

London Borough of
Redbridge



Highways Capital Programme

2026/27

Keep Redbridge Moving

Foreword

We have also delivered a number of new and improved pedestrian crossings at locations where the risk to pedestrians is greatest and where there is demand for them. These include the new zebra crossing on Manford Way, Horns Road, and York Road, and a new signalised crossing on Cranbrook Road, all of which respond directly to local concerns and improve accessibility for residents of all ages and abilities.



Manford Way zebra crossing

Tackling flood risk remains a critical challenge for the borough and London as a whole. We are prioritising flood mitigation measures on mapping of flood risk and actual accounts of historic property flooding, as well as using previous Section 19 reports to focus on priority areas. The teams are also collecting data on an on-going basis for any new flood reports we get in and tracking those trends. We continue to invest in innovative solutions that protect homes and communities while making best use of limited space. At locations such as Hermon Hill that is a high-risk location due to the basement flats, we have delivered flood alleviation schemes using Hydrorock blocks beneath the carriageway, reducing flood risk while retaining parking and highway capacity.



Hermon Hill hydrorock and permeable asphalt

Supporting the transition to cleaner transport is another key strand of our work. During the year we completed the ORCS and Uber electric vehicle charge point projects, helping to deliver our electric vehicle charging strategy and making it easier for residents to switch to electric vehicles.



New ORCS charge point

2026/27 Capital Programme

Capital Programme	Value (£m)	Funded By?
Borough Safer Streets*	2.000	Transport for London
Total	6.840	
DfT Highway Maintenance Funding (including incentive element)	1.811	Department for Transport
LEVI Pilot EV Grant	0.818	LEVI Grant / Private Funding
LEVI Infrastructure Fund	5.800	LEVI Grant / Private Funding
Ilford Arrival	3.000	GLA
Total	11.429	
Total Combined Funding 2026/27	31.119	

*Amount of funding bid from TfL



Future Capital Programme

Future Capital Programme	2026/27	2027/28	2028/29	2029/30	Total
	£m	£m	£m	£m	£m
Major Resurfacing Carriageways	3.500	3.000	3.000	3.000	12.500
Major Resurfacing Footways	1.200	1.200	1.200	1.200	4.800
Street Lighting Renewals			4.500	4.500	9.000
Street Lighting and Public Safety	0.750	1.100	1.300	1.400	4.550
Structures Renewal	1.800	1.100	1.100	1.200	5.200
Road Safety	1.500	2.000	1.500	1.500	6.500
Major Flood Alleviation and SuDS	1.100	1.200	1.200	1.200	4.700
Active Travel (conditional)	0.500	0.500	0.500	0.500	2.000
EVCP	0.750				0.750
Car Park Renewals	0.300	0.200	0.100	0.100	0.700
Grit Bins	0.250				0.250
Lakes in Parks	1.200	1.000			2.200
Total Internal Capital Programme	12.850	11.300	14.400	14.600	53.150
TfL LIP Bid 2025-2028	6.836	10.160	TBC	TBC	16.996
DfT Highway Maintenance Funding (including incentive element)	1.811	1.947	2.083	2.389	8.230
Combined Total	21.497	23.407	16.483	16.989	78.376



London Borough of
Redbridge



Asset Renewals Surfacing and Structures

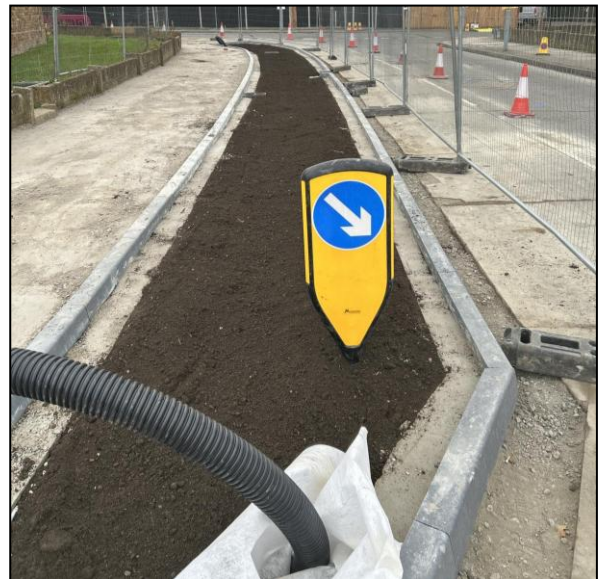


Keep Redbridge Moving

Overview

The Council and Kenson Highways won a Green Apple Award by being the first Local Authority within the M25 to use Low Carbon Materials ACLA mix at Lodge Hill which reduced the resurfacing schemes carbon output by 68%. The Council is now completing a full eco-scheme on the Heathcote Avenue, resurfacing the footway, the carriageway and installing rain gardens using electric vehicles or HVO fuel, and also using new eco-friendly materials to make the scheme as carbon neutral as possible. So far calculations show the scheme will save approximately 65 tonnes of carbon, which is equivalent to driving around the world ten times!

Photos of the progress works at Heathcote Avenue are below.



Carriageway Programme

Road Name	Ward	Estimated Value (£)	Forecast Year
Sydney Road	Fullwell	£49,830	2026/27
Chadacre Avenue	Clayhall	£74,799	2026/27
South Park Terrace	Mayfield	£193,990	2026/27
Cranbrook Road (Eastern Avenue to Holcombe Road)	Barkingside	£347,204	2026/27
Lynton Crescent	Valentines	£116,651	2026/27
Mayesford Road	Chadwell	£69,125	2026/27



Carriageway Programme

Reserve List

The carriageway resurfacing reserve list will be used where roads in the main programme have to be deferred due to extensive utility works, development works or other factors that mean the works need to be postponed to the following financial year.

The reserve list also includes the provisional inclusion or surface dressing preventative maintenance programmes to align with DfT best practice on non-residential roads in the borough.

Road Name	Ward	Estimated Value (£)	Forecast Year
Hainault Road	Aldborough	TBC	Reserve 2026/27 – surface dressing
Forest Road	Aldborough	TBC	Reserve 2026/27 – surface dressing
Lake House Road	Wanstead Park	TBC	Reserve 2026/27 – surface dressing
Whitehall Lane	Monkhams	£275,206	Reserve 2026/27
Princes Avenue	Monkhams	£318,173	Reserve 2026/27
Wanstead Park Road	Cranbrook	£328,657	Reserve 2026/27
Ilford Lane (part)	Loxford	£295,786	Reserve 2026/27
Barley Lane (Part)	Seven Kings	£251,851	Reserve 2026/27
Albemarle Gardens	Valentines	£196,371	Reserve 2026/27
Wallington Road	Seven Kings	£94,797	Reserve 2026/27
Vicarage Lane	Newbury	£332,019	Reserve 2026/27



The Council has carried out both General and Principal Inspections of its structures in line with its inspection and maintenance schedule and has planned capital works accordingly. Bridgestation is used by the Council to log inspections and generate a prioritised list of defects for repair. This approach ensures that defects are addressed, and structural components are renewed to maintain the assets in good condition.

All General and Principal Inspection reports have now been received, and the system is ranking repairs identified from inspection and defect records. Minor repairs will be funded from the revenue budget, while renewals will be covered by this capital budget. This capital budget excludes Broadmead Bridge.

The capital programme will emphasise renewals and major works on the Council’s structures to enhance the overall condition score. This also includes retaining walls and culverts, which are inspected and maintained by the Council, and these works will also be prioritised using Bridgestation and scheduled during the financial year.

The Principal Inspection of George Lane highlighted that further work is required to renew the waterproofing of the structure to protect it from deterioration as well as renewing certain elements of the deck of the bridge during the waterproofing works. This work will begin in 2026/27 starting with further surveys and enabling works and will continue for some time due to the extensive nature of the work and liaising with Transport for London for any track closures required.

Structure	Ward	Works
George Lane	South Woodford	Stair replacement, deck reconstruction, joint renewals, and waterproofing

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A photograph of a residential street in Redbridge. The street is paved with red bricks, and a zebra crossing is visible in the foreground. The houses are two-story terraced buildings with white window frames. The sky is blue with scattered white clouds. A person is walking on the sidewalk in the distance.

Traffic Calming and Road Safety



Keep Redbridge Moving

Overview

The Council's road safety engineering team and its partners Kenson Highways have had have delivered numerous schemes in 2025/26. These include a programme of traffic calming measures designed to tackle speeding, with speed humps installed on a number of roads where concerns had been raised by residents and ward Members. Locations where these measures have been delivered include Belgrave Road, Atherton Road, Neville Road, Addison Road, Kingsley Road, Trelawney Road, Trehearn Road and Saltash Road. In addition to these schemes, the Council has implemented a new Road Safety Zone in the Goodmayes area, providing a comprehensive package of traffic calming and pedestrian safety measures in a high-demand location.

As part of its ongoing programme, the Council has also introduced new zebra crossings to make walking safer and easier at key locations as part of a wider area road safety improvement programme. These crossings have been installed on Horns Road, York Road and Manford Way as well as a new signalised crossing on Cranbrook Road by Martley Drive. On Manford Way, additional measures have been taken following a tragic pedestrian fatality near the junction with Brockett Way. A new raised table and redesigned crossing have been installed to reduce speeds, create a safer point to cross, and prevent similar incidents in the future. This scheme reflects the Council's Vision Zero principle that no death on our roads should ever be accepted as unavoidable.

The Council has completed the signalised crossing on Ilford Lane by Cecil Road and subsequent Copenhagen style side road crossings to improve pedestrian safety with rain gardens. The other signalised crossing by Britannia Road is currently in progress and due for completion in March 2026. Both of these junctions feature in the Council's top areas for KSIs, with a reported KSI every two weeks on Ilford Lane.



Ilford Lane junction with Cecil Road

Road Safety – Schemes

The below list of road safety schemes 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 or junction and crossing improvements. This is to reduce the likelihood of speed related incidents and provide safer opportunities for walking in the borough.

Road Name	Ward	Scheme Type	Stage in 2026/27
Margaret Way	Clayhall	Traffic calming	Build
Stainforth Road	Newbury	Traffic calming	Build
Hertford Road	Newbury	Traffic calming	Build
Redbridge Lane East	Clayhall	Traffic calming	Build
Whitehall Road	Monkhams	Traffic calming	Design
Mill Road & Prior Road	Ilford Town	Traffic calming & crossing improvements	Build
Spratt Hall Road	Wanstead Village	One way system	Design
Cranbrook Primary School - The Drive	Cranbrook	Installing traffic signals	Design
Ley Street – Wards Road	Valentines/Newbury	Zebra crossing upgrade	Build
Cranbrook Road – Headley Drive	Barkingside	Junction improvement	Build
Craven Gardens – Craven Court	Fairlop	Installing traffic signals	Design
George Lane by South Woodford station	South Woodford	Installing traffic signals	Design
High Road by Montpelier Gardens	Chadwell	Installing traffic signals	Build
Perth Road – Coventry Road	Valentines	Junction upgrade and installing zebra crossing	Build
Aldborough Road North – Roy Gardens	Aldborough	Junction improvement	Build

Road Safety – Size Road Zebras

The proposed side road zebra crossings, which use black and white markings at junctions without belisha beacons, are modelled after similar schemes across Europe and are intended to address the gap between the Highway Code and actual driver behaviour.

Notably, trials in Manchester and Westminster have demonstrated positive impacts on both driver behaviour and pedestrian safety, and the Welsh Government has fully approved the use of such crossings



Side Road Zebra example – Manchester

The below list of areas are areas that the Council want to explore under Experimental Traffic Orders to improve compliance to the Highway Code and provide more safety to pedestrians on busy roads. The Council will monitor the areas pre-implementation and post-implementation and contribute to studies on the installation of side road zebras.

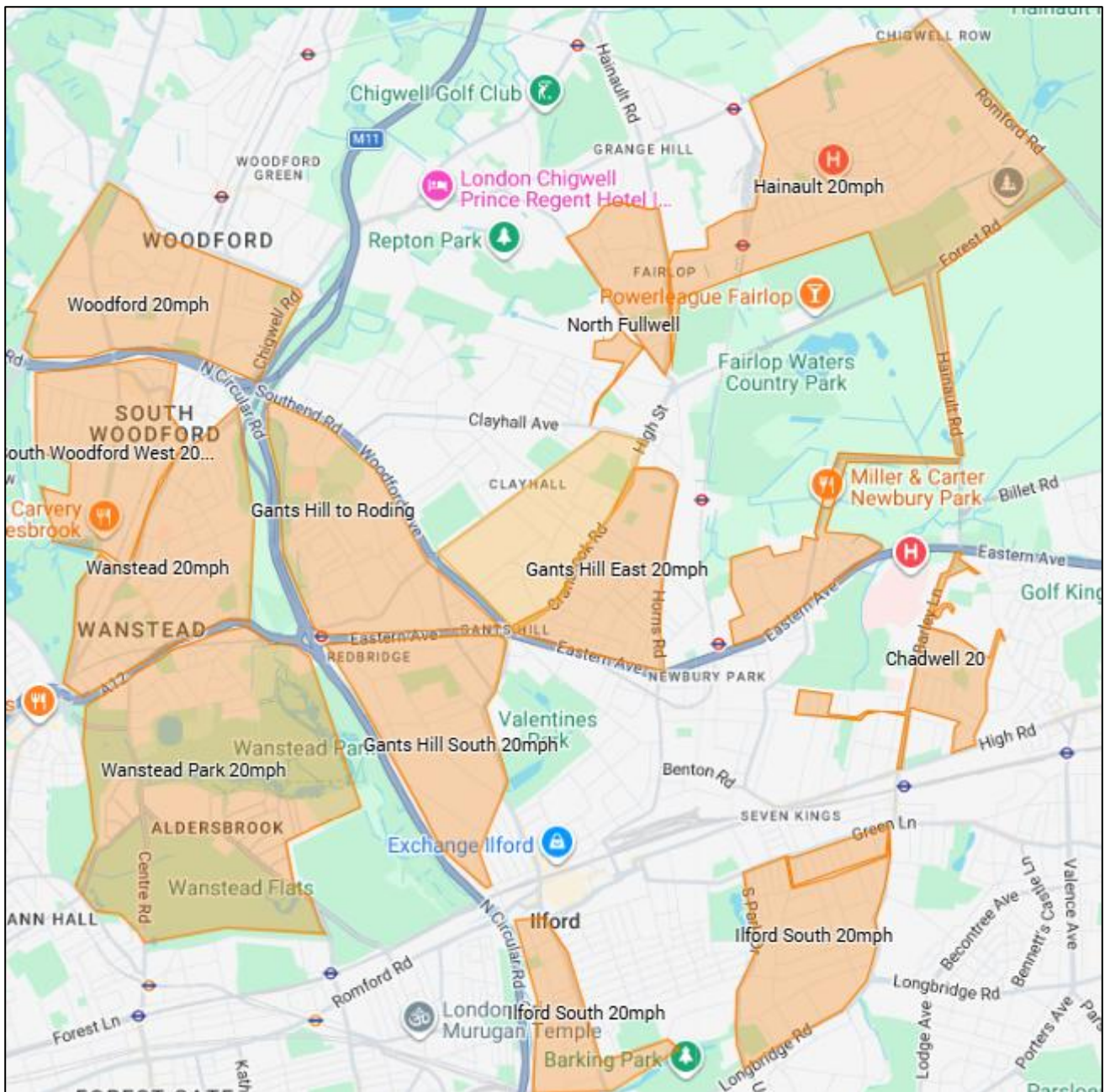
Road Name	Ward	Stage in 2026/27
Barkingside High Street – Horace Road	Clayhall	Build
Wanstead High Street – Grove Park	Wanstead Village	Build
Wanstead High Street – Grosvenor Road	Wanstead Village	Build
George Lane – Marlborough Road	South Woodford	Build
Seven Kings High Road – St Albans Road	Seven Kings	Build
Manford Way – Bearing Way	Hainault	Build
Green Lane – Hazeldene Road	Wanstead Village	Design
Huntsman Road – Harbourer Road	Cranbrook	Design



Road Safety Zones

As part of its draft Sustainable Strategy the Council has committed to the implementation of road safety zones subject to consultation to increase the coverage of reduced speeds across the Redbridge road network. This has been demonstrated across London and other local authorities to reduce the severity of injuries and contribute to the goal of Vision Zero, which is the elimination of road deaths and serious injuries by 2041.



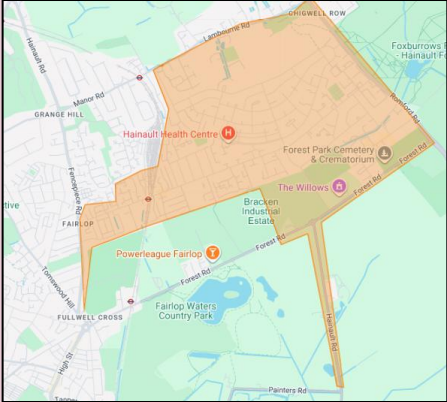
The areas are proposed to be delivered by a combination of internal capital funding and Transport for London LIP funding.



Map of future road safety zones

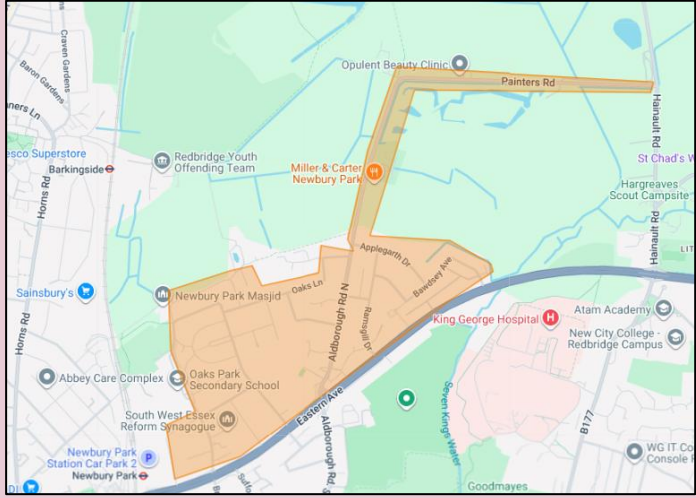
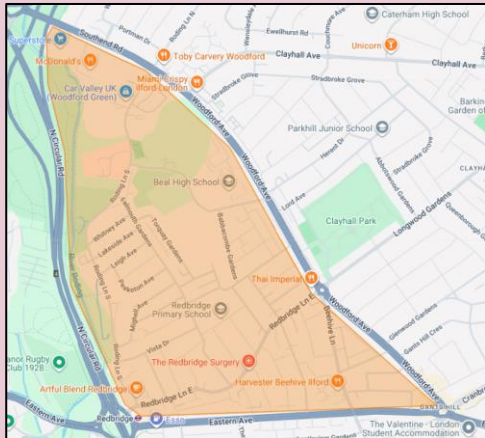
Road Safety Zones

The below is a list of road safety zones the Council is looking to progress in the 2026/27 financial year. The road safety zones will include speed reduction measures such as entry treatments and speed humps, this will enable the zones to be self enforced on roads that currently breach the enforcement threshold. These schemes are at different stages, and some of these still require formal decisions to be taken following consultation.

Zone Area	Map
<p>Wanstead South</p>	 <p>The map shows the Wanstead South Road Safety Zone, which includes areas like Wanstead Golf Club, Wanstead Park, and Aldersbrook. Key roads shown include Wanstead Rd, Lake House Rd, and Manor Rd. Landmarks such as the City of London Cemetery and Crematorium are also visible.</p>
<p>North Fullwell</p>	 <p>The map shows the North Fullwell Road Safety Zone, centered around North Fullwell and Fairlop. Key roads include Forestwood Hill and Forestwood Hill. Landmarks like Lidl, Powerleague, and Redbridge Fairlop are marked.</p>
<p>Hainault</p>	 <p>The map shows the Hainault Road Safety Zone, covering areas like Hainault Health Centre, Forest Park Cemetery & Crematorium, and Fairlop Waters Country Park. Key roads include Forest Rd and Forest Rd. Landmarks like Powerleague Fairlop and The Willows are also shown.</p>



Road Safety Zones

Zone Area	Map
<p>Newbury Park</p>	 <p>A map showing the Newbury Park Road Safety Zone. The zone is highlighted in orange and covers an area bounded by Painters Rd to the north, Hanauld Rd to the east, and the River Roding to the south. Key locations within the zone include Opulent Beauty Clinic, Miller & Carter Newbury Park, Redbridge Youth Offending Team, Newbury Park Masjid, Oaks Park Secondary School, South West Essex Reform Synagogue, and King George Hospital. Other nearby landmarks include Sainsbury's, Abbey Care Complex, and New City College - Redbridge Campus.</p>
<p>Chadwell Heath</p>	 <p>A map showing the Chadwell Heath Road Safety Zone. The zone is highlighted in orange and covers an area bounded by Eastern Ave to the north, Meade Ln to the west, and High Rd to the south. Key locations within the zone include King George Hospital, Atam Academy, New City College - Redbridge Campus, Goodmayes Hospital Sports Ground, The Therapy Clinic, Brookside, THE SPARTAN GYM, and Nando's Goodmayes Retail Park. Other nearby landmarks include Sky Driving School, Westwood Recreation Ground, and Tesco Extra.</p>
<p>Gants Hill West to Roding</p>	 <p>A map showing the Gants Hill West to Roding Road Safety Zone. The zone is highlighted in orange and covers an area bounded by Clayhall Ave to the north, Eastern Ave to the south, and the River Roding to the west. Key locations within the zone include Taby Carvery Woodford, The Redbridge Surgery, and Harvester Beehive. Other nearby landmarks include Beal High School, Clayhall Park, and Parkhill Junior School.</p>



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Active and Sustainable Travel



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Electric Vehicle Charging Points

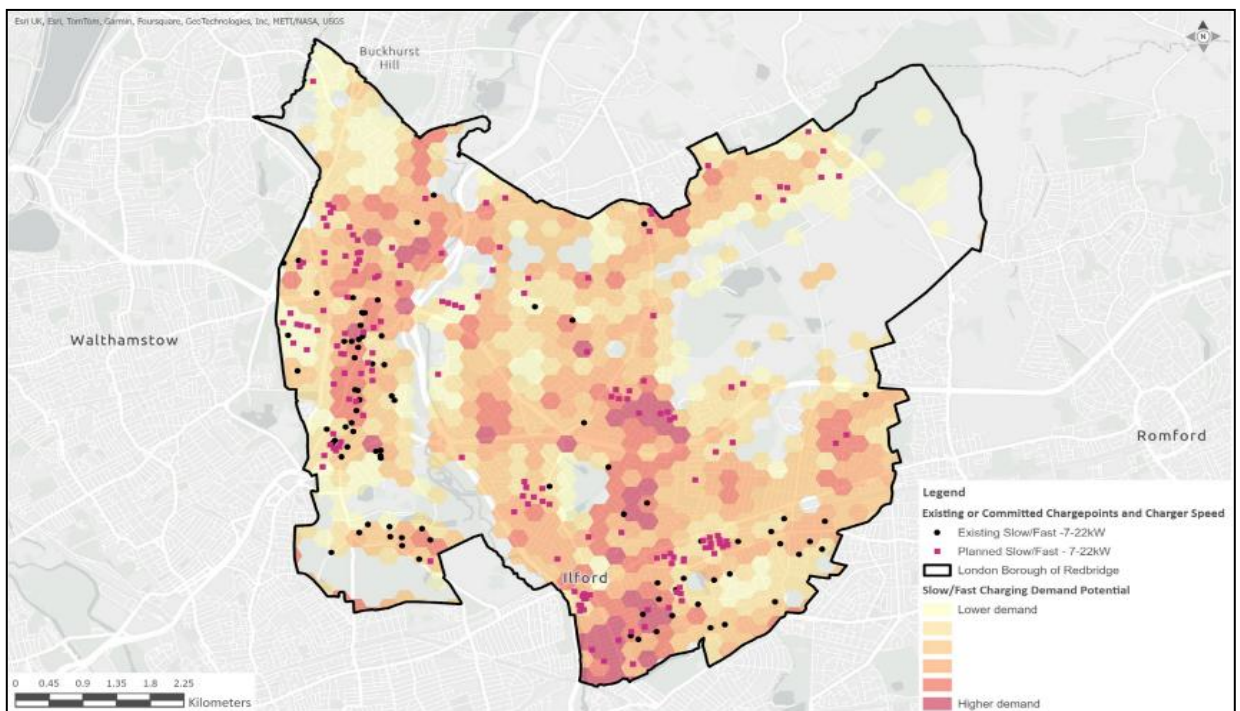


Keep Redbridge Moving

The Council is working towards the actions and goals of its Electric Vehicle Strategy. This strategy reviews the borough's existing EV infrastructure, assesses both current and projected demand for EV usage locally, considers the national landscape, and sets out a comprehensive action plan to ensure the Council develops a robust EV network for residents. The Council has completed the ORCS and UBER grant funded projects which has seen a large increase to the number of charging points across the borough.

Redbridge is seeing a shift to EV and plug-in hybrid vehicles, matching the pace of other leading London boroughs. This widespread demand highlights the need for more charging points. The Council has pledged that by 2026 all residents will be within a five-minute walk of a charge point, and by 2030 within three minutes, supported by both internal and external grant funding.

The internally funded capital will be used to renew charge points and invest in charging areas where demand is high and gaps in the current EV provision exist to help meet the Council's targets within the strategy. The funding will also look to unlock other commercial opportunities to reinvest back into the network.



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



Charge Point Funding

The internal capital provided by the borough will allow the Council to provide another phase of charge point rollouts in the borough as a combination of slow and fast charge points to meet the need of residents and businesses in places that have not been previously targeted.

The procurement will also include the novation of any charge points that are without a charge point operator for one reason or another and include the novation of any new charge points installed through housing developments upon initial contract expiry.

After the procurement, statutory consultations will take place where those new charge points will go and should approval be given, delivery of those charge points will take place.

Funding will be split from the £0.750m given to be used for new charge points and renewals of old charge points that do not meet current specification and regulations of distribution network operators. This will bring those charge points back into operation and available for use by residents, commuters, and businesses wherever those charge points are placed.

Project	Stages and Year	Description
New Charge Points	Procurement: 2026/27 Build: 2026-28	This part of the funding will deliver a series of new charge points to meet demand in car parks and other areas.
Charge Point Renewals	Procurement: 2026-*27 Build: 2026-28	This part of the funding will renew out of date and non-working charge points where operators' contracts have expired and are therefore non-operational.



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Borough Flood Alleviation

The Council has mapped its most prone risk areas to flooding and analysed the data from floods in 2021 and since then to map and prioritise flood alleviation measures, to tackle those areas that were worst hit by property flooding in 2021.

Redbridge Council has achieved a significant milestone in its efforts to tackle surface water flooding, announcing that more than 1.6 million litres of water can now be held at one time through a combination of sustainable and engineered flood alleviation measures installed across the borough. This investment in nature-based solutions and innovative drainage technologies is already delivering major benefits for residents, businesses and schools in some of the borough's highest-risk locations.

The latest milestone, being able to attenuate 1.6 million litres of water simultaneously, represents a major step change in how the borough manages rainfall. To put this figure in perspective, 1.6 million litres is equivalent to around 64,000 five-minute showers, based on an average electric shower using 25 litres per typical five-minute shower, or 8,889 of the typical 180 litre Council issued wheelie bin. This is water that, without intervention, might otherwise have pooled on roads, flooded basements, backed up drainage networks, or entered people's homes and businesses.

Works in Claybury Park have been completed to increase lake capacity and renewing the chamber and existing outlets, as well as the Natural Flood Management work to reduce the flow of water during heavy rainfall in the park will reduce flood risk to those living near the park and in the wider Clayhall catchment area.



From left to right: Claybury Pond chamber, Henley Road rain garden, and Dawlish Drive rain garden

Redbridge's success has been built on collaborative design, effective delivery, and the intelligent use of sustainable drainage systems, known as SuDS. Working in close partnership with trusted partners Kenson Highways and engineering specialists SANDS, the Council has introduced a wide range of new measures across the borough, combining traditional civil engineering with modern, environmentally friendly approaches.

These include rain gardens that collect and hold water in vegetated basins before slowly releasing it, attenuation tanks buried beneath the surface that temporarily store excess rainwater, and rejuvenated lakes and ponds that restore nature's original role in holding floodwater. A new pilot gravity chamber has been installed to direct water out that cannot get out of the existing outfall at the River Roding, reducing flood risk to thousands in the Clayhall area. In addition, Redbridge is pioneering new materials such as hydrorock, a stone-based product that absorbs and stores water below ground while allowing air flow, making it ideal for retrofitting into tight spaces. Permeable asphalt, which allows water to pass through the surface of footways and carriageways rather than running off into sewers, is also being used and expanded in appropriate areas.



Clayhall Gravity Chamber Outflow



Wellesley Road hydrorock installation

In many cases, these features are being integrated with wider infrastructure improvement schemes. Road junction improvements have been combined with new rain gardens, while public realm upgrades now include permeable surfacing and water-sensitive landscaping. This not only delivers flood resilience but creates greener, more attractive neighbourhoods for residents and road users alike.

Delivery & Innovation

The rain gardens installed to date have already shown their value, with noticeable reductions in localised flooding. Nightingale Lane’s rain garden also forms part of a redesigned junction, making it easier and safer for pedestrians to cross.

Beyond flood protection, the new planting has brought life to the area supporting pollinators and boosting biodiversity by providing year-round food and shelter for bees, butterflies, and other insects. The Council’s partner M Group installed two bee hotels under social value on Ley Street to support the newly thriving bee population at the location.



From left to right: Ley Street Bee Hotel, Ley Street rain garden, and the Nightingale Lane rain garden

Crucially, the locations for these flood alleviation interventions have not been chosen at random. They are based on the findings of the Council’s 2021 Section 19 Flood Investigation Report, which was commissioned in response to severe localised flooding following intense rainfall events. This report identified key flood hotspots across the borough, including areas with a history of surface water incidents and others shown by hydrological modelling to be at significant risk in future storms.

Redbridge’s progress feeds into a much wider regional picture. According to the London Surface Water Management Strategy, the capital needs to attenuate approximately 100 million litres of surface water to ensure it can cope with current and future climate change impacts. While Redbridge’s 1.6 million litres may seem a small contribution in that context, it demonstrates how local boroughs can lead the way and begin building resilience from the ground up. By taking action now, Redbridge is not only protecting its residents today but helping to reduce the strain on London’s wider drainage and river systems during major rainfall events.



Flood Alleviation Programme 2026/27

Project Name	Ward	Scheme Description
Claybury Broadway	Fullwell	Installation of permeable paving and Hydrorock within the parking bays.
Tomswood Hill	Fairlop	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.
Harewood Drive	Fullwell	Installation of rain garden.
Monkhams Lane	Monkhams	Multiple phases to reduce flood risk including rain gardens on Knighton Close and Drive, footway works on Monkhams Lane.
Northbrook Road	Valentines	Installation of rain gardens.
Seven Kings High Road – Spencer Road to Westwood Road	Seven Kings	Phase 2 - installation of permeable paving and Hydrorock within the parking bays.
The Glade – Fullwell Avenue	Fullwell	Installation of rain garden.
Lorne Gardens	Wanstead Village	Installation of rain garden.
Farley Drive	Seven Kings	Installation of rain garden.
Wellington Road	Wanstead Village	Installation of rain gardens.



Lakes in Parks 2026/27

In February 2025, the council approved investment over 3 years to make much needed improvements to its lakes in parks, to address issues relating to water quality, wildlife preservation, and biodiversity working alongside local groups and Thames21.

In the first year of the programme Valentines Lake, Goodmayes Lake, and South Park Lake has been dredged and siltex installed to reduce future silt deposits in the future. The programme will continue across the Council's lakes in parks by now introducing aeration and other techniques to sustain improved water quality.

Future years programmes will assess the potential naturalisation of the Cranbrook and other nature-based solutions for our lakes.



Valentines Lake dredging



South Park Lake dredging

Project Name	Ward	Scheme Description
South Park Lake	Mayfield	Installation of aerators and reed beds or other natural solutions to improve water quality
Goodmayes Lake	Goodmayes	Installation of aerators and reed beds or other natural solutions to improve water quality
Royston Gardens	Wanstead Park	Installation of surface run-off pollution capture sustainable drainage measures
Ilford Hill	Loxford	Installation of surface run-off pollution capture sustainable drainage measures
Cranbrook Stream	Aldborough	Further investigation of leachate and rectification
Fairlop Waters	Aldborough	Design and investigation for naturalising the river
Seven Kings Water	Aldborough	Design and investigation for naturalising the river
Hainault Lake	Hainault	Scope dredging and lake renewal



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Street Lighting & Public Safety



Keep Redbridge Moving

Street Lighting Renewals

The below list of lamp columns are on the reserve list and will be part of the structural testing programme. Should there be a high number of reds requiring columns to be cut down those roads will be swapped into the in-year programme to ensure there is adequate street lighting on that road.

Road Name	Ward	No. of Columns
Merlin Road	Wanstead Park	6
Heatherwood Close	Wanstead Park	6
Harpenden Road	Wanstead Park	13
Margaretting Road	Wanstead Park	5
Ingatestone Road	Wanstead Park	7
Prak Road	Wanstead Park	8
Woodlands Road	Wanstead Park	17
Blake Hall Crescent	Wanstead Park	10
Windsor Road	Wanstead Park	9
Belgrave Road	Wanstead Park	26
Richmond Way	Wanstead Park	5



London Borough of
Redbridge



TfL LIP & Non-LIP Programme



Safer Neighbourhoods and Corridors

The Council has developed in Safer Neighbourhoods and Corridor programme in line with Transport for London's Local Implementation Plan core and supplementary measures.

The Council are looking at an area-based programme which includes a combination of speed reduction measures, traffic calming, and installing additional crossing points to make roads safer in the borough.

The Council have completed numerous consultations on the below areas and are analysing the feedback carefully submitted by residents, except for Mornington Road, Woodford which is still in the design phase.

Subject to consultation the schemes below will look to be implemented where support was favourable, with any changes made to the detailed designs prior to implementation

Project Name	Scheme Description	Funding (£m) 2026/27
Woodford / Mornington Road	New crossing and road safety zone	0.050
South Woodford and Wanstead	Road safety zone including speed reduction and traffic calming measures	0.600
Hainault	Road safety zone including traffic calming measures	0.200
Gants Hill and Barkingside	Road safety zone including traffic calming measures	0.200
Community Active Travel Programme	Promotional activities and campaigns in in the community.	0.056
School Active Travel Programme	Promotional activities and campaigns in schools.	0.066



Cycle Network Development

The Council are working on a multi-year plan to connect cycle routes to each other, as well as connecting local town centres to parks, train stations and other town centres.

The routes proposed are in a mixture of development stages such as Cambridge Park is ready for build with some amendments required to meet the Department for Transport's new bus stop guidance for cycle lanes. Other schemes are either in detailed design or pre-liminary design stages where funding is being requested to progress those with Transport for London.

Project Name	Scheme Description	Funding Requested (£m) 2026/27
Cycle Parking	Boroughwide racks and lockers	0.064
Cambridge Park	Completion of multi-year scheme	0.800
Ilford to Seven Kings	Parallel route to A118	0.500
Forest Road	Provision of cycle route East/West	0.075
Fairlop Waters to Hainault	Link to Billet Road development and quarry through Forest Road	0.450
Snaresbrook Road to Woodford New Road	Parallel route to Woodford Road	0.500
A118 Ilford Arrival	Link cycle routes to Newham border	0.250



Bus Priority

The Council have a programme of measures to improve bus priority in the borough, ranging from accessibility improvements to improvements in bus timeliness.

The Council will be looking at the consultations completed in the 2025/26 financial year and implementing favourable schemes and making adjustments or re-designing other schemes where residents had concerns.

Proposed bus priority measures involve introducing hail and ride removals to promote consistency amongst the bus services as well as passengers waiting for buses and alighting from them. Also included is measures to improve bus priority on the A118 High Road as part of the Ilford Arrival scheme to complement the cycle lane, providing a holistic sustainable and active travel improvement scheme.

Project Name	Scheme Description	Funding Requested (£m) 2026/27
Bus Stop Accessibility	To improve accessibility of bus stops for wheelchair users, prams and other mobility impaired users.	0.025
Ley Street	Benton Road to Perth Road bus lane	0.075
Bus Route 364	Hail and ride removal	0.043
Bus Route 366	Hail and ride removal	0.043
Bus Lanes	Design and feasibility for various bus lanes in the borough	0.224
Little Heath	Bus stand removal and bus stop works	0.048
A118 High Road	Bus priority measures	0.450



Borough Safer Streets

As part of an additional Transport for London funding scheme Redbridge Council is completing a road safety zones and two additional signalised pedestrian crossings on Ilford Lane, one of which being a new sparrow crossing to help cyclists connect from the C42 route (Ilford to Barking) into Ilford town centre.

The Council has a multitude of schemes at various stages that it wants to implement south of the A12 to improve crossing points and implement measures to reduce speeding and therefore improve road safety.

The Borough Safer Streets funding will be vitally important to the Council achieving Vision Zero, the amount of funding that is available allows for bigger and area focused schemes to create safer spaces for residents and commuters.

As part of the Borough Safer Streets bid the Council will be putting forward its designs for crossing points such as on High Road by Montpelier Street, Ley Street and Perth Road signal upgrade, Perth Road and Coventry Road as well as a more comprehensive junction improvement at Perth and Coventry Road and another road safety zone in further east of the borough.

The road safety zone will look to design and implement, subject to consultation, traffic calming measures, a reduction of speed limits where appropriate, and other works to improve road safety in the Chadwell Heath area. There has been numerous representation from residents of concerns around speeding and road safety in the area.

Project Name	Scheme Description	Funding Requested (£m) 2026/27	Funding Requested (£m) 2027/28
Borough Safer Streets	Road safety and crossing improvements in south of the borough	2	2



London Borough of
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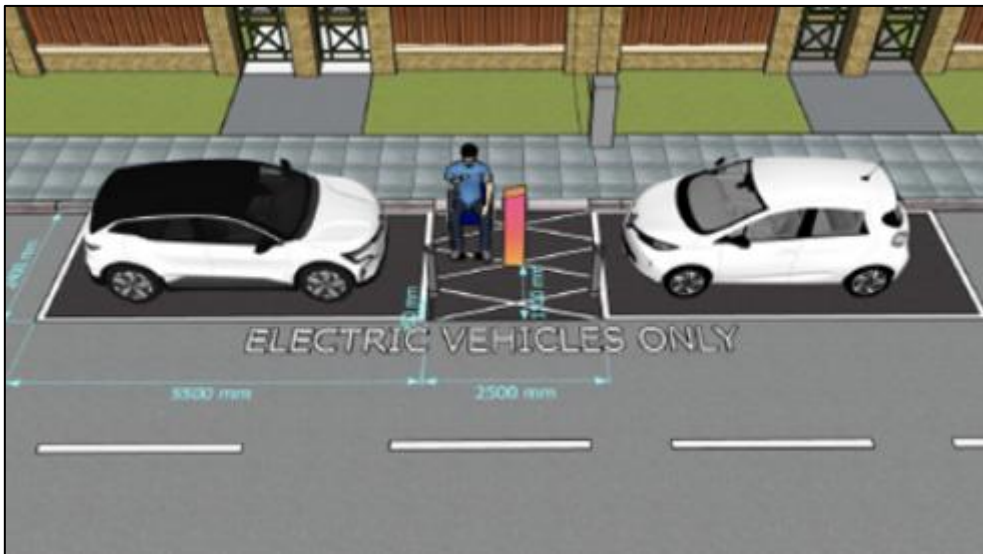


External Grant Electric Vehicle Charge Points

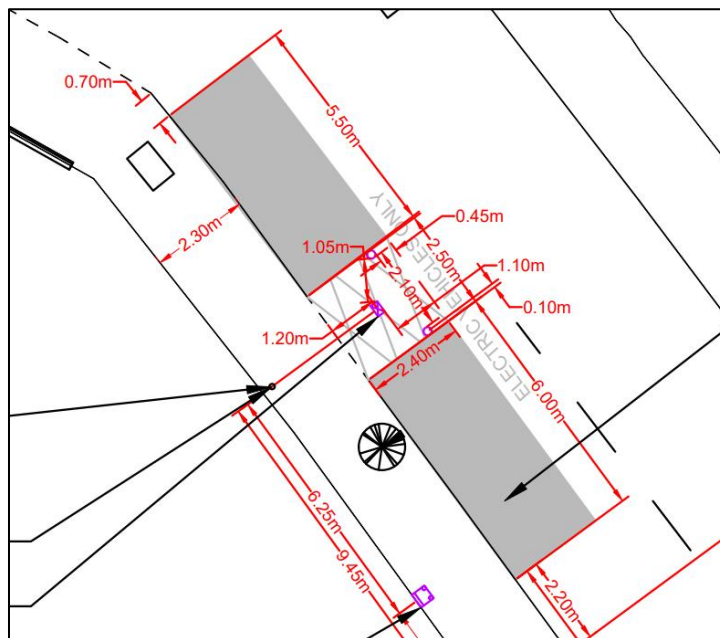


LEVI Pilot Fund

The LEVI Pilot fund has already been awarded to the Council, and the Council is has completed consultations 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





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External Grant Ilford Arrival



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