's Highway Performance Objectives. Key Performance Indicators monitor service delivery, repair quality, responsiveness and programme performance. Results are reviewed with providers, with corrective actions and improvement opportunities recorded and used to manage contracts and inform investment.

Where contractors deliver reactive pothole repairs, LBBD's arrangements encourage single-visit permanent repairs where safe and appropriate. Permanent repair at first attendance reduces repeat visits and make-safe works, limits disruption to residents and road users, and lowers whole-life repair costs.

LBBD engages regularly with highway service providers through performance meetings, programme reviews and contract management. Delivery information is used to monitor outcomes,

address underperformance, challenge interventions and costs, and ensure contractor activity remains consistent with Council standards, maintenance priorities and budgets.

Evidence is provided through the Barking and Dagenham HAMP, particularly its Performance Management, Service Delivery, Maintenance Strategies and Improvement Plan sections, supported by contract records, KPI reports, cost reviews and works information. Together, these evidence retained technical oversight, unit-cost analysis, active performance monitoring and arrangements supporting permanent first-visit repairs. They demonstrate how LBBD holds contractors accountable and uses performance and cost information for continuous improvement.