

London Borough of
Redbridge

Highway Maintenance Transparency Report

Technical Annex

2026/27

B1 Funding and spending

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

Capital Funding

Table 1: Capital funding allocation sources by year

Funding sources		2024/25	2025/26	2026/27*
DfT	Highway maintenance capital allocation	£0.262m	£1.068m	£1.811m
	Other capital allocated to highway maintenance	-	-	-
Other government capital allocated to highway maintenance		-	-	-
Other capital allocated to highway maintenance		£6.595m	£8.450m	£7.744m
Total capital funding allocated for highway maintenance		£6.857m	£9.518m	£9.555m

Spending

Redbridge Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	Yes
---	-----

Table 2: Total capital and revenue highway maintenance spend

Funding stream	2024/25	2025/26	2026/27*
Total capital spend	£4.157m	£7.974m	£9.555m
Total revenue spend	£5.982m	£6.057m	£7.000m
Total spend	£10.139m	£14.03m	£16.73m

In 2024/25, Redbridge reported £1.63m of capital programme slippage across major resurfacing and highway structures projects. The deferred expenditure has been carried forward into 2025/26 and represents the majority of the underspend reported for the year.

Carriageway maintenance spend

Table 3: Carriageway spend by maintenance type

Maintenance type	2025/26		2026/27*	
Planned maintenance	Capital	Revenue	Capital	Revenue
Preventative carriageway maintenance	-	-	£0.323m	-
Structural carriageway maintenance	£4.904m	-	£5.851m	-
Planned carriageway repair / patching programmes	-	-	-	-
Reactive carriageway maintenance				
Temporary repairs	-	£0.018m	-	£0.008m
Permanent repairs	-	£0.596m	-	£0.553m
Reactive carriageway repairs / patching (total)	-	£0.614m	-	£0.561m
Other carriageway spend	-	£1.603m	0.250m	£1.826m
Total carriageway spend	£4.904m	£2.217m	£6.424m	£2.388m

Other carriageway-related expenditure includes:

- Road markings maintenance
- Annual carriageway condition surveys
- Verge maintenance and grass-cutting activities associated with the highway network
- Winter service activities
- Other reactive carriageway maintenance activities not attributable to patch repairs.

B2 Maintenance activities

Table 4: Road resurfacing and surface treatment quantities

FY	Planned Maintenance			Reactive Maintenance	
	Preventative	Structural	Patching	Permanent	Temporary
2025/26	0 km	11.75 km	0 m2	11,365 m2	461 m2
2026/27*	0.744 km	10.95 km	0 m2	9,822m2	183 m2

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.	Yes
---	-----

B3 Pothole repairs

This section sets out how Redbridge identifies and repairs potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions

Intervention criteria

As Redbridge manages highway defects through a risk-based inspection and assessment process. Defects are categorised according to their location, network hierarchy and potential impact on highway users. Investigatory levels are used to identify defects that may present a risk. Once identified, defects are assessed to determine whether intervention is required and the appropriate response timescale. Factors such as defect size, location and usage levels inform this assessment, and response time may vary dependant on the context of the defect. Defects that exceed investigatory levels and pose a significant risk to public safety are prioritised for repair.

Table 5: Defect categories and investigatory levels

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Carriageway potholes and loss of surface	40mm vertical face depth	Road hierarchy, traffic volume, location, cycle activity, pedestrian activity and risk assessment	P1: 2 hours	P2: Next working day, P3: 3 working days, P4: 28 working days, P5: Planned repair
Cycle lanes and crossing points	20mm vertical face depth	Higher risk to cyclists and pedestrians	P1: 2 hours	As determined by risk assessment
Defects below investigatory level	Below threshold	Monitored through inspections and customer reports; may still be actioned if risk warrants intervention	N/A	Monitored and reviewed

Table 6: Defect priority response times

Priority Category	Response Time
Priority 1	Make safe or repair in 2 hours
Priority 2	Repair by next working day
Priority 3	Repair within 3 days
Priority 4	Repair within 28 days
Priority 5	Programmed for planned repair

Potholes maintenance

Description	Potholes
Number of potholes filled in 2025/26	2467
of which, Redbridge estimates were resolved using the following approaches:	
Planned repair / patching	[No data held]
Planned structural	[No data held]
Temporary reactive repairs	572
Permanent reactive repairs	1895

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.

Redbridge follows a prevention-first approach. Reactive pothole repairs are supported by planned patching, discrete repairs and carriageway resurfacing programmes identified through condition surveys, safety inspections and asset management prioritisation. The Council seeks to intervene at the optimum point in the asset lifecycle to minimise future deterioration and reduce whole-life costs.

The number of potholes filled has been estimated from reactive maintenance records, based on jobs where potholes are referenced within the work description. Data is not held on the number of potholes addressed through the Find and Fix program, planned patching, resurfacing or reconstruction schemes, where defects may be remedied as part of wider maintenance activities. Consequently, the reported figures may not capture all potholes resolved during the reporting period.

Prices of pothole interventions

Unit cost (permanent pothole repair)	£52.42 £/m ²	Unit cost (temporary pothole repair)	£39.93 £/m ²
--------------------------------------	-------------------------	--------------------------------------	-------------------------

Pothole repair costs are based on the schedule of rates agreed with the Council's term maintenance contractor. As potholes can vary considerably in size, depth and complexity, repair costs can differ significantly between locations. The values presented are therefore indicative estimates only and should not be considered representative of all pothole repairs undertaken within the borough. For the purpose of this assessment, a pothole is considered to be 1 square meter repair area.

Permanent repairs are undertaken using hot asphalt and saw-cut repair methods in accordance with HAMP treatment selection criteria.

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
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

Evidence Summary

Redbridge works closely with its term maintenance contractor to ensure that repair specifications and delivery processes are appropriate to local network conditions and asset management objectives. Repair methods are selected according to the nature, severity and location of defects, with the aim of achieving durable and cost-effective outcomes.

Repair methodologies and specifications are based on asset life cycle planning to ensure that repairs are undertaken using appropriate materials and techniques to maximise asset life and reduce the need for repeat treatments.

The quality and suitability of completed repairs are monitored through routine inspections, contractor performance management processes and supervisory checks to ensure works are delivered in accordance with the Council's specifications and standards.

Additional Information

Redbridge prioritises preventative maintenance and planned resurfacing programmes to reduce reliance on reactive repairs and improve long-term network condition.

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

Evidence Summary

Members of the public can report potholes and other highway defects — including damaged footways, drainage issues, obstructions and street lighting faults — through Redbridge's online Report-It portal on the Council website. Reports made by members of the public are logged in our asset management system Confirm and are considered in the capital maintenance prioritisation process.

Additional Information

Redbridge provides an online highway defect reporting tool that enables residents to report defects and service issues directly to the Council. Defects can be reported by [the Report-It Portal](#).

B4 Highway structures

Description	
Number of highway structures maintained by Redbridge	76
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	15
Number of GIs carried out in 2025/26	15
Principal Inspections (PI)	
Number of structures due a PI in 2025/26 in accordance with CS450	15
Number of GIs carried out in 2025/26	12

B5 Asset management

This section focuses on asset management practices that underpin how the authority 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

Redbridge Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	Yes
---	-----

Redbridge has adopted its Highway 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 sets out various aspects ranging from performance objectives and financial strategies to lifecycle plans and sustainability commitments.

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

- [Highways Asset Management Plan Webpage](#)
- [Redbridge Highway Asset Management Strategy and Plan](#)

Redbridge’s HAMP was last updated in:	FEB / 2024
---------------------------------------	------------

Redbridge confirms that its Highways Asset Management Strategy and Plan will be reviewed and updated by October 2026. A review is programmed for September to October 2026 to align with the revised Well-managed Highway Infrastructure: A Code of Practice (2026).

Redbridge follows ISO55000 asset management principles and the Well Managed Highway Infrastructure Code of Practice.

Asset data

Redbridge 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 current status of inventory and condition data held for each key asset type.

Table 7: Information on quality of highway asset data held

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

Asset	Asset inventory	Condition data
Street lighting	Full	Full
Traffic signals	TfL maintain traffic signals across London	

Redbridge maintains a comprehensive asset inventory and condition data for its highway assets. Asset condition data is collected through a programme of inspections and surveys, including but not limited to annual carriageway and cycleway condition surveys, routine footway inspections, highway structure inspections on cycles ranging from one to six years, street lighting inspection and testing programmes, and annual risk-based drainage inspections.

The frequency and extent of data collection are set out within the Council’s Highways Asset Management Strategy and Plan (February 2024) and support effective monitoring of asset condition and network performance.

Asset data integration and management

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

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	
Single digital platform or a set of connected platforms used across service	Yes
Other	

Asset inventory and condition data are managed primarily through the Confirm asset management system, which supports carriageway, footway, street lighting and drainage asset management activities. Highway structure data is managed through BridgeStation and used alongside Confirm to support asset management decision-making. These systems support lifecycle planning, investment prioritisation, risk-based maintenance, performance reporting and the development of short- and long-term works programmes, as set out in the Council’s Highways Asset Management Strategy and Plan (February 2024). Certain asset groups, including trees and street furniture inventories, are managed through separate systems.

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

Redbridge uses lifecycle planning and investment modelling to support maintenance investment decisions across its carriageway, footway, drainage lighting and structures

assets. Lifecycle plans consider current asset condition, performance, maintenance requirements and long-term funding needs, enabling the Council to identify appropriate intervention points and optimise whole-life asset value.

Lifecycle planning also helps the Council coordinate investment across different highway asset groups, enabling maintenance activities to be delivered efficiently while targeting resources towards assets presenting the greatest need and risk.

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	Yes

Performance indicators for Redbridge's highway assets are defined within the Highway Asset Management Plan (2024). Asset condition and performance are monitored through annual condition surveys and analysed using the Council's asset condition and performance dashboard, which tracks trends against established performance measures. Performance data is reviewed regularly and used to inform maintenance planning, prioritisation and investment decisions, helping to target funding where it will deliver the greatest network benefit. Redbridge also engages specialist consultants to undertake asset management reviews, works programming assessments and investment modelling to support continuous improvement and value for money across the highway maintenance service.

B6 Footways and cycleways

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
For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	2.64 Km
For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	0 Km
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, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
Structural maintenance / reconstruction (in km)	N/A
Preventative maintenance treatments (in km)	N/A

As Redbridge does not have any segregated cycleways within its network, the maintenance of cycle infrastructure is generally delivered through the Council's carriageway maintenance programmes.

Footways and cycleways are maintained using a hierarchy-based and risk-based asset management approach supported by routine inspections, condition surveys and asset data.

Redbridge operates a defined footway hierarchy which informs inspection frequencies, maintenance priorities and investment decisions. Defects identified through safety inspections, condition surveys and reports from members of the public are assessed and addressed in accordance with the Council's risk-based maintenance approach.

Priority footways and cycle routes are included within routine cleansing, vegetation management and winter service programmes to help maintain safe and accessible routes throughout the year.

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 8: Drainage maintenance expenditure by approach



Redbridge manages its highway drainage network using a risk-based approach that combines planned cyclical cleansing with reactive intervention, using asset data and maintenance records to target resources where they are most needed.

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?	Yes

Drainage assets are managed through the Council's Asset Management System, Confirm, which records gullies, inspections, flood locations and maintenance activities. Redbridge has also installed 100 gully sensors across the network using MAP16's 4G-enabled asset management technology. These sensors provide real-time monitoring of drainage performance and flooding hotspots. The sensor data supports proactive maintenance and improved flood risk management by enabling early intervention and informed decision-making.

B8 Skills and training

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

The Council adopts the IHE Well-Managed Highway Liability Risk Guidance (March 2017), which identifies the knowledge, skills and competencies required for highway maintenance and inspection activities. Where competency gaps are identified through performance reviews, appropriate training and development opportunities are provided.

Professional membership and continued professional development are supported for relevant highways staff. Redbridge also supports early career development through apprenticeship opportunities and other training initiatives.

Redbridge supplements its in-house asset management capability with specialist highway structures expertise provided through its Term Maintenance Contractor, ensuring appropriate professional competence is available to support the Council's structures asset management responsibilities.

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?	2025
Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes
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)?	No
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?	Yes

Which climate-adaptation measures are currently implemented on your network?	
Targeted drainage upgrades or maintenance	Yes
Natural flood management / SuDS	Yes
Targeted slope / ground stability / landslip mitigation	No
Heat resilient materials or surface treatments	Yes
Tree planting / shading for heat management	Yes
Other	Yes
None of the above	No

Climate resilience is embedded within Redbridge's Highway Asset Management Plan. The Council maintains a resilient network, utilises risk-based drainage management, targets investment in known flooding locations, and delivers drainage and SuDS improvements to improve network resilience. Climate adaptation and resilience considerations are incorporated into asset management, maintenance planning and emergency response arrangements. The Council most recently reviewed its resilient network in 2025 as part of the development of its proposed Lane Rental Scheme.

Whilst Redbridge does not currently benchmark greenhouse gas emissions from its highways maintenance service against a recognised industry standard, the Council and its Term Maintenance Contractor seek opportunities to reduce carbon emissions through efficient service delivery, minimising repeat visits and the use of lower-carbon materials where appropriate. There is an aspiration to formally embed carbon management and reporting requirements within future highway maintenance contract arrangements and to undertake learning as a borough to understand what lessons can be applied to increase the efficiency of our operations and support decarbonisation efforts.

B10 Innovation

Innovation forms a key part of Redbridge's approach to highway asset management and capital delivery, supporting the Council's objectives for climate resilience, carbon reduction and sustainable infrastructure. Through its collaborative NEC contract, Redbridge and its Term Maintenance Contractor work together to identify and implement innovative materials, techniques and delivery approaches that improve network performance while reducing environmental impacts. Both parties share a commitment to reducing carbon emissions and continually improving the sustainability of highway maintenance within the borough.

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?	Yes

Following the success of Redbridge's award-winning ACLA® low-carbon asphalt trial at Lodge Hill in 2024, which received an Green Apple Environment Award, the Council has continued to embed innovation within its highways programme. In 2026, Redbridge became the first London borough to trial EVO Zero near-zero carbon cement as part of the Heathcote Avenue eco-project, combining carriageway and footway resurfacing with flood alleviation measures. The scheme brought together multiple low-carbon innovations, including ACLA® asphalt, recycled plastic kerbs, organic topsoil, solar-powered temporary traffic signals, electric construction vehicles and HVO-fuelled plant. Together, these measures are estimated to save approximately 65 tonnes of carbon.

Examples of innovation adopted

Warm mix asphalt - Redbridge uses warm mix asphalt as per its standard resurfacing material which reduces the Council's carbon emissions as part of its road maintenance programme to comply with its wider goals on carbon reduction and net zero. This has a neutral cost and performance effect.

Injection patcher - Redbridge Council piloted a Jet Injection Patcher in periods between 2023 and 2024 that resulted in a cost-effective increase in pothole repairs which also led to a reduced carbon output due to not having to excavate and dispose of any material. Whilst not currently deployed as part of routine operations, the Council is exploring opportunities for further use of the technology.

Low-Carbon Asphalt Materials (ACLA®) - Following the successful trial of ACLA® low-carbon asphalt in 2024, Redbridge is continuing to explore and promote the use of lower-carbon materials where appropriate across its highway maintenance activities and flagship schemes

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. Redbridge 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?	Yes
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

Redbridge employs a Group Manager for Streetworks and Network Management who monitors and enforces the quality of utility works undertaken on the borough's highway network. The Council works closely with utility companies, neighbouring authorities and emergency services through regular streetworks coordination meetings to minimise disruption and improve network efficiency. Weekly reviews of planned utility and highway works are also undertaken to identify opportunities for coordination and inform the programming of highway maintenance activities.

Following Ministerial approval, Redbridge intends to commence a Lane Rental Scheme on 11 January 2027 to further reduce disruption caused by road and street works. A traffic sensitive review was undertaken to support this proposal.

A permit scheme review was also undertaken in 2025

B12 Highway contracts

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 example £/m ² of road surface treatments, or £/pothole repair) 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 your 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

Redbridge retains in-house technical capability to independently assess maintenance interventions, review defects, manage contractor performance and oversee programme delivery through its NEC4 highways maintenance contract.

Performance is monitored through defined contract KPIs, regular performance reviews and cost monitoring activities. The Council reviews unit rates and maintenance costs against historic performance and has previously benchmarked costs with neighbouring authorities to identify opportunities for efficiency and value for money. Redbridge aspires to continue benchmarking against neighboring authorities in the future.