Newham London

Local highways maintenance transparency report

London Borough of Newham

29 May 2025

Newham London

Local highways maintenance transparency report

London Borough of Newham

Please note that this section contains the response to Annex B Q10

Item	**Name**	**Date**
Written by	Soyab Patel	9 May 2025
Checked by	Paul Gannon	13 May 2025
Approved by (Section 151 officer)	Conrad Hall -	29 May 2025
Lead Cabinet Member approval	Councillor Sarah Ruiz	19 May 2025

Newham London

Table of contents

About this document

The Department for Transport (DfT) has asked all local authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas. The rationale behind this request stems from the recent National Audit Office report and subsequent Public Accounts Committee hearing on the Condition and Maintenance of Local Roads in England. Both have recommended that the DfT seeks to improve its understanding of the condition of our country's roads, and by sharing this information local authorities can help secure much-needed funding for their highways networks as well as better inform local people of the steps they are taking to improve them.

This report has been written by Newham Council's Highways and Sustainable Transport department, and provides information about Newham's highways maintenance activities.

Lead member's foreword

Maintaining safe, accessible, and resilient roads is essential to the well-being and prosperity of our borough. As Newham's Cabinet Member for Environment and Sustainable Transport, I am proud to introduce this Local Highways Maintenance Transparency Report, which reflects both the scale of our investment and our commitment to high-quality infrastructure for all who live, work and travel through Newham.

Since 2016, we have embarked on an ambitious journey to transform our highway network through preventative maintenance programmes like Keeping Newham Moving. This report demonstrates how an investment averaging £10 million annually since 2016 has delivered significant improvements, including resurfacing over a quarter of our road network and significantly reducing the proportion of our roads in poor condition.

But we also know that maintaining our network requires continued and sustained investment. The funding provided by the Department for Transport remains a critical element of our strategy. It enables us to extend the life of our assets, and address climate resilience by implementing innovation in materials and technology. This report not only fulfils our obligation to the public, it reinforces our case for further funding to support safe, sustainable, and inclusive transport for the future.

I want to thank the dedicated officers who have contributed to this report, and I encourage residents and stakeholders to explore the report to understand how we are working to keep Newham moving forward.

Councillor Sarah Ruiz

Statutory Deputy Mayor and Cabinet Member for Environment, Sustainable Transport, Children Services and Education

Our highway network

Who maintains our roads?

The road network in the London Borough of Newham (LBN) is jointly managed by Transport for London (TfL) and LBN. TfL is responsible for the TfL Road Network (TLRN), which includes the A13, A1020 Royal Docks Road and Lower Lea Crossing, A406, and parts of the A117. TfL also oversees traffic flow on London's Strategic Road Network (SRN).

Meanwhile, LBN maintains the remainder of the borough's network, including the Principal Road Network.

Our highway network at a glance

Length of highway, footways and cycleway (km)

Lengths of highway, footways and cycleways (km)						
A Road	*Broads*	*U roads*	*Total Roads*	*Footways*	*Other Public rights of way*	*cycleways*
50.93km	*13.79km*	*367.50km*	*432.21km*	*706.46km*	*23.12km*	*9.75km*

Please note that this section contains the response to Annex B Q9

We also own and maintain our other assets such as:

- 76 highway structures (bridges, footbridges, culverts, subways, retaining walls)
- 19,238 streetlights and 300 belisha beacons
- 20,365 drainage assets**,** including gullies

Inspections

We undertake regular inspections and maintenance of these asset groups in line with national standards:

- **Highway structures**: General inspections every two years, principal Inspections every six years, with ad hoc safety inspections when needed.
- **Street lighting**: Monitored remotely with electrical safety checks every seven years; column testing every 3-6 years. Electrical safety checks are carried out on a seven-year cycle.
- **Drainage:** Most of the road gullies are cleaned once a year. Certain locations liable to flooding, known as 'flooding hot-spots,' have more frequent maintenance visits.

Asset valuation

Please note that this section contains the response to Annex B Q1

A valuation report, calculated using national standards has placed the total worth of **Newham's highway infrastructure at approximately £1.3 billion.** This figure reflects the estimated value of all our roads, footpaths, street lighting, and bridges - vital assets that support everyday life.

Asset Type	Depreciated Replacement Cost (Closing Balance)	Converted to £
Carriageway	551,924.05	£551,924,050
Footways + Cycleways	162,239.95	£162,239,950
Structures	505,925.59	£505,925,590
Street Lighting	26,478.39	£26,478,390
Traffic Management	234.56	£234,560
Street Furniture	11826.89	£11,826,890
TOTAL		£1,258,629,430

Please note that this section contains the response to Annex B Q2

Newham currently allocates on average £10million each year to maintain and repair our infrastructure. This investment represents 0.77% of the total asset value. While significant, the Council remains committed to delivering maximum value through targeted, data-driven asset management.

Highways maintenance spending figures

Since 2016, the Keeping Newham Moving programme has guided our strategic investment in preventative maintenance, aiming to improve long-term asset performance and reduce spend on reactive maintenance.

Highways maintenance spending figures

Highway maintenance spending					
Year	**Capital allocated by DfT (£,000s)**	**Capital spend (£,000s)**	**Revenue spend (£,000s)**	**Estimate of % spent on preventative maintenance**	**Estimate of % spent on reactive maintenance**
2025/26 (projected)	£692	£8,853	£2,200	81%	19%
2024/25	£213	£4,237	£2,278	66%	34%
2023/24	£213	£8,767	£1,691	84%	16%
2022/23	£nil	£12,390	£1,980	86%	14%
2021/22	£nil	£8,407	£2,034	81%	19%
2020/21	£nil	£9,992	£1,935	84%	16%

Additional information on spending

Maintenance activities on our road network are a combination of reconstruction and resurfacing treatments, which are undertaken to prolong the life of the highway asset, or to maintain it at a serviceable level.

Newham Council is working towards investing an increasing proportion of our highway maintenance budget on preventative maintenance, rather than relying primarily on reactive maintenance. This shift aligns with industry best practice in asset management, and supports a more strategic, risk-based approach which is designed to prolong the life of our highway assets. This approach should deliver better long-term value for money by reducing the need for costly localised interim repairs in the short-term or extensive structural reconstruction later.

The Keeping Newham Moving programme was introduced in 2016 to implement this strategy, and set out a 10-year programme. This allowed the Council to invest an average of £10 million a year into planned maintenance (footway and carriageway resurfacing schemes). It is estimated that over a quarter of the carriageway road network has been resurfaced through this programme.

Carriageway network resurfaced to-date through Keeping Newham Moving programme

Carriageway type	**Length of carriageway resurfaced**
Principal roads (A-roads)	13.67 km
Non-principal roads (B-roads)	4.60 km
Unclassified roads (U-roads)	101.00 km
Total	119.27 km

An estimated summary of potholes filled on the carriageway from the 2021/22 to the 2024/25 financial years is summarised in the table below.

Estimated number of potholes filled

Estimate of number of potholes filled			
2021/22	2022/23	2023/24	2024/25
2,352	1,031	1,089	1,578

We would also repair on average a further 3,000 defects in a single year on our cycle tracks, footpaths and footways.

Please note that this section contains the response to Annex B Q4

The planned highway maintenance programme is not based on a specific percentage coverage of the network each year. Instead the investment is guided by annual condition data. Planned highway maintenance is an ongoing intervention, with investment targeted to where it will have the most beneficial long-term effect on the asset.

The Council continues to invest in planned maintenance beyond the Keeping Newham Moving programme by investing a further £8.9 million in the current 2025/2026 financial year in what is referred to as the extension to the existing Keeping Newham Moving programme. The plan for the current financial year is detailed later in this report.

Condition of local roads

Maintaining good road condition of Newham's roads is critical to network performance. Regular assessments are conducted in accordance with the UKPMS standard for road assessment. Data from recent surveys in summarised in the tables below.

Percentage of A-roads in each condition category

Year	**Percentage of A roads in each condition category**		
	Red	**Amber**	**Green**
2020	8.5%	31.8%	59.7%
2021	No surveys undertaken by TfL		
2022	11%	30%	58%
2023	10%	34%	56%
2024	This data is anticipated to be released by TfL in June 2025		

Data on our Principal Roads (A Roads) is collected annually by TfL.

Percentage of B-roads in red condition category

Year	Percentage of B Roads in Red condition category
2020	14%
2021	14%
2022	No surveys undertaken by LB Newham
2023	12%
2024	9%

Condition on the remainder of our classified road network is collected annually.

Percentage of U-roads in red condition category

Year	Percentage of U Roads in Red condition category
2020	30.1%
2021	29%
2022	20%
2023	18%
2024	No survey undertaken in 2024

Survey methodologies

Data on our unclassified road network is collected by undertaking a Detailed Visual Inspection (DVI) survey. This is undertaken by an independent surveyor and is a walked inspection of the network which identifies defects (cracks, potholes, loose slabs, uneven surfaces). A score is then given in accordance with the UK Pavement Management System (UKPMS) standard – the national standard for road assessment which helps local authorities analyse conditions of the roads and develop works programmes.

Analysis of road condition data

The trend in the above tables indicates that U-roads in the borough appear to be improving based on surface level condition score. However, this data may not always capture underlying deterioration or the compounding effects of historical underinvestment, which can mask the true long-term condition of the roads. It is for this reason that condition surveys are not the only factor that is considered in our planned maintenance scheme prioritisation criteria. This paradox can be attributed to our aging infrastructure and deterioration due to increased traffic and climate effects. This is due to the fact that much of the network is past its intended design life and requires more extensive interventions.

Requirement for continued funding

Based on projection modelling carried out in 2023, it was calculated that a minimum annual budget of £11million is required to maintain the network at its current condition. Without this level of investment, the condition of the road network will continue to decline.

Further information about survey and inspection regime

Condition surveys are carried out annually using independent survey companies in accordance with Newham's prioritisation policy for scheme selection. This is a robust process and used nationally as the standard for road condition assessment. Councils are required to undertake a survey across 100% of their network over a two-year period. It is for this reason Newham undertakes condition survey 50% each year of the unclassified road network, split geographically each year. However in some instances, a full survey of the network is undertaken in one year, mitigating the need for a survey in the following year, 2024 for example.

Please note that this section contains the response to Annex B Q9

Data is also collected on our unclassified road network by way of detailed walked inspections. These are carried out by independent surveyors and report condition of footways, cycle tracks, and carriageways on our unclassified network.

The results from UKPMS condition surveys provide a preliminary indication of areas for investigation and allow the Council to focus on those parts of the network most in need of attention.

From a practical standpoint, whilst condition data and other local use factors is used to inform the Council's annual maintenance programme for scheme selection, the Council's reactive maintenance team also inspect and monitor the Council's highway network to ensure it is maintained in a safe and serviceable condition and undertake localised repairs as necessary.

The reactive maintenance team has defined a routine safety inspection frequency applicable to each network category as described in the table below.

Routine inspection regime

Network Category	Carriageway	Footway	Inspection Frequency
1	Trunk Road *	Prestige Walking Zone	Two (2) weeks
2	Main Distributor	Primary Walking Route	One (1) month
3	Secondary Distributor	Secondary Walking Route	Three (3) months
4	Link Road	Link Footway	Six (6) months

5	Local Access Road	`Local Access Footway	Twelve (12) months

Please note that this section contains the response to Annex B Q7

The inspection regime provides visual monitoring of the network and allows inspectors to make a determination of the appropriate remedial action that is required, especially critical on our resilient network (Key Movement Corridor) as can be found on Newham's Local Plan. This can be found at https://www.newham.gov.uk/downloads/file/1111/newham-local-plan-2018-pdf- .

Any appropriate defects found during the inspection, are raised with the Councils highway contractor to carry out the necessary repair within the appropriate time set by the Streetwork Inspector.

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01

Plans

Overall strategy

Well-maintained roads and pavements are vital to everyday life in Newham. They support residents, businesses, and visitors by enabling safe, reliable and accessible travel throughout the borough. That is why Newham Council is committed to a long-term programme of investment focused on renewing and improving some of the borough's oldest and most deteriorated roads.

This approach not only tackles today's maintenance needs — it also supports the Council's broader goals of improving transport accessibility and enhancing the experience and quality of life across all neighbourhoods.

Best practice and innovation

Please note that this section contains the response to Annex B Q7

To guide this work, Newham has adopted the national **Code of Practice: Well-Managed Highway Infrastructure.** Building on this, the Council developed its own **Highway Infrastructure Asset Management Framework,** which provides the structure and principles for how we maintain and improve our roads. This framework was formally approved by Cabinet in December 2023 and is available on the Council's website: https://www.newham.gov.uk/transport-streets/delivering-policies/6

The framework is reviewed annually to ensure it stays aligned with national guidance and industry best practice.

Newham London

Gathering feedback

Please note that this section contains the response to Annex B Q3

An important part of our strategy is understanding and managing the expectations of the people who use Newham's streets every day. We regularly engage with residents, elected councillors, and stakeholders to gather feedback, explain the challenges we face, and agree priorities. This input directly informs our scheme selection process and helps ensure that available funding is targeted where it is needed most, and where it will have the greatest long-term benefit.

We value feedback from our residents and stakeholders, and consider this feedback when undertaking our prioritisation process for scheme selection. If you would like to report your road condition, please do so using the link: https://www.newham.gov.uk/transport-streets/new-roads-pavements/2

We aim to be transparent about what is achievable within current budgets, and we use a data-driven prioritisation model that balances local needs with engineering judgement and national asset management principles.

Evidence-based investment and performance monitoring

Please note that this section contains the response to Annex B Q4, Q5 and Q8

We monitor the condition of our road network annually, using performance indicators to track progress and identify areas most in need of intervention. These indicators help us make evidence-based decisions and deliver improvements that are sustainable within our funding limits. Local authorities are required to report on condition of their roads through a national performance framework. These are Road Condition Indicators (RCI) collected through condition surveys and submitted to DfT annually. These reports are often referred to by their Single Data List (SDL) codes: 130-01, 130-02 and 130-03. These indicators are critical for Newham and other councils alike for monitoring road condition of different categories of road types. Newham are on track to submit their RCI's this financial year.

Newham also takes part in the **Annual Local Authority Road Maintenance (ALARM) Survey,** a national report that provides insights into the state of local roads and how they are funded. The findings help us benchmark our progress against other councils and inform our long-term planning.

To ensure we are using the best methods available, we work closely with our **Highway contractors** and other local authorities across London. This includes staying up to date with the latest highway maintenance techniques, surface treatments, and technologies, so that every project benefits from the most effective solution.

As part of our commitment to continuous improvement, we have also held benchmarking sessions with neighbouring boroughs. These discussions allow us to share experiences, learn what has worked well elsewhere, and better understand the challenges of the current market. This collaborative approach helps strengthen our contract planning and ensures value for money for Newham residents.

Please note that this section contains the response to Annex B Q6

As your local highway authority, we are committed to maintaining our roads, drainage systems, and street lighting to the highest possible standards. To ensure we remain accountable and responsive, we actively measure performance through clear Key Performance Indicators (KPIs). These KPIs guide how quickly we respond to reports and carry out necessary works to keep our highways safe for all users.

KPI Area	**Description**	**Response / Completion Time**	**Examples**
Street Lighting	First visit by contractor to reported lighting outage.	Within 3 working days	Faulty streetlight reported by a resident.
Drainage Maintenance	Drainage issues follow the same KPIs as highway reactive maintenance.	As per KPIs below	Blocked gullies, standing water, drainage failure.
KPI 1: Emergency Defects	Attendance time for reported highway emergencies.	Within 2 hours	Dangerous pothole, fallen signpost, damaged guardrail or bollard creating immediate risk.
KPI 2: Urgent Maintenance	Response to urgent defects that may become safety-critical if left unattended.	Within 24 hours	Leaning signpost, pothole in high-traffic location, hazard not yet immediately dangerous.
KPI 3: Routine Maintenance (10-day)	Repairs that require minimal traffic management and are not safety-critical.	Within10 working days	Minor potholes, worn markings, minor sign issues.
KPI 4: Routine Maintenance (28-day)	More complex routine repairs requiring planning or traffic management.	Within 28 working days	Larger surface defects, sign or furniture replacement, repairs needing traffic management setup.

Specific plans for 2025-26

As part of the existing Keeping Newham Moving programme, the Council is investing £8.9 million in the current 2025-26 financial year, including:

- £3.6 million towards resurfacing 21 roads including 14 footway schemes
- £3.3 million in additional funding for reconstruction of roads which suffer from adverse ground conditions
- £2 million in structural maintenance: Silvertown viaduct, NOS East Approach, and NOS West Approach
- Estimated 1,500 potholes to be repaired through the Council's reactive maintenance service

This level of investment demonstrates our commitment to providing better footways and carriageways for our residents. A copy of our Cabinet approved planned maintenance report for 2025/26 can be found at https://mgov.newham.gov.uk/documents/s179195/Cabinet%20Report%20-%20Highways%20planned%20Maitenance%20Final.pdf and our news article on this https://www.newham.gov.uk/news/article/1416/investment-boost-set-to-improve-newhams-highways.

Streetworks

Newham Council has a dedicated Network Management Team, led by a Head of Network Management who is the council-appointed Traffic Manager, a Senior Permit Technical Officer, and four Permit Technical Officers, who do the bulk of permit processing and permit coordination using our Street Works Management System Mayrise, which is linked to DfT Street Manager.

These officers supported by a Senior Network Operations Officer and five Network Operations Officers who are working across the boroughs road network carrying out safety audits of works, and Sample and Routine inspections of works under the New Roads and Street Works Act 1991 processes and Codes of Practice.

As part of this working, we hold quarterly coordination meetings with all utility works and highway promoters and include housing developers to see where collaboration of works is possible to reduce the impact of works on the highway using our full range of powers.

Supporting these officers is a Principal Network Engineer and two Network Engineers who are responsible for the making of Temporary Traffic Regulation Orders connected to works who are also responsible of the planning and implementation of these and are a part of the coordination process.

Our coordination assisted by the use of mapping tools such as One Network where we can visually see planned and active works as part of our processes. Currently we are looking at Lane Rental with a view to rolling this out within this financial year.

Climate change, resilience and adaptation

Newham Council is fronting efforts to decarbonise highways maintenance operations through a comprehensive three-part approach that addresses material selection, equipment and vehicles, and operational practices.

Material selection

Newham Council considers the use of recycled materials over virgin materials if it does not compromise the strength of the required engineering solution in its highways maintenance operations. By opting for recycled materials where possible, the Council reduces the environmental impact associated with the extraction and processing of virgin materials. Furthermore, the use of low-material options such as warm asphalt is encouraged. Warm asphalt requires less energy to produce and lay compared to traditional hot-mix asphalt, thereby reducing overall carbon emissions. Additionally, life-extending products like asphalt preservation are also considered, where applicable. These products help prolong the lifespan of existing road surfaces, thereby reducing the need for frequent repairs and the associated carbon footprint.

Equipment and vehicles

In collaboration with their supply chain and contract partners, Newham Council is committed to utilising electric vehicles and plant machinery, wherever possible. By transitioning to electric-powered equipment, the Council significantly cuts down on greenhouse gas emissions from fossil fuels. Optimisation of site access through effective network operations plays a crucial role in reducing site traffic and emissions. By carefully planning and coordinating maintenance activities, the Council ensures that vehicles and machinery are used efficiently, thus minimising unnecessary travel and idling times.

Operational practices

Newham Council incorporates several carbon-removal strategies into its operational practices to offset emissions. Urban greening, which involves planting trees and vegetation, is one such initiative that helps sequester carbon dioxide and improve air quality. Furthermore, the Council implements stringent emission standards into their contracts with contractors and suppliers. By doing so, they ensure that all parties involved in the highways maintenance operations adhere to high environmental

standards. Conducting carbon footprint assessments and carbon forecasting also helps the Council identify areas for carbon improvement. These assessments provide valuable insights into the current carbon emissions and allow for the identification of specific strategies to further reduce the carbon footprint of their operations.

Newham Council recognises the significant risks that the highway network faces due to the changing climate. The increasing frequency and intensity of extreme weather events, such as heavy rainfall, heatwaves, and flooding, pose substantial threats to the infrastructure, safety, and functionality of the roadways. In response to these challenges, Newham Council has undertaken several proactive measures to enhance the resilience of the highway network.

These steps include the implementation of proactive drainage maintenance to manage flooding events more effectively, the use of Thin Surface Course Systems (TSCS) for surfacing (where applicable) as they are known to be more resilient to adverse weather and climate change, and the integration of sustainable materials in construction projects.

Additionally, the Council is committed to regular maintenance and inspections to identify and address vulnerabilities promptly. Through these comprehensive strategies, Newham Council aims to ensure that the highway network remains robust, reliable, and capable of serving the community in the face of evolving climatic conditions.

Street improvement schemes

Newham Council has been proactively investing in new street improvement schemes, and working with other authorities, has been successful in obtaining external funding to facilitate this. Below are some of the major projects Newham Council is delivering to enhance the experience for our residents.

Romford Road Active Sustainable Transport Project

This is the delivery of an active sustainable transport project reallocating highway space to provide dedicated segregated cycle tracks, improved footways, bus priority measures, and urban greening. Romford Road is a key transport route linking Stratford to Ilford and is one of London's Strategic Roads. The overall project length is 4.4km.

https://newhamco-create.co.uk/en/projects/luf-romford

Westfield Avenue Public Realm Improvement Scheme

This project involves the reallocation of road-space adjacent to Westfield Shopping Centre and in the Queen Elizabeth Olympic Park to provide a general uplift by creating a high street environment with wider pavements, segregated cycle tracks, better crossings, and more greenery and planting, with sustainable urban drainage systems. The overall project length is just under 1km.

https://newhamco-create.co.uk/en/projects/westfield-avenue

Royal Docks Corridor

The Royal Docks Corridor links Canning Town to Connaught Bridge and includes the Silvertown Way Viaduct and North Woolwich Road. The project is providing a general uplift by creating new public spaces, wider pavements, segregated cycle tracks, better crossings and connections to local destinations, and more greenery and planting including sustainable urban drainage systems. The overall project is 3km in length and will be nearing completion in 2025.

https://www.newham.gov.uk/transport-streets/royal-docks-corridor

Annex B: Incentive Element Questions

Question	**Incentive Element Question**	**Location of response**
Q1	What is your local authority's assessment of the Gross Replacement Cost / Asset Value of your total highway assets (including bridges, cycleways, footways, drainage, trees etc but excluding land), using the HAMFIG/CIPFA methodology and the last available rates?	Pages 4
Q2	What percentage of your current asset value has been spent on maintenance in each of the last 5 years?	Page 5
Q3	Does your local authority use a Customer Service / Satisfaction Survey such as the NHT network? If so, who do you use and how does this get factored into maintenance operations?	Page 13
Q4	Does your authority carry out benchmarking of its performance with other authorities, and can you provide evidence of that?	Pages 7 and 14
Q5	Do you have a highways asset management performance management framework against which you are regularly tracking performance?	Page 14
Q6	What are your KPIs for maintenance?	Page 15
Q7	Does your authority have, and can you provide a weblink to: a Highways Asset Management Plan (HAMP); and a Resilient Network plan.	Pages 11 and 12

Q8	Can you confirm that your Local Authority has provided, or will provide, DfT with all of the data required under the annual Single Data List requirements in 2025, namely: 130-01: Principal roads where maintenance should be considered. 130-02: Non-principal classified roads where maintenance should be considered. 130-03: Skidding resistance data 130-04: Carriageway work done from April 2024 to March 2025 251-01: Winter salt stock holdings for winter 2025.	Page 14
Q9	In addition to the data required for the Single Data List what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?	Pages 3 and 10
Q10	The information provided to the Department will need to be signed off by: The leader of the Council or the cabinet member with responsibility for highways; and your Section 151 officer.	Page 2