

London Borough of  
**Redbridge**



# Highways Capital Programme

2025/26

Keep Redbridge Moving



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**Author:** Dhiresh Bhatt, Head of Highways and Transportation



The Council will build on previous years' strong track record of delivery with a range of schemes intended to reduce the risk of collisions on the road network, improve public safety, create and upgrade cycle routes in the borough, reduce flood risk, and increase electric vehicle charge point provision and improve the borough's assets.

We will continue to embrace innovation building on recent pioneering projects including the award-winning use of low-carbon asphalt technology, use of AI for surveying the road condition, use of Hydrorock blocks underground to reduce flood risk while preserving parking spaces in Seven Kings High Road, water storage tank and flood mitigation measures at Caterham High School, and pilot gravity chamber by the River Roding reduce the risk of flooding to Clayhall residents.



Collaboration and partnership will continue to underpin our approach, through strong partnerships with organisations like Transport for London, the Environment Agency, Thames Water, and contractors such as Kenson Highways and Milestone, supporting delivery of the priorities of the Council and its residents.



# Foreword

We will continue to maximise opportunities for external funding to deliver our objectives, building on our successful track record of nearly £2 million of grant funding in 2024/25 (in addition to TfL funds), driving forward major projects like the roll out of EV charge points and flood risk schemes at no cost to the Council.

We will continue to take a strategic approach in the delivery of our capital programme, ensuring our schemes help advance our key priorities. Newly adopted strategies such as the Local Flood Risk Management Strategy, Surface Water Management Plan, EV Strategy and draft Sustainable Transport Strategy (due for adoption in 2025) all underpin our approach and ensure we are focussed on delivering our objectives and vision for the borough.

The delivery of this capital programme is only possible thanks to the hard work of the Highways and Transport Team and their continued commitment to innovation, collaboration and delivery. I am grateful to Head of Highways, Dhiresh Bhatt, for his work and his team's ongoing commitment to keep our borough moving and making it safer, cleaner and greener.



**Jo Blackman**

**Cabinet Member for Environment and Sustainability**





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# Future Capital Programme

## Internal & TfL

Future Capital Programme	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	Total
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
Major Resurfacing Carriageways	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	27.000
Major Resurfacing Footways	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	10.800
Street Lighting LBR				4.500	4.500					9.000
Street Lighting and Public Safety	0.550	0.750	1.100	1.300	1.400	1.400	1.450	1.500	1.550	11.000
River Roding - EA	0.500									0.500
Structures Renewal	1.000	1.000	1.100	1.100	1.200	1.200	1.300	1.300	1.300	10.500
Traffic Calming Measures	1.000	1.500	2.000	1.500	1.500	1.500	1.600	1.600	1.700	13.900
Major Flood Alleviation and Suds	1.100	1.100	1.200	1.200	1.200	1.300	1.300	1.300	1.400	11.100
Total Internal Capital Programme	8.350	8.550	9.600	13.800	14.000	9.600	9.850	9.900	10.150	93.800
TfL LIP Bid 2025-2028*	6.021	9.235	10.160	TBC	TBC	TBC	TBC	TBC	TBC	25.159
Total TfL LIP Bid Programme	6.021	9.235	10.160	TBC	TBC	TBC	TBC	TBC	TBC	25.159
Combined Total	14.371	17.785	19.760	13.800	14.000	9.600	9.850	9.900	10.150	120.216

\* Final allocation to be determined by TfL

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# Asset Renewals Surfacing and Structures



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In the 2024/25 financial year the Council has resurfaced over 51,700 square metres of carriageway, which is the equivalent of 198 tennis courts, five times the retail space of Stanstead Airport, or three times the existing terminal at City Airport. The Council has also moved to using warm mix asphalt for all of its resurfacing as well as 'ecocrete' for footway resurfacing to reduce the effects of carbon emissions from its resurfacing work.

The Council, alongside its partners Kenson Highways were awarded a Green Apple award for their use of Low Carbon Materials ALCA mix that incorporated into asphalt binder mixes at Lodge Hill. This innovation reduced the carbon output of the project by 68%. Given asphalt's global use, this breakthrough holds significant potential in the fight against climate change. This equates to a round trip for two people from Heathrow to Los Angeles or a 17,400 mile roundtrip in a car.



## Barkingside High St Resurfacing



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# Footway Programme

Road Name	Ward	Forecast Year
STATION ROAD	Aldborough	2025/26
ROMFORD ROAD	Hainault	2025/26
WINSTON WAY	Ilford Town	2025/26
BUNCES LANE	Churchfields	2025/26
GLEBEWAY	Bridge	2025/26
WOODFORD BRIDGE ROAD	Clayhall	2025/26
CHERRY TREE RISE	Bridge	2025/26
HEATHCOTE AVENUE	Fullwell	2025/26
MALLARDS ROAD	Churchfields	2025/26
PEDLEY ROAD	Goodmayes	2025/26
SPRATT HALL ROAD	Wanstead Village	2025/26
CLEMENTS LANE	Ilford Town	2025/26
CULPEPER CLOSE	Fairlop	2025/26
SOUTH PARK DRIVE	Mayfield	2025/26
ORCHARD LANE	Monkhams	2025/26
MORNINGTON ROAD	Monkhams	2025/26



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# Footway Programme

Road Name	Ward	Forecast Year
ASHBOURNE AVENUE	South Woodford	2027/28
GORDON ROAD	Mayfield	2027/28
BALMORAL GARDENS	Goodmayes	2027/28
RAYNES AVENUE	Wanstead Park	2027/28
WINGATE ROAD	Loxford	2027/28
TRING CLOSE	Aldborough	2027/28
PELHAM ROAD	Ilford Town	2027/28
WOODLANDS ROAD	Clementswood	2027/28
LONGBRIDGE ROAD	Mayfield	2027/28
LODGE HILL	Clayhall	2027/28
ASHBOURNE AVENUE	South Woodford	2027/28
GORDON ROAD	Mayfield	2027/28
BALMORAL GARDENS	Goodmayes	2027/28

The footway programme is subject to change based on the carriageway programme and any new developments from condition survey data throughout the years. Footway slabs will continue be replaced with asphalt to reduce costs and also reduce future maintenance costs as has been the practice to date.



The Council has been undertaking General and Principal Inspections on its structures as per its inspection and maintenance programme and has programmed capital works to its structures. The Council uses Bridgestation to record inspections and provide a full list of defects for the service to repair in priority order. This is to ensure that defects can be repaired, and parts of the structures renewed to keep the structures in good condition. . The capital programme will focus on renewals and larger work on the Council's structures to improve the Council's condition score of its assets

The Council owns and maintains 76 structures ranging from large bridges and viaducts, to culverts and retaining walls. Maintaining these assets are vital as they provide critical connection points between boroughs and safety mechanisms as well safe passages for water courses to flow through areas of the borough that have been built on.

There is a different budget allocation for Broadmead Bridge. The Council are currently working on the Options Report for the bridge which will provide a series of options for the Council to consider whilst also pursuing external funds to be able to progress with whichever option is chosen in order to re-open the bridge. The options in the report will range from strengthening and protection, to a different type of bridge, to a complete like for like replacement.

The Principal Inspection of George Lane undertaken in the 2024/25 financial year has noted that the renewal of the parapet at George Lane should be replaced in the near future., The Council is also in the process as part of its routine inspections, looking at all expansion joints on its bridges and renewing them in a coordinated programme.

Structure	Ward	Works
George Lane	South Woodford	Parapet renewal
All bridges	Multiple	Expansion joint inspection and renewal



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# Traffic Calming and Road Safety



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Road safety is the top priority for the Council in its draft Sustainable Transport Strategy and the Council fully supports the Mayor of London's goal of Vision Zero, which is to eliminate all road deaths and serious injuries by 2041. Between 2019-2022 there were an average of 832 incidents in the borough, with a total of nine fatalities and 353 serious injuries. Whilst these figures include the Transport for London road network as the A406, A12, and A1400, the numbers are still far too high, and the borough has a coordinated plan on how to reduce those numbers.

The borough is working on the creation of road safety zones, whereby the speed limit on roads will be reduced to 20mph, and there will be an introduction of speed reduction measures such as speed humps, raised tables, and entry treatments. When outside of the road safety zones the borough has a programme of reducing speed on individual roads through data as well as member and resident demand. The datasets are created from historical incident statistics to deploying traffic counters in assessing the speed and volume of traffic moving through those roads. This work leads to proactive schemes that intercept roads where speeding prevalent before a death or serious injury may take place.

The borough is also analysing pedestrian and cycling collision hotspot areas to create new or improve existing crossing points to ensure pedestrians and cyclists feel safe when travelling in the borough.

The borough has delivered a consistent programme of road safety schemes, and it has a comprehensive plan to undertake further works with a combination of internal capital funding and Transport for London LIP funding.



## Lake House Road zebra crossing



## Auckland Road speed hump installation



# Road Safety – Ready For Build

The Council has schemes that it is ready to build from the start of the financial year. The below list of schemes have gone through public and statutory consultation and have been approved for build as part of the Council’s formal decision making process.

Road Name & Location	KSI Score	Speed and Flow Score (Combined)	Total Points Score	Build Year	Project Description
Manford Way J/W Brockett Way	6	7	23	2025/26	Raised tables and zebras
Ilford Lane – Britannia Road and Cecil Road	6	0	16	2025/26	Two signalised crossings
Horns Road by Aldwych Road	6	0	15	2025/26	Zebra crossing
Cranbrook Road by Martley Drive	6	0	14	2025/26	Signalised crossing
Atherton Road	6	2	14	2025/26	Speed humps
Belgrave Road	6	0	14	2025/26	Speed humps
York Road	6	0	12	2025/26	Zebra crossing and speed humps
Epping New Road J/W High Road	0	4	9	2025/26	Junction improvement
Neville Road & Addison Road	3	0	6	2025/26	Speed humps
Kingsley Road	0	0	4	2025/26	Speed humps
Goodmayes Area	N/A			2025/26	Road safety zone





# Road Safety – Speed Reductions

The below list of roads are future schemes that have been requested by residents or members and have been run through the prioritisation matrix and are deemed to require speed reduction measures. This is to reduce the likelihood of speed related incidents.

The roads marked below will begin their design and build stages either this financial year or next all contributing to improved road safety by reducing speeds.

Road Name & Location	KSI Score	Speed and Flow Score (Combined)	Total Points Score	Stages and Year	Commentary
Gordon Road (Mayfield)	6	0	15	Design: 2026/27 Build: 2026/27	High traffic volumes due to school leading to high KSI rate.
Huntsman Road	0	7	14	Design: 2025/26 Build: 2025/26	High level of speeding.
Uplands Road	6	1	12	Design: 2026/27 Build: 2026/27	High KSI score for the road.
Valentines Road	0	6	12	Design: 2025/26 Build: 2025/26	High level of speeding.
Ingleby Road	0	5	10	Design: 2025/26 Build: 2025/26	High level of speeding.
Brownlea Gardens	0	4	9	Design: 2025/26 Build: 2025/26	High level of speeding.
Trenance Gardens	0	4	8	Design: 2025/26 Build: 2025/26	High level of speeding.
Harewood Drive	0	1	8	Design: 2026/27 Build: 2026/27	Speeding on the road beginning to show above threshold.
West Grove	0	3	8	Design: 2026/27 Build: 2026/27	High level of speeding.
Thackery Drive	0	1	7	Design: 2026/27 Build: 2026/27	Speeding on the road beginning to show above threshold.



# Road Safety – Junctions & Crossings

The below list of projects represent are schemes that will improve road safety at junctions and crossing points in the borough. The list has been created from analysing road safety data across as well as resident and member. The Council has used data from Transport for London and from Police reports to target the boroughs most dangerous junctions and crossing points as well as desired crossing points.

Road Name & Location	Stages and Year	Commentary
Longwood Gardens J/W Beattyville Gardens	Design: 2025/26 Build: 2025/26	Raised tables to reduce speeds.
Ley Street J/W Perth Road	Design: 2025/26 Build: 2025/26	Creation of pedestrian phase in the signals outside the primary school.
High Road Chadwell Heath between Reynolds Ave and Montpellier Gardens	Design: 2025/26 Build: 2026/27	Creation of formal crossing point.
Ley Street before Wards Road	Design: 2026/27 Build: 2026/27	Upgrade zebra crossing to signals.
Craven Gardens J/W Craven Court	Design: 2026/27 Build: 2026/27	Upgrade zebra crossing to signals.
Chigwell Road J/W Victoria Road	Design: 2027/28 Build: 2027/28	Investigate compliance and past incidents and look to upgrade or amend crossing.
George Lane outside South Woodford Station	Design: 2027/28 Build: 2027/28	Investigate compliance and past incidents and look to upgrade or amend crossing.



The Council is looking at methods to reduce rat running and improve traffic flow of local roads for residents that will not disrupt access to their homes and local businesses. The schemes presented below are driven from data and from resident and member demand and will involve working closely with the local community on a set of proposals to create workable schemes to achieve the desired outcomes.

Road Name & Location	Stages and Year	Commentary
Lake House Estate	Design: 2025/26 Build: 2025/26	Rat running reduction scheme.
Margaret Way	Design: 2025/26 Build: 2025/26	Rat running reduction scheme.
Gants Hill to Evanston Gardens	Design: 2025/26 Build: 2025/26	Rat running reduction scheme.
Adjacent roads to Ilford Lane	Design: 2025/26 Build: 2025/26	One way system to improve traffic flow.
Falmouth Gardens	Design: 2025/26 Build: 2025/26	Reduce speed of road to 20mph



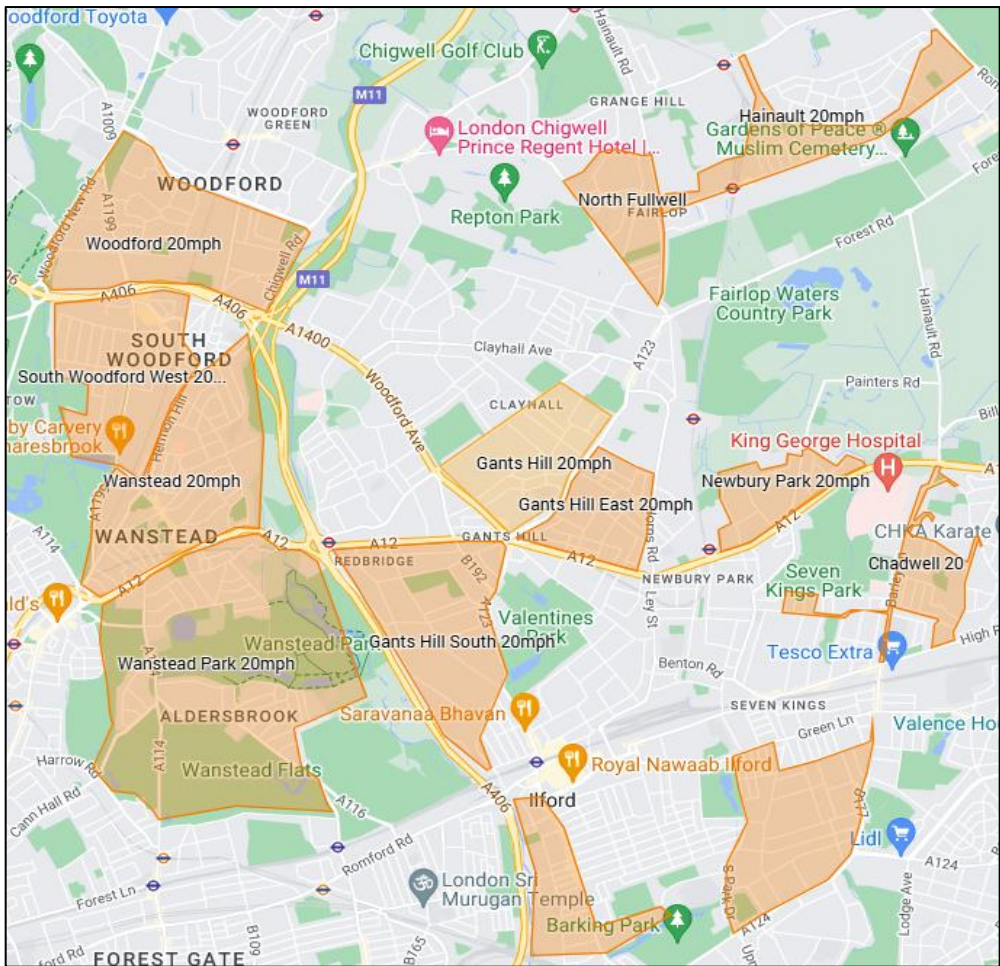


# Road Safety Zones

As part of its draft Sustainable Transport Strategy the Council has committed to the implementation of road safety zones to increase the coverage of reduced speeds across the Redbridge road network to contribute to the goal of Vision Zero, which is the elimination of road deaths and serious injuries by 2041. A pedestrian is hit by a vehicle travelling at 20 mph there is a 2.5% chance that they will be fatally injured, compared to a 20% chance at 30 mph. The below table shows the injury statistics in the borough between 2019-2022:

Collision category	2022	2021	2020	2019	Average
Fatal	2	3	2	2	2
Serious	94	76	83	100	88
Slight	767	749	665	785	742
Total	863	828	748	887	832

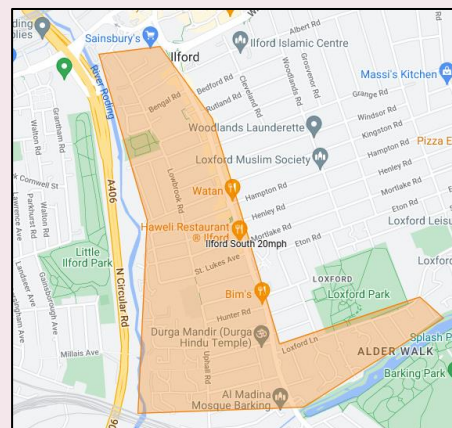
The following areas are to be delivered by a combination of internal capital funding and Transport for London LIP funding.



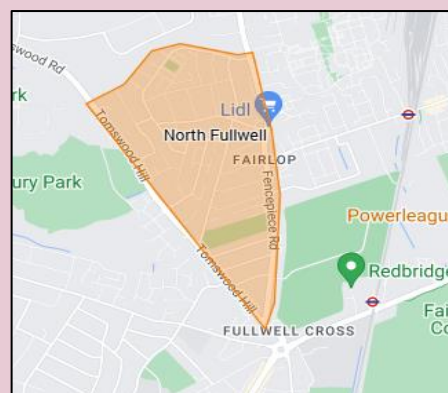
## Wanstead South - build



## Ilford Lane West - build



## Fullwell - design





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# Borough Flood Alleviation



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# Overview

Redbridge, as well as many other locations suffered catastrophic flooding as a result of the severe weather during July 2021 storms, particularly in areas such as Clayhall, Fullwell, Cranbrook Wanstead, and Woodford. The need to attenuate water is critical as the sewers owned by Thames Water did not have the capacity in July 2021, and will not have the capacity as storms become more common and become more severe.

Redbridge's Sustainable Drainage Scheme (SuDS) and flood alleviation initiatives have managed to attenuate over 380,000 litres of water to date, significantly reducing the risk of flooding. To put this figure into perspective, it is equivalent to 15,200 five-minute showers with a typical electric shower or nearly 18 days of continuous garden hose use at a rate of 15 litres per minute. These achievements demonstrate the effectiveness of SuDS in managing surface water flood risk and highlight Redbridge's commitment to creating a flood-resilient borough. By integrating innovative technologies, fostering partnerships, and adopting a forward-thinking strategy, the borough is setting an example for sustainable flood risk management and is continuing this approach to further reduce flood risk in its communities.

The first tranche of SuDS were completed in the Clayhall area followed by Wanstead and South Woodford targeting flood risk hotspots as outlined in its July 2021 Section 19 report and its Local Flood Risk Management Strategy and Surface Water Management Plans that were adopted in January 2024. Whilst not only reducing flood risk, SuDS in the form of rain gardens also improve the areas biodiversity with planting that also improves the look and feel of the area. The Council has far exceeded the £800,000 funding commitment towards flood alleviation measures in 2022.



Rain gardens installed in Clayhall on Chalgrove Crescent (left and middle), and Blake Hall Crescent (right)



# SuDS in Schools



Photo of the team with the students at Caterham High School

In the 2024 Summer holidays, the Council successfully delivered a critical flood alleviation scheme for Caterham High School, located at a vulnerable point in the Clayhall area working with its partners Kenson Highways, SANDS, Bluesky Landscaping, Thames Water, and the Department for Education. The project will protect the school and surrounding community from future flood events, making the school environment safer and more resilient.

This project was made possible through funding grants from Thames Water and the Department for Education, with additional financial support from Redbridge Council to cover the remaining cost of the scheme. The scheme involved installing a large attenuation tank, rain gardens, four 1000L water butts, and SuDS planters similar to those delivered at King Solomon and The Wohl Ilford Jewish Primary School. The storage volume at Caterham High School equates to 6.75 days of continuous garden hose usage at the same time.



SuDS planter and rain garden installed at Caterham High School





A 3D schematic diagram of the experimental setup. It shows a large, dark grey rectangular block representing the soil. A white, stepped rectangular block is placed on top of the soil. A grey cylindrical probe is positioned vertically, touching the top surface of the white block. A black cable is connected to the probe. The white block has several labels: '1. Soil' on the top surface, '2. Geotextile' on the side, '3. Geotextile' on the side, and '4. Geotextile' on the side. The entire setup is mounted on a brown base.

[illegible]

# Flood Alleviation Programme 2025/26

Project Name	Ward	Scheme Description
Clayhall General	Fullwell	Using surface water mapping data to locate ideal placements for sustainable drainage schemes to reduce risk of flooding.
Claybury Broadway	Fullwell	Installation of permeable paving and Hydrorock within the parking bays.
Addison Road	Fairlop	Installation of permeable paving and Hydrorock within the parking bays.
Neville Road	Fairlop	Installation of permeable paving and Hydrorock within the parking bays.
Aintree Crescent	Fullwell	Installation of permeable paving and Hydrorock within the parking bays.
Stoneleigh Road	Clayhall	Installation of rain garden.
Harewood Drive	Fullwell	Installation of rain garden.
Hermon Hill jw Wellesley Road	Wanstead Village	Installation of permeable paving and Hydrorock within the parking bays.
Henley road by Mortlake Rd	Mayfield	Installation of an improved junction with rain gardens to improve safety and reduce flood risk.
Dawlish Road Junction with South Park Road	Mayfield	Installation of an improved junction with rain gardens to improve safety and reduce flood risk.
Cherry Tree Rise Buckhurst Road	Bridge	Installation of an improved junction with rain gardens to improve safety and reduce flood risk.
Monkhams Lane	Monkhams	Multiple phases to reduce flood risk including rain gardens on Knighton Close and Drive, footway works on Monkhams Lane and attenuation at Woodford Wells Cricket Club.
Westwood Rec	Seven Kings	Final phase of the project that include works to the bund to reduce risk of flooding.





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# Street Lighting & Public Safety



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# Overview – Street Lighting Renewals

Redbridge Council, working with its partners Milestone, are replacing aging lamp columns to ensure public safety and well-lit streets. Over time, lamp columns, whether steel or aluminium, deteriorate due to weather exposure. Steel columns typically last approximately 30 years, while aluminium ones can last slightly longer. Regular testing and replacement are vital for maintaining safety. As part of this initiative, the Council have re-started the structural testing programme in 2023/24, targeting the oldest lamp columns first. The programme will continue to ensure the borough's street lighting assets are structurally safe and replaced to mitigate risk.



New lamp columns on Vicarage Road (left and centre) and Bowland Road (right)

During structural testing, columns are rated as red, amber, or green based on their structural condition. A red rating indicates that the column needs to be made safe and cut down immediately, while amber-rated columns may require re-testing or replacement, depending on the results of further inspections. In the latest structural testing surveys, no columns were found to be red.

The Council last year replaced over 125 lamp columns as part of its street lighting column replacement programme and has ambitions to increase that year on year to ensure safe and serviceable assets.





# Street Lighting Renewals

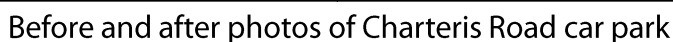
	2027/28
	No. of Columns
Brading Crescent	33
Burden Way	4
St Gabriel's Close	24
Queenswood Gardens	8
Agister Rd	6
North Close	7
Bearing Way	8
Verderers Rd	10
Brocket Close	5
Bramshill Close	4
Haldon Close	4
Parkes Road	5
Arrowsmith Path	7
Tufter Rd	5
Fawn Rd.	4
Burrow Close.	4
Robert Close	3
Hart Crescent/ Boar Rd	14
Fallow Close	6
Fermin Close	6

The columns that will be structurally tested next are on bridges owned and maintained by the Council such as George Lane Viaduct, Griggs Approach, and High Road Woodford. The budget will accommodate the replacement of those columns on bridges should any replacements or further resting be required from the results of the structural test.





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The Council will continue its public safety improvements that it has done with its partners Milestone in the 2024/25 financial year improving various areas such as Mildmay, Ilford Town Centre, Clarence Avenue, and Seven Kings footpath. The above photos demonstrate the impact of the schemes and ensure people feel safer in the borough.



The Council have been working with the women's safety team, the Metropolitan Police and local resident groups to identify the below list of locations for improved street lighting and will continue to liaise with stakeholders to build the future programme of work.



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# TfL LIP & Non-LIP Programme



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# Safer Neighbourhoods and Corridors

The borough has used the guidance provided by Transport for London to secure the Safer Neighbourhoods and Corridors funding for the next three years. The borough has used the speed reduction criteria and crossing improvements to coordinate with their draft Sustainable Transport Strategy plans around new road safety zones, creating safer neighbourhoods. The road safety zones will also include speed reductions on principal roads. The programme also includes the completion of the school streets programme as well as active travel programmes.

Project Name	Scheme Description	Funding (£m) 25-26	Funding (£m) 26-27	Funding (£m) 27-28
Woodford / Mornington Road	New crossing and road safety zone	0.050	0.050	0.350
South Woodford and Wanstead	Road safety zone including 20mph zone and speed reduction measures	0	0.200	0.600
Hainault	Road safety zone including 20mph zone and speed reduction measures	0.200	0.600	0
Gants Hill and Barkingside	Road safety zone including 20mph zone and speed reduction measures	0.600	0.200	0.100
School Streets	Completion of the School Streets programme.	0.207	0	0
Community Active Travel Programme	Promotional activities and campaigns in in the community.	0.056	0.056	0.056
School Active Travel Programme	Promotional activities and campaigns in schools.	0.059	0.066	0.066





Some routes such as Forest Road and Fairlop Waters to Hainault are extensions of the C16 route that takes the route to Barkingside and provide opportunities for an improved cycling experience to Redbridge's Cycling Centre and to the new and upgraded Hainault Forest Country Park.

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# Bus Priority

The Council have worked with Transport for London to develop a bus priority programme. Bus priority programmes are focused on achieving better bus timeliness in the borough and therefore increased bus patronage. Hail and ride removal promotes consistency and reliability of bus services with fixed stops and is taking place across London with regular fixed stops instead of the hail and ride. The borough and TfL have identified four key routes that it wants to look at removing hail and ride on the sections within the borough, these routes are the W14, 364, 366, and the 462.

The Council are also submitting a bid to make some adjustments to the borough boundary with Newham to get some additional funding to for bus priority west of the A406 interchange to improve bus and cycling facilities joining with Newham's developing cycle route.

Project Name	Scheme Description	Funding (£m) 25-26	Funding (£m) 26-27	Funding (£m) 27-28
Bus Route W14	Hail and ride removal	0.084	0	0
Bus Route 364	Hail and ride removal	0.083	0	0
Bus Route 366	Hail and ride removal	0.083	0	0
Bus route 462	Hail and ride removal	0.084	0	0
Bus Stop Accessibility	Boroughwide compliance of accessibility at bus stops	0.050	0	0
Woodford Road	Various bus priority measures	0	0	0.150
Ilford Lane	By Wilton Road bus priority	0.058	0	0
A118 Ilford Garden Junction	Changes between Redbridge and Newham network	0.250	0.250	0
A118 High Road	Bus priority measures	0.150	0	0.250



# Bus Priority

The Council have also worked with Transport for London on developing other bus priority measures such as bus lanes to improve bus performance on certain strategic routes such as Cranbrook Road and Ley Street and Fremantle Road. The Council is analysing the proposals and is likely to want to proceed with the schemes that have the smallest difference to road users but the biggest improvement in bus performance.

Works to Little Heath is also in design, the Council and TfL want to remove the bus stand on Barley Lane and commission the stops at Little Heath. This will improve bus performance and reduce disruption with the removal of the bus stand. Additional works are also being considered at Little Heath such as a one-way system to improve the traffic flow during school pick up and drop off times.

Project Name	Scheme Description	Funding (£m) 25-26	Funding (£m) 26-27	Funding (£m) 27-28
Ley Street	Benton Road to Perth Road bus lane	0.075	0	0
Cranbrook Road Northbound	Park Avenue to Northbrook Road bus lane	0.075	0	0
Cranbrook Road Northbound	Bramley Crescent to Beehive Lane bus lane	0.086	0	0
Fremantle Road	By Trinity Road bus lane	0.075	0	0
Fremantle Road	Bus priority by High Road	0.017	0	0
Cranbrook Road	Icknield Drive to Headley Drive Bus Lane	0.086	0	0
Little Heath	Bus stand removal and bus stop works	0.098	0	0



# Additional Funding

Transport for London have included two additional competitive bidding streams, Borough Safer Streets, and Better Bus Partnerships.

The Borough Safer Streets funding stream allows boroughs to competitively bid for up to £5m over the three-year period to tackle the highest priority locations for road danger and that will have the greatest road safety benefit. The schemes will revolve around reducing speed limits, traffic calming and junction and crossing improvements for both pedestrians and cyclists.

The Better Bus partnerships funding focuses on improving bus journey times and creating a system of increased bus patronage through developing local opportunities from challenges. Boroughs play a key role in delivering better bus journey times because 70% of the strategic bus network uses borough roads.

The borough is also committed to working with the Bus Partnership Forum and working with Transport for London’s Network Coordination and Permitting team to identify roadworks on bus routes that cross multiple boroughs and working with utilities to reduce the impact of their works. This in turn will improve bus reliability across the network and ensures how works in other boroughs can affect bus timeliness in Redbridge.

Project Name	Scheme Description	Funding (£m) 25-26	Funding (£m) 26-27	Funding (£m) 27-28
Borough Safer Streets	Road safety and crossing improvements in south of the borough	1	2	2
Better Bus Partnerships	Development of a bus route between Hainault and Goodmayes, alongside improvements on the Barley Lane and High Road junction	1	4	5





London Borough of  
**Redbridge**



# External Grant Electric Vehicle Charge Points



Keep Redbridge Moving



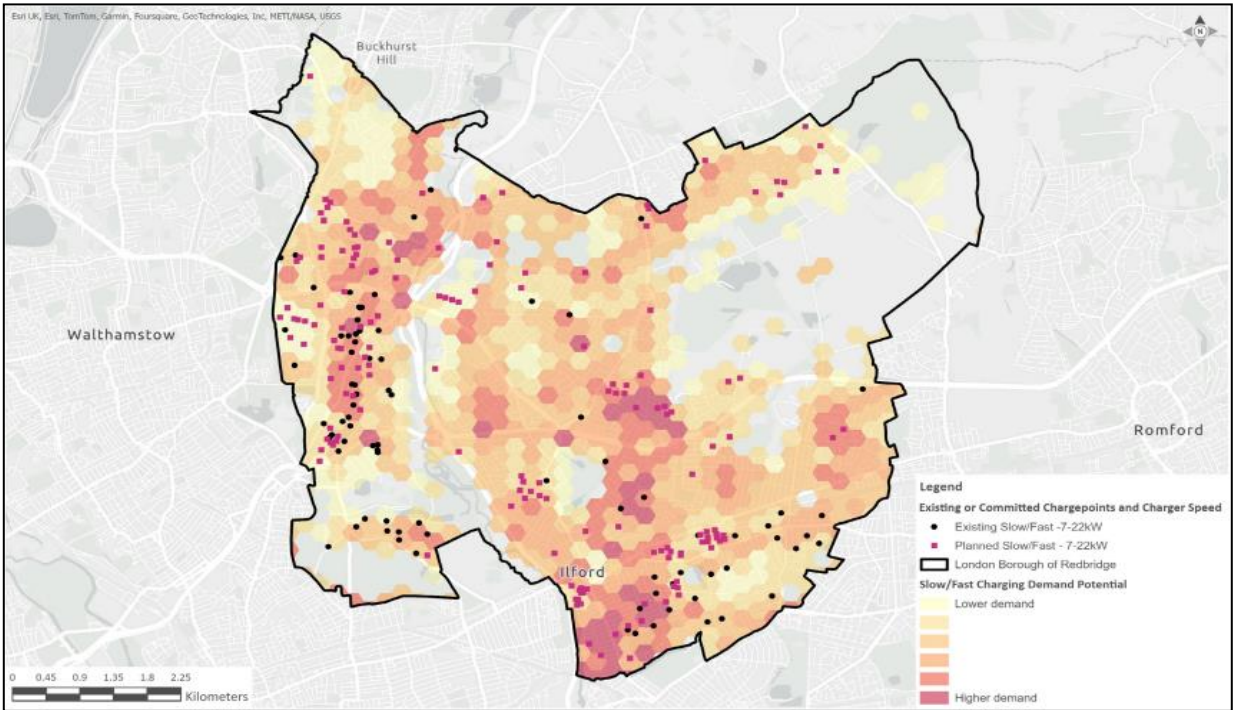
# Overview

The Electric Vehicle (EV) Strategy for Redbridge was approved by by Cabinet in Summer 2024. The strategy looks at the borough’s current position in EV infrastructure, current and potential future demand of EV use in the borough, the national context, and through that delivers a detailed action plan to make sure the Council can build a comprehensive EV network for its residents.



New charger installed on Rochford Avenue

Redbridge residents are transitioning to EV and plug-in hybrid vehicles in line with other high transitioning boroughs across London. This demand is seen right across the borough and therefore installation of more charge points is needed. The Council aim to have at least 1,000 charge points by the end of 2026, the Council is on course to achieve this. The Council has also made a commitment to have residents a five-minute walk away from a charge point by 2026 and a three-minute walk away from a charge point 2030 all of which the internal and external grant funding will contribute towards.



Map of existing and planned charge points in the borough overlaid with a demand analysis





The Council has been incredibly successful at securing grants for the installation of Electric Vehicle Charging Points. To date, the Highways team have managed to secure up to £8.459m of grant funding to install and continue to expand its charge point provision across the borough to meet and grow demand.

The grants come with certain conditions and specifications of what charge points can be installed and where. The Council have been adhering to statutory consultation guidelines to ensure all charge points are consulted on before being installed and amendments made where possible. Feedback from partners have been that there has been a good usage of the charge points and as the transition to Electric Vehicles and Plug-In Hybrids continues, these charge points will be utilised at a greater rate.

Project Name	Scheme Description	Funding (£m)
OZEV EV Charging Points	Grant funding for slow charge points attached to lamp columns.	0.744
UBER EV Charging Points	Grant funding for fast charge points that have their own post charge point.	1.133
LEVI Pilot Grant	Grant funding for accessible charge points, the charge points are not limited to those with blue badges or disabilities but can be used by everyone.	0.818
LEVI Infrastructure Fund	Grant funding for a mixture of charge point types to meet current and future demand.	5.800

To date all EV infrastructure delivery has been through these grants. They offer value for money, whereby they consist of a public-private partnership funding model and a return on investment. This funding model also means that these charge points are installed at no cost to Redbridge Council and that residents, businesses, and commuters will reap the benefits and be allowed to travel in cleaner and greener vehicles contributing to improved air quality across Redbridge.

# OZEV Fund

This bid supports the development and rollout of Electric Vehicle charging points across the borough and is a first step in contributing to the pollution reduction targets in London. The bid involves surveying and installing up to 310 charge points in the financial year, utilising lamp columns that are at the front of the footpath for safe vehicle charging.

£0.558m has been awarded from the Office for Zero Emission Vehicles and this covers 75% of the project cost. The tender process has obligated the Charge Point Operator to fund the remaining 25% of the capital cost (min £0.186m) to deliver 310 electric charge points within the Borough. At the time of this report 182 charge points out of the 310 have been installed and the aim is to complete this programme within the 2025/26 financial year.

# UBER Fund

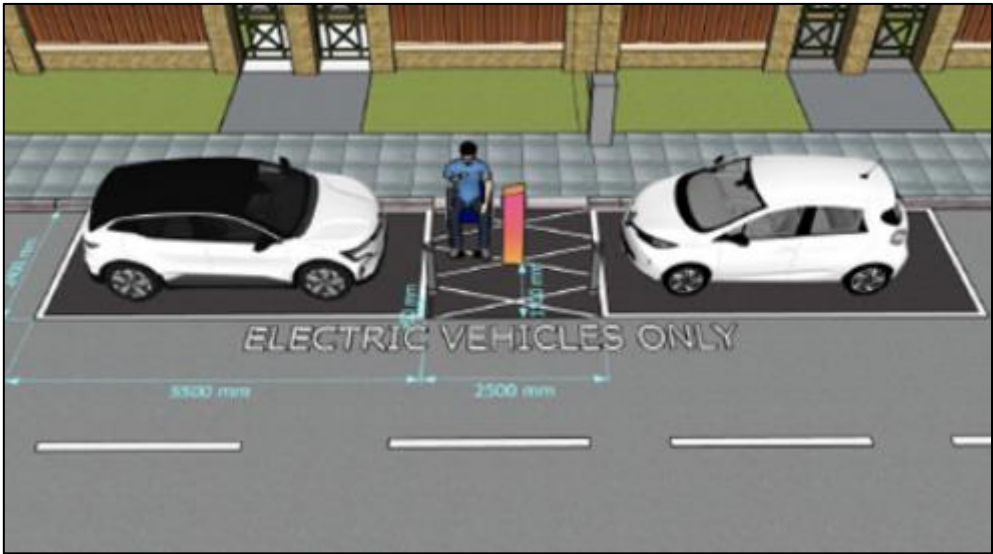
Grant funding has been received from UBER to Redbridge, Newham, and Brent to install approximately 750 fast charge points across the three boroughs. The charge point operator will be contributing up to 50% of the charge point installation cost to top up the grant. Between 87 and 174 of those charge points will be within Redbridge with a maximum value per charger of £6,500. The locations installed to date target areas that did not have charge point provision and the remaining areas will focus on expanding the network of coverage of charge points in the borough,

Works are currently on-going with the delivery of these charge points and over three quarters of the points have been installed across the borough. The programme will be completed in the 2025-26 financial year.

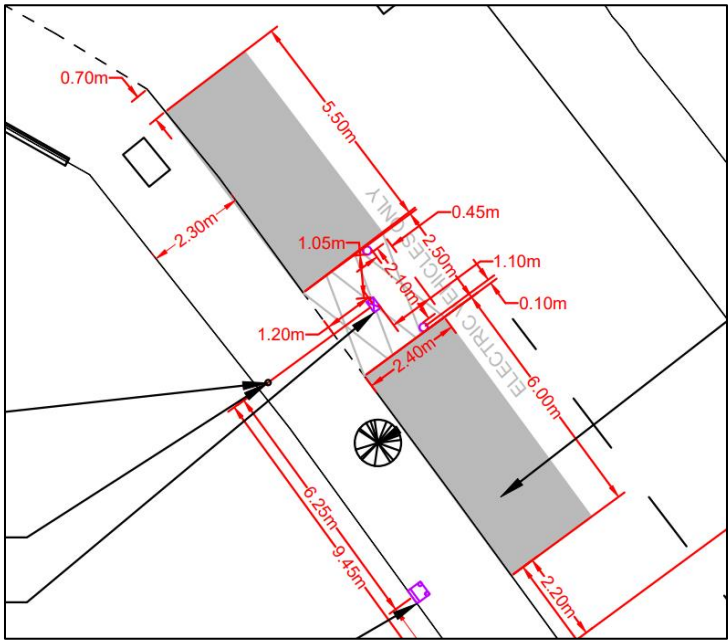


# LEVI Pilot Fund

The LEVI Pilot fund has already been awarded to the Council, and the Council is looking to go out to consultation in a number of areas across the borough on installing these charge points and envisages on using the full grant this financial year. These charge points can be used by anyone but are particularly adapted to those with disabilities and adhere to all disability standard installation regulations. The pilot aims to test the charge point use and provide feedback on its usage whilst allowing for any future adaptations in design.



Example of design sketch of an accessible charge point



Example of design drawing of accessible charge point



# LEVI Infrastructure Fund



The London Boroughs of Redbridge, Newham, and Waltham Forest have formed a partnership, known as the London Partnership 8, to secure funding for Electric Vehicle Charge Point (EVCP) services.

The Department for Transport’s (DfT) Office for Zero Emission Vehicles (OZEV) has awarded the partnership £4,327,000 to support the installation of EV charge points across the three boroughs.

To deliver this programme, the partnership will undertake a procurement process to select one or more providers who can offer match funding. This funding will enable the installation of at least 1,375 EV charge points across the three boroughs.

This project will see the Council’s commitment of installing 1,000 charge points by the end of 2026 complete and also contribute to the target of a resident being a three-minute walk away from a charge point even closer. The table below provides a breakdown of the charge points that will be installed in the borough through this funding.

Device type	% of Type of Charge Point	Minimum number of sites	Estimated Cost per device	Estimated Total cost	Source
Single socket 7kW	5%	20	£15,000	£300,000	LEVI Capital + match funding
Dual-socket 7kW	39%	150	£15,000	£2,250,000	LEVI Capital + match funding
Dual-socket 22kW	16%	60	£15,000	£900,000	LEVI Capital + match funding
Rapid 50kW	9%	10	£55,000	£550,000	Match funding
Slow lamp column charger <7W	31%	400	£4,500	£1,800,000	LEVI Capital + match funding





London Borough of  
**Redbridge**

# External Grant Ilford Arrival





The key aspects of the Ilford Arrival project will involve revitalising the River Roding by enhancing the adjacent habitat, expanding access to the Roding and the green spaces around it as well as improving climate resilience.

The new cycling route will provide a safe space for cyclists to get to Ilford town centre in a bi-directional segregated cycle lane under the A406 flyover to Chapel Road. The route will then link to existing routes that go along Roden Street to take cyclists through to Ilford Town Centre or link to the C42 cycle route that takes cyclists to Barking.





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