

London Borough of
Newham

Highway Maintenance Transparency Report

2026/27



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A1 What we are responsible for maintaining?

The London Borough of Newham (Newham) is one of London's youngest, most diverse and fastest-growing boroughs. The Newham Growth Plan forecasts population growth of around 15% by 2035, increasing demand on local infrastructure and public services.

Newham's highway network is its most valuable public asset, valued at approximately **£1.036 billion** for adopted roads and **£644 million** for bridges and other highway structures (March 2026). Under Section 41 of the Highways Act 1980, Newham has a statutory duty to maintain the public highway network, including carriageways, footways, cycleways, street lighting, drainage, and highway structures, ensuring the safe movement of people and goods throughout the borough.



431km
carriageways
(roads)



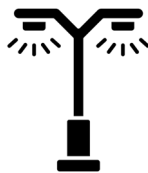
23km
cycleways
(segregated)



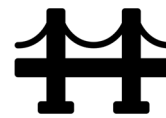
20,400
drainage
gullies



706km
footways
(pavements)



19,200
street lighting
columns



72
highway
structures

Key Challenges

Maintaining this network presents several challenges:

- **Major growth:** Significant developments introduced in recent years, resulting in increases in heavy goods vehicles driving on the network, utility works and public transport uptake. These factors place additional stress on the road surface and shorten its asset life.
- **Network resilience:** Key destinations such as Stratford, ExCeL, London City Airport, Royal Docks, and the newly-opened Silvertown Tunnel generate significant traffic demand and increase the impact of incidents and construction activity.
- **Climate change:** More frequent extreme weather accelerates asset deterioration and increases reactive maintenance needs.
- **Funding pressures:** Maintenance budgets have not kept pace with inflation or growing investment needs, increasing long-term costs and repair requirements.

A2 Road Conditions in Newham

What do condition bands mean?

Condition surveys are carried out annually using independent survey methodologies (e.g., SCANNER, AEI, DVI, CVI, FNS) in accordance with Newham’s prioritisation policy for scheme selection.

Condition scores should be interpreted as follows:

-  **Green:** These roads are in a good condition. No treatment is required but early-life preventative treatments (e.g. rejuvenation) can extend useful life.
-  **Amber:** These roads are in a fair condition. Preventative treatments can help tackle early-stage defects (e.g. cracking, fretting) and restore surface life.
-  **Red:** These roads are in a poor condition and have reached the end of their useful life. They are prioritised for structural maintenance (e.g. resurfacing).

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data. From 2026/27 onwards, Newham will comply with the new PAS 2161 data standard for condition surveys, ensuring comparable results that enable benchmarking across England.

What is the condition of our roads?

Based on these regular condition surveys, Newham monitors the condition of its carriageways over time to understand trends and determine the success of its investment. Figure 1 and Figure 2 demonstrate the condition of classified (A and BC) and unclassified (U) roads over time.

Figure 1 – Classified Road Condition

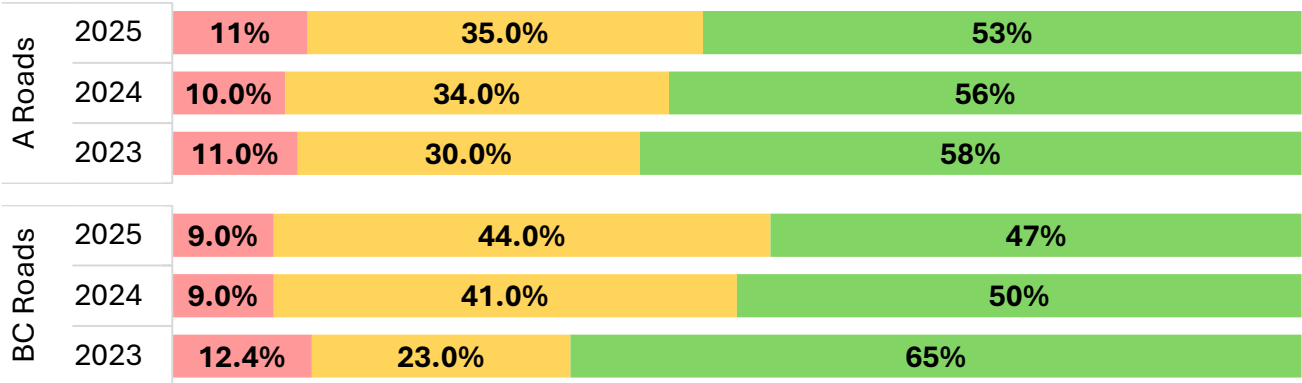
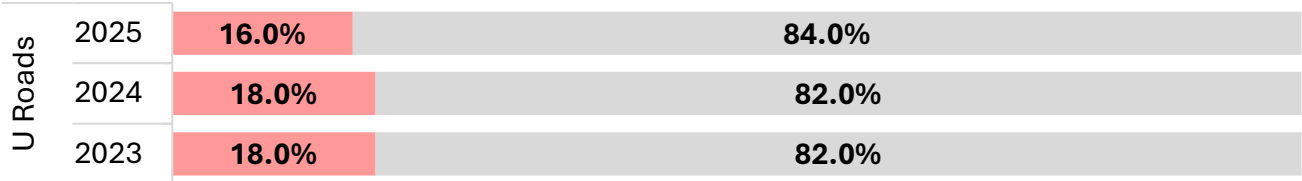


Figure 2 – Unclassified Road Condition



Newham typically surveys 50% of its unclassified road network each year. Where a full network survey is completed in a single year, as was the case in 2024, a further survey may not be required the following year.

A3 What we are doing about potholes and other road defects?

What is a pothole?

A pothole is defined within the Council's Highways Safety Inspection Manual as a hole or depression in the highway surface which measures greater than 200mm in any horizontal plane. Potholes can occur in carriageways, footways and cycle routes and typically form as a result of traffic loading, ageing road surfaces, water ingress, temperature fluctuations and general deterioration of the highway structure over time.

For carriageways, potholes with depth greater than 40mm are subject to inspection and risk assessment to determine the appropriate response. For footways, a depth greater than 10mm and for cycleways greater than 20mm are deemed to meet the investigatory level for inspection. Defects are prioritised according to their location, size, depth, traffic volume, type of road user affected and overall risk to network users. Response times range from emergency repairs within 2 hours for the highest-risk defects to programmed permanent repairs in areas with lower risk.

What are we doing to tackle potholes?

Reactive Maintenance:

Newham adopts a risk-based asset management approach through its Highway Infrastructure Asset Management Strategy (HIAMS), aligned with *Well-managed Highway Infrastructure: A Code of Practice* (UKRLG, 2016). The Council undertakes scheduled highway safety inspections and investigates defects reported by residents, councillors and other stakeholders.

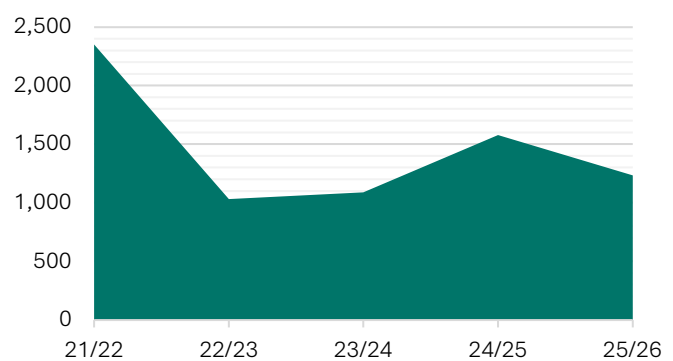


Figure 3 – Potholes filled over time

Highways are inspected at frequencies ranging from monthly to annually, based on Newham's risk-based Network Hierarchy, which reflects the function, usage and risk profile of each street. Where defects meet investigatory levels, a risk assessment considers both the likelihood and potential impact of an incident. This determines whether action is required and the appropriate response time. Lower-risk defects may be monitored and addressed through planned maintenance rather than reactive repair.

During 2025/26, Newham estimates that it repaired **1,233 potholes** across the highway network. Planned and preventative maintenance remains a key part of Newham's strategy. Through annual capital and revenue programmes, including *Keep Newham Moving*, the Council invests in resurfacing, reconstruction, patching and micro-surfacing treatments. These interventions extend asset life, improve network resilience, reduce pothole formation and help minimise the need for more costly reactive repairs. This has resulted in a decrease of potholes filled by **~47%** since 2021/2 – highlighting the Council's effective approach to planned/preventative treatments.

Where safe and practical, Newham prioritises permanent repairs at the first visit to minimise repeat visits, improve network condition and deliver better long-term value. However, temporary repairs may sometimes be necessary to maintain safety while awaiting a permanent solution. Factors

affecting immediate permanent repair include traffic management requirements, adverse weather, material availability, utility works and coordination with wider Council programmes.

How members of public can report potholes and other highway defects?

Members of the public can report potholes and other highway safety defects by:

- Submitting an online report on the Council's website via the [Report It](#) service
- Or calling our emergency out of hours service on 020 8430 2000 (operating 24 hours a day)
- Using [Love Clean Streets App](#) to report highway issues

Reports can include photographs and exact locations to help investigations. For issues raised outside the Council's responsibility, users are directed to the responsible parties (e.g. TfL or Street Cleansing) via separate forms where they will be best equipped to help.

What happens after a pothole is reported?

Once a pothole or defect is reported, it is reviewed to confirm it falls within the Council's responsibility, logged in the highway asset management system and assessed by a Highways Safety Inspector. If the defect has not already been recorded, an inspection is arranged within an appropriate timeframe. Defects are assessed using the Council's risk-based criteria and, where intervention levels are met, assigned a repair priority and response time. Safety-critical defects are addressed urgently, while lower-risk defects are programmed through routine or planned maintenance. Residents with a My Newham account can track progress online and provide additional information if requested.

A4 What we spend to maintain the highway network and where the funding is coming from?

How much do we spend on highways maintenance?

Newham's highways maintenance budget covers a broad range of planned, preventative, reactive and routine maintenance activities across all key highway asset groups. This investment is essential to keeping the network safe, serviceable and resilient for all users.

Total highways maintenance expenditure has increased in recent years, reflecting both the Government's significant uplift in capital funding allocations from 2025/26 and the rising cost of materials, labour and construction. Newham is committed to ensuring this increased investment delivers long-term value by prioritising preventative maintenance, reducing reliance on reactive repairs and extending the life of highway assets over time.

Table 1 – Highway maintenance spend by asset class

Asset Class	2024/25	2025/26	2026/27 (Projected)
Total Spend	£7,486,000	£12,464,000	£14,788,000
Carriageways	£3,036,000	£5,728,000	£8,513,000
Footways	£1,849,000	£3,469,000	£3,272,000
Structures	£260,000	£2,261,000	£1,660,000
Drainage	£131,000	£201,000	£207,000
Lighting	£1,717,000	£375,000	£749,000
Other	£493,000	£430,000	£387,000

Where does our funding come from?

Newham's highways maintenance activities are funded through a combination of central government grant and locally allocated council funding. From 2025/26, this funding has increased significantly as part of the Government's commitment to record levels of highways maintenance investment, with allocations confirmed through to 2029/30. Newham will receive up to **£6.821m** over the next 4 years, **£4.32m** guaranteed, and an additional **£2.501m** incentive funding, subject to meeting certain criteria. The Council also contributes locally raised funding to supplement capital funding. Internally sourced capital funding has increased by over **£5 million** since 2024/25 – reflecting the needs of the network and the priorities of residents.

Table 2 – Sources of funding for highway maintenance

Funding Source	2024/25	2025/26	2026/27 (Projected)
Total Funding	£7,486,000	£12,464,000	£14,788,000
DfT Funding	£213,000	£692,000	£1,501,000
TfL Funding	-	£110,000	£314,000
Council/Third Parties	£7,273,000	£11,662,000	£12,973,000

A5 Our maintenance plans for this year

Our plans for highways maintenance for 2026-27

Newham's 2026/27 Planned Highway Maintenance Programme, approved at Cabinet in June 2026, will continue to deliver targeted investment to improve its network condition and reduce future reactive maintenance requirements. The proposals in the current financial year are as follows:

- 8.9 km of carriageway renewal and resurfacing will be undertaken across the borough, including classified and unclassified roads.
- 2.7 km of roads will receive preventative micro-surfacing treatments to extend asset life, improve resilience and reduce the likelihood of pothole formation.
- 5.3 km of footways will be renewed, improving accessibility and addressing deterioration, including locations affected by tree root damage.
- A targeted planned patching programme will address localised carriageway and footway deterioration – preventing the need for larger-scale interventions.
- Additional investment will support road marking renewals, drainage improvements, highway structures maintenance and the replacement of ~180 street lighting columns.
- You can find more detailed information on our maintenance plans on [Our Website](#).

Full list of planned carriageway and footway works

Newham is committed to being open and transparent about where and how it invests in the highway network. Our full list of planned maintenance works can be found online at [Highway Improvements Near You](#). The list has also been provided in the table below, including the type of treatment to be carried out.

Table 3 – Planned maintenance schedule for carriageways and footway (2026/27)

Asset Type	Road Name	Extent
Combined Works	Structural (Resurfacing)	
	Balmoral Road	From Windsor Road to Romford Road
	Burrard Road	From Freemasons Road to end
	Campbell Road	From Wakefield Street to Winter Avenue
	Leslie Road	From Freemasons Road to end
	Paul Street	From Rokeby Street to West Ham Lane
	Shirley Road	From Vicarage Lane to Maiden Road
	Stukeley Road	From Upton Park Road to Plashet Road
	Carriageway [Structural: Resurfacing] & Footway [Repair/Patching Programme]	
	Amity Road	From Portway to Meeson Road
	Raymond Road	From Plashet Road to Harold Road
	Westbury Road	From Glenparke Road to Romford Road
	Structural (Reconstruction)	
	Harrier Way	From Tollgate Road to No. 86 Harrier Way
	Learoyd Gardens	From East Ham Manor Way to end
	Oriental Road	From North Woolwich Road to end

Asset Type	Road Name	Extent
	Carriageway [Repair/Patching Programme] & Footway [Structural: Resurfacing]	
	Simons Walk	From Waddington Road to end
	Carriageway [Repair/Patching Programme] & Footway [Structural: Reconstruction]	
	Grimsby Grove	From Fishguard Way to No. 100 Grimsay Road
	Carriageway [Preventative: Micro-asphalting] & Footway [Structural: Resurfacing]	
	Croombs Road	Full Length
Carriageway Works	Structural (Strengthening works)	
	Boundary Road	From Lonsdale Avenue to Central Park Road
	Tollgate Road	From Harrier Way to D-Junction at Woolwich Manor Way Roundabout
	Tollgate Road	From Tollgate Road Roundabout at Lovage Approach to Kingsford Way
	Structural (Resurfacing)	
	Arthur Road	From Tilbury Road
	Ashburton Road	From D-Junction to end
	Balaam Street	Northern Junction with Plaistow High Street to Greenway
	Browning Road	From Kensington Avenue to Sibley Grove
	Brydges Road	From Chobham Road to Henniker Road
	Elliot Close	From Elderflower Way to end
	Falmouth Street	From Maryland Road to Maryland Street
	Fourth Avenue	From Church Road to Romford Road
	Malmesbury Terrace	From Ordnance Road to end
	Newark Knok	From Peverel to Horse Leaze
	Portway	From Vicarage Lane to Portway
	St Martins Avenue	From Central Park Road to Barking Road
	Warwall	From Covelees Wall to Bradymead
	Warwall	From Bradymead to Newark Knok
	Structural (Reconstruction)	
	Freemasons Road	From D-Junction to Victoria Dock Road
	Waghorn Road	From Queens Road to Rochester Avenue
	Waverley Gardens	From Oliver Gardfens to Waverley Gardens
	Yeoman Close	From Ferndale Street to end
	Structural (Overlay)	
	Stephenson Street	From Stephenson Street to Manor Road
	Preventative (Micro-asphalting)	
	Abbots Road	From Wakefield Street to end
	Arragon Road	Arragon Road T-Head

Asset Type	Road Name	Extent
	Arragon Road	From Grangewood Street to Arragon Road T-Head
	Eversleigh Road	From Grangewood Street to Katherine Road
	Friars Road	From Grangewood Street to end
	Grosvenor Road	From Eversleigh Road to Grangewood Street
	Heigham Road	From Colvin Road to High Street North
	Heigham Road	From Colvin Road to Katherine Road
	Spencer Road	From Grangewood Street to Eversleigh Road
	St Bernards Road	From Grangewood Street to Barking Road
Footway Works	Structural (Reconstruction)	
	Jubilee Path (Beckton Park)	Various Lengths
	Stansfeld Road (Beckton Park)	From Royal Albert Way/Richard House Drive to Will Horne Pavilion

How are decisions made on maintenance plans?

Newham prioritises highway maintenance using a risk-based approach set out within its Highway Infrastructure Asset Management Framework and Scheme Prioritisation Strategy. Maintenance programmes are developed using asset condition data, lifecycle planning, engineering inspections and condition projection modelling to identify the right treatment, at the right time, in the right location.

Scheme selection and individual roads are assessed through a multi criteria process that considers condition score (taken from condition surveys), network hierarchy, safety risk, rate of deterioration, reactive maintenance history and hotspots, public enquiries and local engineering knowledge. Additional consideration is given to locations serving key transport routes, schools, public buildings and other critical infrastructure.

This evidence-based approach enables Newham to target available funding where it delivers the greatest benefit, improves network condition, reduces long-term maintenance costs and provides a safe, reliable and resilient highway network for all users.

Technical Annex

B1 Highways maintenance funding and spending figures

Capital Funding

Capital funding provides the main source of investment for planned highway maintenance, supporting works that renew, strengthen and extend the life of key highway assets. Funding is primarily provided through locally allocated council funding to help deliver an effective and efficient highway service meeting the network needs and local priorities.

Table 4 – Capital funding allocation sources by year

Funding Sources		2024/25	2025/26	2026/27 (Projected)
DfT	Highway maintenance capital allocation	£213,000	£692,000	£1,501,000
	Other capital allocated to highway maintenance	-	-	-
Funding from Transport for London		-	£110,000	£314,000
Other capital allocated to highway maintenance (LB Newham Capital)		£4,237,000	£8,528,000	£10,035,000
Total capital funding allocated for highway maintenance		£4,450,000	£9,330,000	£11,850,000

Spending

Newham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.	Yes
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Table 5 – Total capital and revenue highway maintenance spend

	2024/25	2025/26	2026/27 (Projected)
Total maintenance capital spend	£4,450,000	£9,330,000	£11,850,000
Total maintenance revenue spend	£3,036,000	£3,134,000	£2,938,000
Total Spend	£7,486,000	£12,464,000	£14,788,000

Carriageway maintenance spend

The table below provides a breakdown of carriageway maintenance spend by activity type, distinguishing between planned, preventative and reactive maintenance.

Table 6 – Carriageway spend by maintenance type

Maintenance Type	2025/26		2026/27 (Projected)	
	Capital	Revenue	Capital	Revenue
Total planned maintenance	£4,218,000	-	£6,999,000	-
Preventative	£0	-	£848,000	-
Structural	£4,218,000	-	£5,851,000	-
Planned Patching	£0	-	£300,000	-
Total reactive maintenance	-	£973,000	-	£821,000
Temporary repairs	-	£216,000	-	£182,000
Permanent repairs	-	£757,000	-	£639,000
Other carriageway-related spend	£400,000	£137,000	£558,000	£135,000
Total carriageway spend	£4,618,000	£1,110,000	£7,557,000	£956,000

Newham is working to shift the balance of carriageway maintenance from reactive repairs towards planned and preventative interventions. By using condition data, inspection records and local knowledge to target works earlier, the Council can reduce repeat defects, extend asset life and make better long-term use of available funding.

B2 Highways maintenance activity (surface treatments and repairs)

This section summarises the scale of carriageway surface treatments and repair activity delivered by Newham, including planned preventative treatments, structural resurfacing, patching and reactive repairs. It shows how the authority balances long-term asset renewal with responsive repairs to keep the network safe and accessible.

Table 7 – Road resurfacing and surface treatment quantities

FY	Planned Maintenance			Reactive Maintenance	
	Preventative	Structural	Patching	Permanent	Temporary
2025/26	0 km	8.9 km	714 m ²	676 m ²	557 m ²
2026/27 (Projected)	2.7 km	8.9 km	6,000 m ²		

Does Table 7 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
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B3 Pothole repairs

Potholes and other highway defects are among the most visible signs of a deteriorating network and a key concern for residents and road users. Addressing them effectively requires a well-managed repair response, but also long-term commitment to planned/preventative maintenance.

Newham recognises that reactive repairs alone are not a sustainable solution to highways maintenance. The most cost-effective and resilient approach to network management is one that invests in the condition of the road surface before it deteriorates to the point of failure — extending asset life, reducing the frequency of defects and delivering better value for public money. This section outlines Newham's definition and approach to pothole and other highway defects management, and how this sits within the authority's broader maintenance strategy.

Pothole/Defect intervention criteria

Defects are assessed using a risk-based approach, taking account of factors such as severity, location, relative road importance to evaluate the risk posed to highway users, with response times determined accordingly. Table 8 sets out Newham's definitions and intervention criteria for potholes and other carriageway defects. Table 9 and Table 10 also describe the method of assessing a defect's risk and its appropriate response time. More detailed information about how we respond to all types of defects is outlined in our Highway Safety Inspection Manual.

Table 8 – Defect categories and investigatory levels

Defect category	Investigatory thresholds	Additional Context	Target response time	
			Make safe	Permanent repair
Pothole (carriageway running lanes)	Hole in road surface that measures > 200mm in any horizontal plane.	Road Hierarchy, severity of defect, traffic flow, location in carriageway in relation to user.	Depth ≥ 50mm (2hrs)	Depending on risk assessment (Urgent 24hrs, Routine 10-28 days)
Surface gap and cracks	Longitudinal/transverse crack in surface which extends for a reasonable distance with a width >100mm.	As above for potholes. Direction of traffic.	Depth ≥ 50mm (2hrs)	
Rutting and crowning	Longitudinal depression in carriageway extending for a reasonable distance with a width >100mm, normally in vehicle wheel track.	As above for potholes	Depth ≥ 100mm (2hrs)	
Tripping hazards	An abrupt level difference in the carriageway (in the	As above for potholes		

	vicinity of a pedestrian crossing point)			
Depressions and humps	Depression or hump in road surface that measures > 1200mm (longitudinal), 300mm (transverse).		Depth ≥ 50mm (2hrs)	

Table 9 – Risk matrix

Impact	Probability / Likelihood				
	Very Low	Low	Medium	High	Very High
Negligible	P5	P5	P4	P4	P4
Low	P5	P4	P4	P3	P3
Noticeable	P4	P4	P3	P3	P2
High	P4	P3	P3	P2	P1
Very High	P4	P3	P2	P1	P1

Table 10 – Defect priority response times

Priority Category	Response Time
Priority 1	Emergency: Make safe or repair in 2 hours
Priority 2	Urgent: Make safe or repair in 24 hours
Priority 3	Routine: Permanent repair within 10 days
Priority 4	Routine: Permanent repair within 28 days
Priority 5	Planned works: Permanent repair +28 days

Number of potholes filled

Description	Potholes
Number of potholes filled in 2025/26	1,233
of which, Newham estimates were resolved using the following approaches:	
Planned repair / patching	[No data held]
Planned structural maintenance	[No data held]
Temporary reactive repairs	557
Permanent reactive repairs	676

As described in Table 10, Newham completes a make safe or repair for Priority 1 & Priority 2 defects raised on the public highway. For consistency in the reporting process this is what the Council defines as a temporary repairs. Response times greater than 24 hours are considered permanent repairs.

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

Prices of pothole interventions

The table below shows the average unit cost of reactive pothole repairs, distinguishing between permanent and temporary interventions. This provides transparency on repair costs and supports the shift towards durable, permanent repairs where practical.

Unit cost (permanent pothole repair)	£70	Unit cost (temporary pothole repair)	£190 (minimum)
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The unit costs listed above are based on an initial call out rate of £120 (during normal office hours) for emergency call outs, and £240 (outside office hours). A pothole repair cost of £70 per m², we have assumed up to 1m² repair. There are additional uplifts that have not been included in this unit cost, such as additional time and labour applied to each visit.

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?	No

Newham sets longevity requirements for both planned carriageway repairs and reactive repairs delivered using permanent methods, with these requirements reflected in the Council's material matrix and technical specifications. Planned and reactive interventions are monitored through routine quality audits and inspections, including a one-year review period to identify any sites requiring further contractor intervention.

Highway inspectors also undertake regular network monitoring to identify defects, workmanship issues or other matters requiring further attention. Newham is also developing a detailed intervention history for planned maintenance works, which will be integrated into its Horizons-hosted lifecycle planning tool.

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

Public defect reports are received through Newham's online reporting platform and contact centre, and logged within the highway asset management system. Each report is reviewed and assessed in accordance with the authority's risk-based inspection procedures, with reports linked to works orders where intervention is required. Newham is committed to improving the feedback loop for members of the public who report defects, ensuring reporters are kept informed of the outcome of their report, including where no immediate action is to be taken. Residents can review the progress of their enquiry through their My Newham account where the defect/issue was raised.

B4 Maintenance of Highway Structures

Newham is responsible for the maintenance and management of a range of publicly maintained highway structures across the borough, including bridges, footbridges, retaining walls, culverts and tunnels. BridgeStation is used as the central platform for hosting and managing the Council's highway structures asset data, including inventory records, inspection information, condition data and maintenance history.

Newham received £245,000 from the TfL Structures Fund for the financial year of 2026/27, with £95,000 allotted to Bow flyover and £150,000 to Groves Bridge. In the year of 2025/26, Newham received £110,000, with £50,000 for Groves Bridge and £60,000 for Northern Outfall Sewer East & West Approach Bridge.

Description	Structures
Number of highway structures maintained by Newham	72
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	28
Number of GIs carried out in 2025/26	28
Principal Inspections (PI)	
Number of structures due a PI in 2025/26 in accordance with CS450	2
Number of PIs carried out in 2025/26	2

Structures are inspected in accordance with a structured inspection regime designed to monitor condition, identify defects, assess risk and inform maintenance planning. General Inspections are carried out at regular intervals, typically every 2 years, and involve a routine visual examination of each structure. Principal Inspections are carried out every 6 years and provide a more comprehensive condition assessment, including elements that cannot be examined during general inspections. Both types of inspections monitor the progression of known defects, identify new deterioration and update condition records and maintenance recommendations.

Findings from inspections are recorded and used to prioritise maintenance funding, manage structural risk and ensure the continued safety and serviceability of highway structures. Newham's inspection programme is delivered in accordance with CS450, with interim measures applied to structures where required.

B5 Asset Management

Effective highways maintenance is built on a systematic, evidence-led approach to asset management – understanding the condition of the network, planning investment and delivering maximum value to highway maintenance. This section sets out the asset management practices on how Newham plans, prioritises and delivers the highways service, demonstrating that decisions are aligned to the principles of Well-Managed Highway Infrastructure: A Code of Practice [2016].

Asset management strategy and policy

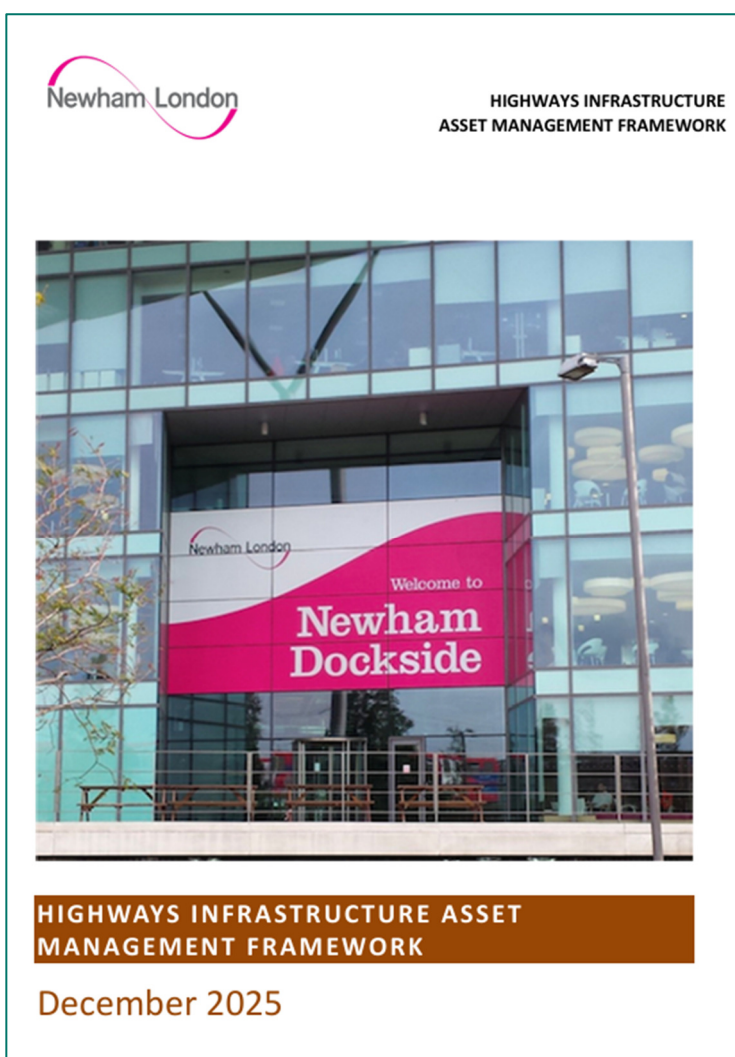
Newham Council confirms that it understands the answers in this section relate to compliance under the 2026/27 local highway maintenance incentive funding requirements.

Yes

Newham has adopted a [Highways Infrastructure Asset Management Framework](#) (HIAMF) setting out its strategic framework to planning, prioritising and investment decision-making in maintenance across its public highway infrastructure. It sets out various aspects ranging from performance management and financial strategies to lifecycle plans and sustainability commitments.

In December 2025, the HIAMF was been reviewed and updated to reflect current best practice, embedding a long-term approach to asset management that aligns maintenance planning with the Council's wider corporate objectives. It sets clear asset management objectives, ensuring that resources are targeted using evidence-led, risk-based decision-making in line with the Well-Managed Highways Infrastructure: A Code of Practice [2016]. The HIAMF is reviewed periodically, amended where required.

Proof of the HIAMF's most recent annual update is highlighted below:



SIGNATURE Officer with Delegated Powers: Rebecca Johnson - Corporate Director of Environment & Sustainable Transport	Signed: 
AGREED/NOT-AGREED:	Print: Rebecca Johnson Date: 16/01/2026

Template updated August 2025

IN CONSULTATION WITH (Refer to delegation for other specific consultees)

Cllr Sarah Ruiz - Statutory Deputy Mayor and Cabinet Member for Sustainable Transport, Children Services and Education	Signed: 
Comment	Print: Cllr Sarah Ruiz Date: 16/01/2026

Asset Data

Newham maintains asset inventory and condition data across all key highway asset groups to support evidence-led maintenance planning and investment decisions. Table 11 sets out the current status of inventory and condition data held for each asset type.

Table 11 – Our highway asset inventory quality

Asset	Asset inventory	Condition data
Carriageways	Full	Full
Footways and cycleways	Full	Full
Highway structures	Full	Full
Drainage assets	Full	Full
Street lighting	Full	Full
Traffic signals	TfL maintain traffic signals across London	

Newham continues to strengthen its asset data foundations across the network. Compiling an “Information Asset Register” in support of data management serves to save on time and costs, promoting significant operational efficiencies.

The Keep Newham Moving programme has strengthened highway asset condition data and lifecycle management, supporting more targeted investment across the network. Since 2016, over 129.77km of resurfacing has been delivered, while enhanced monitoring of structures, drainage and lighting — including lifecycle testing of 20,000 street lights — is helping to reduce reactive spend. Together, these improvements provide a more detailed asset inventory, enabling targeted interventions, robust performance monitoring in line with DfT’s Incentive Fund requirements.

Asset data integration and management

Robust asset management relies on data that is accessible, consistent and integrated across the highways service. This section outlines how Newham manages its asset inventory and condition data to support planning and investment decisions.

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	X
Other	

Newham's highway asset data is primarily managed by our asset management system (Alloy). This system holds our asset inventory, inspection records, condition data and works orders. Highway structures are managed through BridgeStation, as for all London Boroughs under the pan-London approach set out via the London Bridge Engineers Group (LoBEG). Newham also houses its asset inventory information in a series of specialist asset management systems including:

- Horizons – Hosting condition survey results, condition lifecycle planning and forecasting.
- Telensa – Street Lighting management
- Mayrise – Network management for utilities and streetworks
- EzyTreev – Tree management
- ArcGIS – As-built drawings, host planned maintenance programme, desktop studies

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

Newham uses condition data, safety inspections and asset deterioration modelling to identify the most appropriate timing and treatment for maintenance interventions across key asset groups. In 2025, the Council completed a carriageway investment planning exercise evaluating a series of different scenarios (as shown in Figure 4).

Life Cycle Plans (LCPs), modelling future maintenance interventions and treatment milestones, are also aligned with condition projection modelling and the Council's budgets and resources to effectively support the Council's Annual Service Plan. A similar process is also employed every 2 years for highway structures using BCI critical scores to create a 6-year Forward Maintenance Plan.

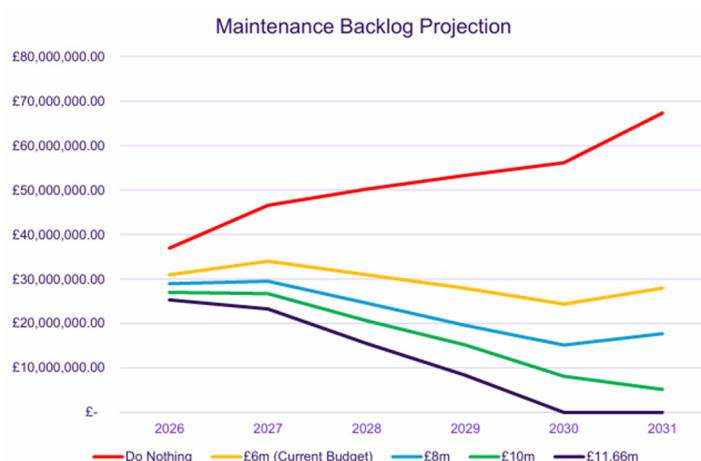


Figure 4 – Carriageway investment planning exercise

Performance monitoring and continuous improvement

Newham monitors the effectiveness of its highways asset management approach through a framework of key performance indicators (KPIs), using performance data to inform investment priorities, maintenance planning and continuous service improvement.

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

Newham maintains a limited set of annual KPIs to monitor the service's goals and targets. Through the adoption of the HIAMF, the Council is committed to producing a detailed Performance Management Framework to better utilise the Council's lifecycle and investment planning tools to inform funding priorities directing investment and resources where they are needed most.

The Council is also committed to continuous improvement and benchmarking its performance through collaboration with various industry bodies, primarily the London Highways Engineer Group. A value for money exercise was completed through the procurement process of the Term Maintenance Contract completed in February 2026.

B6 Maintaining footways and cycleways

Newham maintains an extensive network of footways and cycleways – supporting everyday travel and active travel across the borough. The authority adopts a risk-based approach, combining reactive repairs with planned maintenance – keeping walking and cycling infrastructure safe and accessible.

Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?		Yes
Are priority footways and cycleways included in your:	a) your winter service (e.g. gritting or snow clearance)	Yes
	b) a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)	No
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).		No

Newham's footway and cycleway maintenance programme is defined in line with the Well-Managed Highways Infrastructure: A Code of Practice, categorising streets by function, usage and relative priority. The footway and cycleway hierarchy structure can be seen in the table below:

Category	Network Use	Criteria
1	Prestige walking zone	High profile.
2	Primary walking route	Very high pedestrian volume, traffic generators and other uses.
3	Secondary walking route	High pedestrian movement, traffic generators and cyclists.
4	Link footway	Medium pedestrian volume, traffic generators and cyclists.
5	Local access footway	Low pedestrian volume, traffic generators and cyclists.

Newham's Winter Service aims to prevent the formation of ice on dedicated segregated cycle tracks and prestigious walking routes by carrying out precautionary de-icing within the borough. Where ice or snow has formed on dedicated segregated cycle tracks, post-treatment de-icing and snow clearance will be carried out using a mini de-icing combi-tractor and snow brush machine.

For prestige walking routes, slopes and foot bridges, where ice and snow has formed, gritting is undertaken by hand using street cleansing operatives operating hand pushed carts. Cleaning and verge management is monitored by Highway Safety Inspections and reported to the appropriate internal service, where applicable.

Table 12 – Our maintenance plans for footways and cycleways in 2026/27

Asset	Structural Maintenance	Preventative Treatments
Footways	5.3 km	0 km
Independent Cycleways	0 km	0 km

When the condition band of a footway is above 60 UKPMS CI, the footway will qualify for a reconstruction scheme. Planned preventative maintenance is delivered when the UKPMS CI > 20, surface treatment, like a slurry seal might be done. Newham's cycleways are newly implemented, so no planned or preventative maintenance is currently required.

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 13: Drainage maintenance expenditure by approach

Reactive (incident- or failure-driven) maintenance	37%	63%	Planned maintenance (routine/cyclical and/or risk-based)
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Newham 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?	No

Newham manages its drainage assets using the Alloy asset management system, which provides a centralised repository for asset inventory, inspection records, defect information and maintenance history. A record of locations of drainage issues is maintained within the Council which helps to define the capital budget allocated for drainage works in the following year.

No trials of smart sensor technology for monitoring drainage assets have been undertaken to date, though this remains an area that could be considered as Newham continues to develop a more condition-based and risk-prioritised approach to drainage management over time.

B8 Skills & Training

A skilled and competent workforce is essential for the effective management and maintenance of the highway network. Newham supports this through structured training and development, clear competence requirements for key highways roles, professional development opportunities and access to appropriately qualified technical expertise. This section sets out how Newham and its contractors maintain the skills needed to plan, manage and deliver a safe, resilient and well-managed highways service.

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

Newham maintains an up-to-date training and development plan for those responsible for highways asset management, set out within the [Competency, Qualifications and Training Strategy and Plan](#) (last updated in December 2025 – reviewed annually), forming part of the Highway Infrastructure Asset Management Framework (HIAMF). Participation in industry working groups also helps Newham:

- Learn from shared best practice
- Benchmark its approach against neighbouring authorities
- Keep up-to-date with emerging guidance and funding requirements
- Remain informed on innovation trials and service improvements delivered elsewhere

Professional development is supported through recognised training schemes, with the Council contributing towards training costs required to achieve professional accreditation, but membership costs are not included. Apprentices are supported through apprenticeship schemes and required to become members of the Institution of Civil Engineers, with free enrolment available through the Chartered Institution of Highways and Transportation. Planners, engineers and technicians working towards professional accreditation, including through ICE, CIHT or the Institution of Structural Engineers, are assigned a mentor to support them through the process, ensuring competence is developed and maintained across the highway service.

Competence requirements for key roles are defined and reviewed through annual manager and employee review meetings, with competency testing undertaken in different ways depending on the position to provide assurance to both the individual and the wider team, and any identified gaps addressed accordingly.

B9 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 authorities 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?	2018
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?	No

Newham has identified a network of “Key Movement Corridors” within the adopted [Newham Local Plan 2018](#), setting out the borough's key routes for movement and connectivity. It should be noted that the Local Plan frames these corridors in terms of movement, connectivity and place-making rather than explicitly as a resilient network for highway operational purposes, but has been adopted by senior decision-makers.

Whilst greenhouse gas has not previously been measured, ADEPT seminars will be attended by Newham and greenhouse gases will now be measured going forward. Newham’s Contracts Manager is in the process of joining the Carbon Leadership programme and representative’s from Newham’s highways team will be attending the CIHT Live Labs 2 workshop Highways Infrastructure Decarbonisation Community of Interest Group on 9th November 2026.

The range of measures implemented across Newham's network to address the impacts of a changing climate are set out below, spanning drainage resilience, materials, green infrastructure and ground stability.

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	-
None of the above	-

Newham manages climate-related risks to the highway network through planned adaptation measures, emergency planning and cross-service collaboration, working with Category 1 responders under the Civil Contingencies Act 2004 and supported by the [Winter Service Policy](#) and [Local Flood Risk Management Strategy](#).

Newham has built a detailed SuDS inventory since 2021, now capable of attenuating 1.1 million litres of surface water, with 7,000m² of verified SuDS planting and 375 semi-mature trees demonstrating measurable flood risk reduction and climate resilience.

Heat resilience is addressed through the widespread use of Polymer Modified Bitumen across schemes, with the bus stop maintenance programme set to resolve related heating issues, alongside a £250k/annum Urban Greening programme funding new tree planting. The Council is seeking to double this investment next year, supplemented by external grant funding (Trees for Streets, Urban Tree Challenge Fund) and a kerbside tree planting pilot with Possible across 3-4 streets.

Since early 2025, Newham has also implemented an adaptive lighting strategy, adjusting highway lighting levels and operating hours to match environmental and operational needs. Introduced alongside the borough-wide 20mph limit, has allowed the Council to de-illuminate most traffic signs and bollards. Together, energy costs have reduced by over 32%, save 1.64 million kWh annually, and reduce CO₂ emissions by 426 tonnes.

B10 Innovation

Newham is committed to continuous improvement in planning and delivering its highways maintenance service, embracing innovative materials, techniques, technologies and processes where these can improve network performance, reduce costs, lower carbon emissions or minimise disruption to road users.

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

Newham's procurement approach supports the commitment to innovative maintenance practices within the quality assessment criteria used during the tender process for the Term Maintenance Contract. Newham works with its contractors and supply chain to explore and implement innovative maintenance techniques and materials, seeking to improve asset performance and value for money while reducing the carbon impact of maintenance activities.

Examples of innovation adopted

Innovation	What was implemented and its impact	Scale of Adoption
Carbon-Neutral Asphalts	Use of ACLA, a carbon-negative aggregate-like additive to be used as a partial substitute for quarried stone in asphalt. ACLA has a carbon value of -798 kgCO₂/t; only 5-7% ACLA is required to enable net-zero asphalt, offering significant embodied carbon reduction potential compared to conventional quarried aggregate. Working with contractors and their supply chain to gather performance data and engaging with other boroughs already using ACLA.	Trial (One scheme in 26/27 programme)
Warm-Mix Asphalt	Used within resurfacing schemes across the borough. Reduce fuel usage for heating and reduced carbon emissions. Improved workability supports higher compacted density, reducing long-term bitumen hardening and water infiltration.	Borough-Wide
Micro-asphalting	Preventative maintenance treatment applied across the network in accordance with DfT guidance, currently being tested for its benefit in reducing reactive works on the network.	Trial (Large component of 26/27 programme)
Rejuvenation/ Preservation	Aims for this method to supplement the micro-asphalting programme in future maintenance programme. Restore flexibility and slow oxidative hardening in existing asphalt, extending pavement service life at a fraction of the cost of resurfacing or reconstruction, while reducing material use and carbon impact associated with full replacement	Research Stage

B11 Working with utility companies to reduce disruption to road users

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. Newham works to minimise the disruption caused by these activities through monitoring, enforcement and coordination with utility companies and other stakeholders.

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

Newham operates a dedicated Network Management Team to deliver and enforce its streetworks management, led by a Head of Network Management acting as the council-appointed Traffic Manager. A Senior Permit Technical Officer and four Permit Technical Officers handle the bulk of permit processing and coordination using the Mayrise Street Works Management System, linked to DfT Street Manager. This is supported by a Senior Network Operations Officer and five Network Operations Officers, who work across the borough's road network carrying out safety audits, and sample and routine inspections in line with the New Roads and Street Works Act 1991 and the Well-managed Highway Infrastructure: A Code of Practice .

Coordination is reinforced through quarterly meetings with utility works and highway promoters, including housing developers, to identify opportunities for collaborative working and reduce the impact of works on the highway, supported by mapping tools such as One Network to visualise planned and active works. A Principal Network Engineer and two Network Engineers manage Temporary Traffic Regulation Orders connected to works as part of this coordination process.

Newham is currently participating in Tranche 3 of the DfT Lane Rental Scheme programme. As part of this work, the authority is reviewing and refining its strategic road network, traffic-sensitive designations and associated network management arrangements to ensure they remain appropriate and effective in supporting the expeditious movement of traffic and minimising disruption from street and road works. The Council's traffic sensitive streets network does not have a formal annual review cycle, but the network is continually reviewed and updated, where necessary, to reflect the ever-changing context of the borough relative to traffic flow, public transport routes and major developments.

B12 Managing highways maintenance 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

Newham retains in-house technical capability (through the role: Principal Officer for Planned Maintenance) to independently review, challenge and approve maintenance interventions proposed by contractors. This includes drawing on network knowledge, condition data and scheme performance to inform decision-making and ensure interventions deliver value for money and consistent service standards. A Technical Review Panel, chaired by the Head of Service (Engineering), also meets regularly to discuss innovation, common network issues and lessons learned with engineers responsible for delivering the highway service.

Unit costs for core maintenance activities are routinely analysed, with a comprehensive review completed as part of the tender process for the renewed contract in February 2026, including direct comparison of rates against other neighbouring boroughs. This is supplemented by ongoing benchmarking through TfL's Highway Maintenance and Projects Framework (HMPF).

Defined KPIs are in place under the Marborough Lot 1 & 2 contracts and the Kensons Lot 2 contract for planned maintenance. These KPIs are actively monitored, with performance reviewed monthly with contractors to manage delivery and drive continuous improvement.

Where reactive pothole repairs are delivered by a contractor, the contracting arrangements incentivise single-visit permanent repairs wherever it is safe and appropriate to do so, supporting a right-first-time approach and reducing the need for repeat visits to the same defect.