

Local Highways Maintenance Transparency Report

London Borough of Islington

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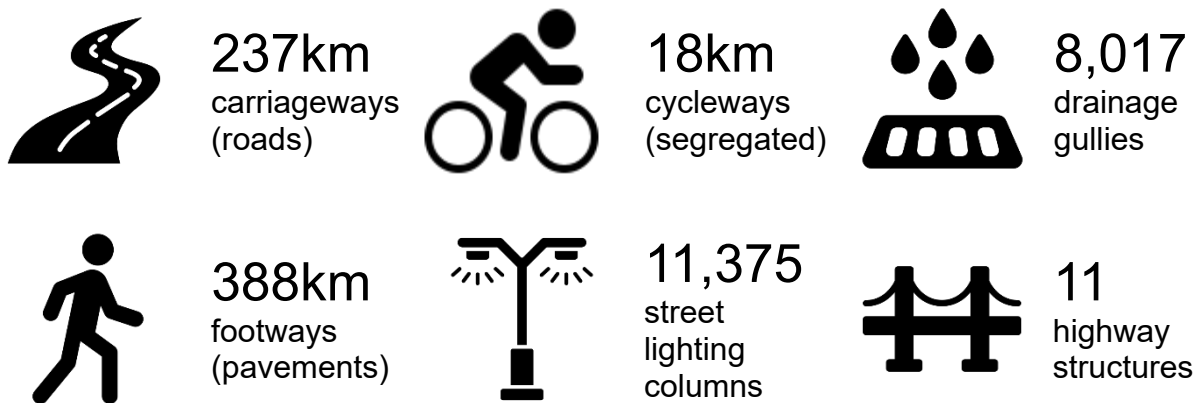
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A1 What do we maintain?

The public highway is the most valuable asset owned and maintained by Islington Council (Islington). Islington is responsible for maintaining 237 km of public highways, including major transport arteries and small residential streets.

Under Section 41 of the Highways Act 1980, Islington has a statutory duty to maintain this public highway network, ensuring it supports the safe movement of people and goods across the borough. The public highway network is not limited to carriageways (roads) alone but also includes additional asset types such as footways, street lighting, drainage, highway structures, and street furniture (benches, bins etc.).



Key challenges

Maintaining this public highway network presents Islington with a number of challenges, including:

- **Ageing Assets:** Much of Islington's highway network has evolved over time rather than being built to modern standards and is now several decades old, requiring increasing levels of intervention to remain safe and serviceable.
- **Usage:** Many vehicles use Islington roads to access the A1, A501 and A503 and to navigate central London, which results in sustained, intensive loading from buses, goods vehicles and other traffic that often far exceeds the specifications these routes were originally designed to carry. This wear is concentrated on some of Islington's busiest routes and thus drives accelerated deterioration.
- **Climate:** With increasingly frequent extreme weather (e.g. rainfall and heat), our assets are having to cope with events they were not designed for – this effect compounds existing defects on the highway and drives unplanned reactive repair responses.
- **Funding:** Maintenance budgets have not kept pace with construction cost inflation or the scale of accumulated need, with costs compounding over time and shifting need from preventative treatments towards costlier reconstruction and reactive repairs.

A2 Road condition

What do the condition bands mean?

Islington undertakes biennial condition surveys of its carriageway network using Vaisala RoadAI to understand asset condition, maintenance backlog, and support investment decisions. 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).

From 2026/27 onwards, Islington will comply with the new PAS2161 data standard for condition surveys, ensuring comparable results that enable benchmarking across England.

The published [official statistics for road condition](#) include more detail about the methodology, timing, and coverage of this data.

What is the condition of our roads?

Based on these regular condition surveys, Islington monitors the condition of its carriageways over time to understand trends and determine the success of its investment. The following chart demonstrates the condition of classified (A and BC) and unclassified (U) roads over time.

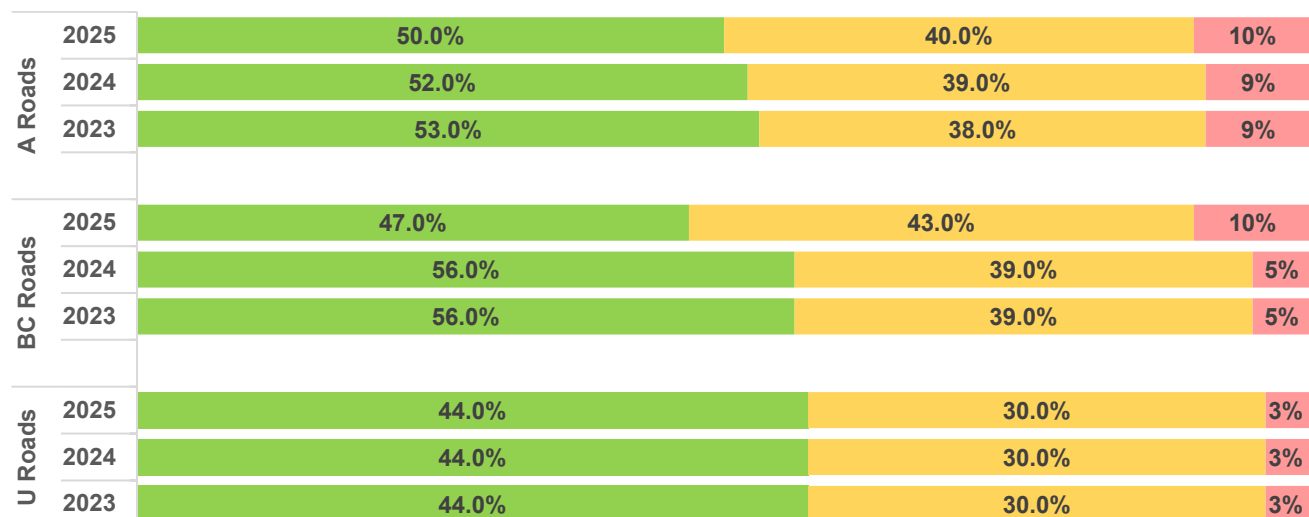


Figure 1: Condition of our roads by classification.

Between 2023 and 2025, an additional ~1% of Islington's carriageway network deteriorated to red condition, representing an increase in the maintenance backlog of ~1.5km. This is due to a

restricted budget faced with increasing construction costs, as well as increased traffic loading on an aging network.

A3 Potholes and defects

What is a pothole?

Islington defines a pothole as a depression or void in the road surface that poses a risk to road users. They typically form due to water ingress, freeze-thaw cycles and repeated traffic loading which cause failures and loss of material in the road surface. Potholes which meet our investigatory thresholds are risk assessed to determine appropriate actions and schedule repairs.

How are we tackling potholes?

In 2025/26, Islington estimates that it repaired 4,575 potholes across its public highways through reactive maintenance activities.

Reactive Maintenance:

Islington takes a risk-based approach to tackling potholes and other highway defects. Our policy is set out in Islington's Sustaining and Managing Our Streets: A Code of Practice to align with industry guidance and best practice.

We undertake regular safety inspections of every public highway in Islington to identify defects posing a risk to highway users. Roads are inspected on a monthly, quarterly, six-monthly, or annual basis, depending on the functionality and usage, and thus the relative risk, as set out in the risk-based Islington Network Hierarchy. Defects are also identified through reports from the public.

Where a defect meets our investigatory thresholds (as set out in the Technical Annex, the second part of this document), a risk assessment is undertaken to determine the level of risk posed to highway users. This is to identify the seriousness of the defect, whether action is required and, if so, the response time. Defects posing a low risk to highway users may not be actioned through short-term reactive repairs and instead considered for works through planned (capital) maintenance.

Islington faces significant financial and resource pressures and therefore prioritises temporary repairs to address immediate risk to highway users. Sections of road with high numbers of defects for which temporary repairs are insufficient are addressed with planned patching, or otherwise considered for the annual planned resurfacing programme. Despite this, Islington recognises the long-term benefit of permanent repairs and is making efforts to improve its permanent repair capability.

Planned Maintenance:

As well as reactive maintenance, Islington delivers a capital planned maintenance programme to renew or extend the life of carriageways, tackling potholes and other carriageway defects with an approach that reduces long-term repair costs and improves network condition. This programme is described in Section A5.

How can the public report potholes / defects?

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

- Submitting an online report via the [Council website](#)
- Downloading and reporting via the [Love Clean Streets](#) app
- Calling our general customer service line on 020 7527 2000

What happens after a pothole is reported?

Public reports or enquiries received relating to potholes and other highway defects are logged as jobs in our asset management system. Each job is passed to our reactive maintenance team, who attend the site within 72 hours and carry out a risk assessment to determine the most appropriate action. If a significant risk is identified to highway users, the defect will be made safe or repaired within this 72-hour period depending on the type of defect and available materials/equipment. Defects that are made safe are then logged as a longer-term job on the asset management system to be considered for repair at a later date. Defects outside of the Council's remit, such as defects on private land, are referred to the relevant parties.

A4 Spend and funding

How much do we spend on highways maintenance?

As mentioned in A1, funding pressures are a key challenge for Islington. In 2026/27, Islington plans to spend £9.69m total on maintaining our public highways – a breakdown of how this is spent is provided below.

Table 1: Highway maintenance spend by asset class.

Asset Class	2024/25	2025/26	2026/27 (projected)
Carriageways	£1,847,485	£2,262,598	£2,728,025
Footways	£1,813,903	£1,922,345	£1,876,135
Structures	£473,338	£1,381,809	£1,069,300
Drainage	£205,339	£202,750	£171,076
Lighting	£3,533,064	£3,452,552	£3,900,000
Other	£0	£0	£0
Total	£7,873,128	£9,222,053	£9,744,536

Islington does not separate footways, carriageways and street furniture (benches, bins, bollards etc.) when accounting total spend. Reasonable estimates have been made to separate carriageways, but no meaningful estimate could be made to split footways and street furniture, so the sum of both spends is recorded as footways in the above table. Signs are accounted separately, so are recorded as “Other”.

From 2026/27 until 2029/30, Islington will receive a much greater sum of capital funding from the DfT, part of which is contingent on meeting performance-related incentive requirements. Islington has also increased internal funding contributions to respond to trends in growing defects and a worsening overall highway condition.

Where does our funding come from?

Our highway maintenance budgets are funded from various sources, as follows:

Table 2: Funding sources

Funding source	2024/25	2025/26	2026/27 (projected)
DfT / Government	£113,000	£369,790	£863,000
Council / Third Party	£7,760,128	£8,883,812	£8,881,536
Total	£7,873,128	£9,222,053	£9,744,536

Islington's highways maintenance activities are funded through a combination of central government grant and locally allocated council funding. In recent years, Transport for London (TfL) have reduced the available funding allocations for principal roads, though Islington is participating in the TfL Lane Rental scheme (Tranche 3) which is anticipated to provide a further source of maintenance funding.

The primary source of capital funding is internal council funding, followed by the DfT highways maintenance block grant allocated directly to local highway authorities. Since 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. Islington will receive up to £2.8m over the next 3 years, of which £1.7m forms a guaranteed baseline element, and an additional £1.1m of incentive funding, subject to meeting certain criteria. This provides Islington with greater funding certainty, shifting focus from reactive-focused regimes to long-term, planned, and preventative maintenance.

A5 Our plans for this year

Highway maintenance plans for 2026/27

Islington is continuing to deliver various risk-based highways maintenance programmes in 2026/27, targeting investment where it provides the greatest benefit to the travelling public. We intend to deliver the following planned maintenance activities this year:

- Resurfacing approximately 2km of carriageways including a mixture of 40mm and 100mm treatments.
- Preventative maintenance to extend the life of approximately 0.7 km of carriageways comprising micro-surfacing, carriageway rejuvenation and transverse crack sealing trials on various roads across the borough.
- Reconstructing approximately 0.6km of footways to ensure an appropriate level of service that promotes active travel, particularly walking and wheeling.
- Cleansing 8,000 gullies to ensure people, properties and infrastructure are safe from flooding and the potential damage caused.

Full list of planned works

Islington is committed to being open and transparent about where and how it invests in the highway network. Sections of the following 17 roads are earmarked for repaving (footways) or resurfacing (carriageways) in 2026/27:

Footway Schemes:

- Amwell Street
- Compton Road
- Moon Street
- Arlington Avenue
- Highbury Quadrant
- Thornhill Road
- All Saints Street
- City Garden Row

Carriageway schemes:

- Vernon Square
- Brecknock Road
- St Johns Way
- Carleton Road
- Junction Road
- Pembroke Street
- Wharfdale Road
- Tufnell Park Road
- New North Road

This is still subject to internal approval and sign off. Islington is also carrying out carriageway micro-surfacing on Englefield Road, carriageway rejuvenation on part of Junction Road and transverse crack sealing on part of Caledonian Road, as well as collaborative works with Thames Water to resurface sections of Highbury Grove.

How are decisions made on maintenance plans?

Islington applies risk-based asset management principles to prioritise its capital investment for highway maintenance, ensuring the available funding is targeted where it will deliver the greatest community benefit. To form the annual maintenance programme, every street in the borough is prioritised for maintenance based on:

- **Condition:** The largest influence on maintenance priority, ensures the focus is on keeping our streets safe and serviceable.

- **Usage:** Considered through the Network Hierarchy to ensure that investment is targeted where it benefits the most people.
- **Spend:** Recent reactive maintenance expenditure (e.g. filling potholes) is considered to identify opportunities to minimise future unplanned expenditure through a larger scale repair.
- **Public Enquiries:** Considered to take into account the concerns of the local community for where maintenance is deemed most necessary.

This approach ensures that maintenance schemes target areas that minimise long-term repair costs and disruption, provide the most improved level of service and greatest benefit to users.

Schemes are taken forward following coordination with other highway works from other Council departments or third parties, such as utility companies or private developers. This helps avoid early failures, reduces the need for repeat repairs and minimises disruption.

Technical Annex

B1 Funding and spending

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

Capital Funding

Table 3: Capital funding allocation sources by year

Funding sources		2024/25	2025/26	2026/27*
DfT	Highway maintenance capital allocation	£113,000	£369,790	£863,000
	Other capital allocated to highway maintenance	£0	£0	£0
Other government capital allocated to highway maintenance		£0	£0	£0
Other capital allocated to highway maintenance		£1,280,106	£2,044,318	£2,095,000
Total capital funding allocated for highway maintenance		£1,393,106	£2,414,108	£2,958,000

Spending

Islington 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 4: Total capital and revenue highway maintenance spend.

Funding stream	2024/25	2025/26	2026/27*
Total capital spend	£1,501,000	£2,365,536	£2,958,000
Total revenue spend	£6,372,183	£6,856,517	£6,787,176
Total spend	£7,873,183	£9,222,053	£9,744,536

Please note that previous transparency reports did not consider street lighting or winter maintenance spend in the total figures, but it is included in the 2024/25 revenue spend figure reported here.

Carriageway maintenance spend

Table 5: Carriageway spend by maintenance type.

Maintenance type	2025/26		2026/27*	
	Capital	Revenue	Capital	Revenue
Total planned maintenance	£692,274	£0	£974,625	£0
Preventative	£0	£0	£200,000	£0
Structural	£660,726	£0	£774,625	£0
Patching	£0	£0	£0	£0
Total reactive maintenance	£12,896	£1,278,228	£400,000	£1,073,365
Temporary repairs	£0	£1,278,228	£0	£1,073,365
Permanent repairs	£12,896	£0	£400,000	£0
Other carriageway spend	£18,652	£292,095	£61,735	£218,300
Total carriageway spend	£692,274	£1,570,324	£1,436,360	£1,291,665

Islington does not separate footways, carriageways and street furniture when accounting revenue spend. Reasonable attempts have been made to split total revenue costs based on defect numbers and total defect repair costs. As such, the figures above are not exact figures, but reasonable estimates considered close to the true values.

B2 Maintenance activities

Table 6: Road resurfacing and surface treatment quantities

FY	Planned Maintenance			Reactive Maintenance	
	Preventative	Structural	Patching	Permanent	Temporary
2025/26	0 km	1.3 km	0 m ²	0 m ²	No Data Held
2026/27*	0.7 km	2.0 km	n/a	n/a	n/a

With an increased capital maintenance budget, Islington will be carrying out more planned structural maintenance in 2026/27, while also introducing a preventative micro-surfacing, rejuvenation and transverse crack sealing trials. Islington also has a budget for both a planned patching programme and capability improvements to allow the delivery of permanent reactive patching in 2026/27. No data is held for the size of potholes repaired in 2025/26, and no data is yet available for 2026/27.

Does Table 6 reflect all carriageway-related road surface treatments and repair activities? If no, see further information on any other types of treatments delivered and their extent.	Yes
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B3 Pothole repairs

This section sets out how Islington identifies and repairs potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach.

Intervention criteria

Islington uses risk-based investigatory levels to determine when to risk assess a pothole or other carriageway defect to determine an appropriate response. The following table sets out Islington's investigatory thresholds for different defect types.

Table 7: Defect categories and investigatory levels

Defect Type	Location	Additional risk or contextual factors considered	Investigatory Threshold
Pothole	Carriageway	Road Hierarchy	40mm
	Cycle Lane	Also applies to non-cycleway defects in the path of cyclists where high numbers of cyclists are anticipated	20mm
	Footway & Crossing Point		

If a pothole or other highway defect meets this investigatory threshold, the safety inspector will undertake a risk assessment using the following risk matrix – this assessment will consider the size, location, and level of usage of the area to determine a risk score.

Table 8: Risk matrix

Impact	Probability / Likelihood			
	Very Low	Low	Medium	High
Negligible	1	2	3	4
Low	2	4	6	8
Noticeable	3	6	9	12
High	4	8	12	16
Priority	Planned	Urgent - Yellow	Urgent - Red	Emergency

Table 9: Defect priority response times

Priority Category	Response Time
Emergency	Make safe or repair in 2 hours
Urgent – Red	Make safe or repair between 2 hours and 72 hours depending on inspector's assessment
Urgent - Yellow	Make safe or repair in 72 hours
Planned	Defect noted for consideration in planned maintenance, no immediate action required

Potholes maintenance

Description	Potholes
Number of potholes filled in 2025/26	4,575
of which, Islington estimates were resolved using the following approaches:	
Planned repair / patching	No data held
Planned structural	No data held
Temporary reactive repairs	4,575
Permanent reactive repairs	0

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

Unit cost (permanent pothole repair)	N/A	Unit cost (temporary pothole repair)	£60 per m ²
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At present, Islington does not maintain the in-house capability to carry out permanent reactive pothole repairs, and the contractor does not deliver these for Islington on a regular basis. As such, no unit cost estimate can be provided for permanent pothole repairs, though Islington is implementing the necessary training and equipment acquisitions to deliver these repairs in-house with the intention to begin in 2027.

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?	No
If yes, do you base your material and process specifications on these longevity requirements?	No
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

At present, Islington does not carry out permanent reactive pothole repairs as standard, and while planned patching trials have taken place, the trial nature meant specific requirements were not set on longevity. Islington is implementing the necessary training and equipment acquisitions to deliver permanent repairs in-house with the intention to begin in 2027, with a

dedicated planned patching budget also planned. When this programme begins, requirements will be set on the longevity and resilience of these repairs.

Islington defines the interventions carried out by both its in-house reactive maintenance team and its term maintenance contractor, with specified methods and materials to ensure quality and value for money on work carried out. Records of completed work are maintained, and quality assurance is conducted by inspectors, but Islington only records and reviews the longevity of a repair when it deteriorates more quickly than expected.

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?	No

Islington has considered the volume of public enquiries in our 2026/27 carriageway and footway works programmes, using it as a weighting factor to ensure concerns from residents are appropriately captured in prioritising which roads are considered for maintenance. Users of the reporting service are informed when the enquiry has been appropriately addressed, though Islington is not able to provide details on any action taken.

Highway users in Islington can report defects either using My Islington on the [Islington website](#) (for residents) or the [Love Clean Streets app](#). Both of these services request a photo and some basic information to fill out the report, then allow progress tracking until the report is addressed and any identified issue is resolved.

B4 Highway structures

Description	Number
Number of highway structures maintained by Islington	11
Highway structures with interim measures in accordance with CS470	0
General Inspections (GI)	
Number of structures due a GI in 2025/26 in accordance with CS450	4
Number of GIs carried out in 2025/26	4
Principal Inspections (PI)	
Number of structures due a PI in 2025/26 in accordance with CS450	2
Number of GIs carried out in 2025/26	2

B5 Asset management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

Asset management strategy and policy

Islington 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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Islington is in the process of reviewing its Highway Asset Management Plan (HAMP) against latest best practice and industry updates. This will set out a strategic framework for how Islington plans, prioritises and invests in maintenance across its public highway infrastructure. It sets out various aspects ranging from performance objectives and financial strategies to lifecycle plans and sustainability commitments.

Our current Highway Asset Management Policy and Strategy can be found [here](#).

Islington's HAMP was last updated in:	Dec 2014
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Islington is currently developing a plan for reviewing, updating, and publishing its HAMP to meet the DfT's required deadline of 30th September 2027. The first draft is planned to be available in early 2027 for internal review, following a gap analysis to identify missing or outdated information as well as a review against latest best practice before the end of the 2026/27 financial year. The new HAMP would then be published in the first quarter of 2027/28.

Asset data

Islington maintains asset inventory and condition data across its key highway asset groups to support evidence-led maintenance planning and investment decisions. The table below sets out the current status of inventory and condition data held for each key asset type.

Table 10: Information on quality of highway asset data held.

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

Islington is working to improve its data-driven approach to asset management. This includes:

- **Carriageways:** Islington will move to annual PAS 2161 accredited condition surveys from 2026/27 to ensure consistency with national reporting standards.
- **Footways:** Islington has produced a new footway network alongside recent condition surveys to better capture and analyse trends and maintenance requirements.
- **Drainage:** Islington currently collects silt data to build a baseline for risk-based drainage maintenance, with an update to the gully inventory planned.

Islington does not routinely collect condition data on segregated cycleways.

Asset data integration and management

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

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

Islington has recently migrated to a new highway asset data platform with Symology Aurora. This system holds our asset inventory, inspection records, condition data and works orders. Islington has undertaken a large-scale review of asset inventory data to ensure that the data fed into the new system is accurate and valuable for asset management decisions going forwards. 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). Islington also uses EzyTreev to manage and track information relating to trees and vegetation.

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?	No
Do you use lifecycle plans for footways to support investment decisions?	No
Do you use lifecycle plans for structures to support investment decisions?	Yes

Islington uses historic maintenance trends and expected lifespan to support investment decisions, although this process is not formally recorded. Islington plans to undertake a full-scale investment modelling exercise to develop strategic maintenance investment plans for various asset groups – this will ensure that the right intervention is made at the right time to maximise asset life, ensure cost-effectiveness and achieve best value from available funding.

With the use of BridgeStation, Islington monitors expected lifespans of assets against funding requirements to understand a full lifecycle cost and maintenance expectations for the remaining life of each asset.

Islington uses condition data, safety inspection results and asset deterioration modelling to identify the most appropriate timing and treatment for maintenance interventions across assets.

Performance and continuous improvement

This section sets out how we monitor the effectiveness of our asset management approach and use performance information to inform ongoing investment and prioritisation decisions.

Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highway's asset management approach?	No
Are these KPIs reviewed on a regular basis (at least annually)?	N/A
Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	N/A

Islington has a KPI to track the number of pothole repairs delivered on the carriageway, which is set at council level and reported annually. Islington monitors trends such as condition, reactive job numbers and actual defect response times to understand performance and inform funding priorities and maintenance programmes, directing investment and resources where they are needed most.

To track its highways service delivery going forwards, Islington plans to introduce a set of strategic KPIs in the near future. Islington is committed to continuous improvement and benchmarking its performance through collaboration with various industry bodies, primarily the London Highways Engineer Group as well as the London Highway Asset Management Consortiums, LCRIG and UKRLG.

B6 Footways and cycleways

Islington maintains an extensive network of footways and cycleways that support active travel across the borough. The authority adopts a risk-based approach, combining reactive repairs with planned maintenance to keep walking and cycling infrastructure safe, accessible and serviceable.

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 winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	No

Asset	Structural	Preventative
Footways	0.6 km	0 km
Cycleways	0 km	0 km

Islington's footway priorities are captured in the Network Hierarchy, which is defined by categorising streets by function, usage and relative priority. It defines the required frequencies of highway safety inspections for each road on the network, and is also considered as a weighting factor, combined with other factors such as condition, reactive job frequency and public enquiries to produce a prioritised programme of maintenance.

Currently, Islington's winter service policy prioritises carriageway and segregated cycleway gritting, but a review is underway to add provision for gritting on footways that require prioritised access or carry significant foot traffic, such as outside hospitals and train stations. This update is expected to be implemented in Winter 2026.

Overgrown vegetation and debris is reported from Islington's routine safety inspection regime, and any issues are treated on an ad-hoc basis. Where the highway is obstructed by private property, for example vegetation originating in a privately-owned garden, Islington will inform the owner of what actions must be taken to keep the highway clear, with a deadline for doing so.

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 11: Drainage maintenance expenditure by approach

Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
Reactive (incident- or failure-driven) maintenance	No Records Held
Planned maintenance (routine/cyclical and/or risk-based)	No Records Held

Islington 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.

At present, Islington does not distinguish between cyclical and reactive work in its accounting of drainage maintenance activities for the prevention of surface water flooding.

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?	No
Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets?	No

Islington manages its drainage assets using Symology Aurora, which provides a centralised digital repository for asset inventory, defect information and maintenance history. Inspection records are collected and stored using paper records, though this is an area Islington is seeking to address to provide a combined and consistent drainage asset management approach. Routine gully cleansing in Islington is carried out by the Street Environment Services team, which also responds to reactive issues such as jetting blocked gullies, normally from public reports.

Islington plans to implement a silt level data recording process in 2027, to better monitor routine gully cleansing requirements and identify any potential service efficiencies. Replacement and repair of gullies is carried out as part of planned highways maintenance, or ad-hoc by the highways reactive team if urgent.

Locations where drainage issues contribute to surface water ponding or carriageway deterioration are investigated and addressed on an ad-hoc basis, as such no formal long-term records are kept. Islington identifies the cause of repeat issues to determine the appropriate solution, which is then delivered and the outcome monitored to ensure the issue is resolved.

B8 Skills and training

Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
Do you or your main highways contractors support professional development through a recognised professional training scheme?	Yes
Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	Yes
Do you employ a professionally qualified engineer (e.g. Chartered Engineer or equivalent competence) responsible for the management of highway structures?	Yes
Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps?	Yes
Do you or your main contractors support early career development in your local area (e.g. apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes

Islington has access to professionally qualified engineers and inspectors, including Chartered Engineers and NRSWA supervisors, either through in-house resources or contracted technical support arrangements. These individuals provide oversight and technical leadership for the management of highway infrastructure and associated assets. Islington maintains a PRCCT Staff Handbook that maps out the routes available for staff to gain the necessary skills and training for various roles in the service. This is combined with specific check-in reviews with all employees to determine which of the available training opportunities would be of most benefit for skills development and career progression. Recruitment, training and external specialist support are used to address any identified shortfalls.

Islington actively supports its officers to develop skills and earn professional qualifications, including through sponsorships and support for professional institution membership and progression. The Council also runs an apprenticeship programme, by which Islington supports future highways professionals to gain the necessary education and experience. Staff are given opportunities to attend training and events both to aid the Council in learning best practice from the industry and to develop their professional careers.

B9 Resilience and adaptation

Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping Islington to optimise durability, manage risk and deliver best whole life value from its 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?	No
Have you identified your resilient network and agreed this with senior decision-makers?	No
If yes, when was this last updated?	N/A
Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes
Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do so (e.g. ADEPT Carbon Leadership Programme)?	No
Have you formally engaged with the ADEPT Live Labs 2 Programme to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	Yes

As part of its permit scheme, Islington has assessed the impact of closing different parts of its highway network and has clear plans for diversions to cope with major route closures. This, combined with general emergency protocols and the risk-based prioritisation of roads for highway maintenance and winter service, enables Islington to maintain a strong understanding of resilience requirements and emergency responses. However, a resilient network identification exercise has not formally been conducted.

Islington has not carried out a detailed review of its greenhouse emissions from highway maintenance activities but does receive reported figures as recorded by the term maintenance contractor as part of an agreed performance tracking measure.

Acting Director of Public Realm Climate Change & Transport is a member of the ADEPT Live Labs 2 and regularly attends events as part of this scheme.

Through the Flood Ready London funding programme and the Flood Risk Strategy, we can identify several locations that are vulnerable to flooding.

Targeted drainage upgrades or maintenance	Yes
Natural flood management / Sustainable Urban Drainage Schemes	Yes
Targeted slope / ground stability / landslip mitigation	No

Heat resilient materials or surface treatments	No
Tree planting / shading for heat management	Yes
Other	No
None of the above	No

Islington actively manages climate-related risks to the highway network through a combination of planned adaptation measures, emergency planning and cross-service collaboration.

Islington has implemented targeted drainage upgrades to pursue the goals of Flood Ready London and the London Surface Water Strategy. Islington is also a member of the North London Flood Risk Partnership and has developed a flood risk strategy which guides highway drainage maintenance activities.

As part of the design process for footway pavement schemes, SuDS suitability is considered as part of Islington's 'grey-to-green' approach, whereby the council identifies opportunities to construct greenery and SuDS solutions rather than a like-for-like replacement of the previous materials.

Islington always aims to plant more trees than it has to fell. In 2024/25, Islington planted 953 trees and in 2025/26 set a target to plant between 900 and 1000 trees. The Islington Tree Map has been developed to identify sites that are suitable for planting new trees, with the aim to increase tree coverage and greenery across the borough.

B10 Innovation

Islington is committed to continuous improvement in the way its highways maintenance service is planned and delivered, 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?	Yes

Islington 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.

Through working with the term capital maintenance contractor, Islington is identifying suitable locations to trial preventative maintenance technologies, including micro-surfacing, crack-sealing, and surface rejuvenation. The findings of this will be reviewed collaboratively with all stakeholders to understand what measures can be taken forward and added to Islington's maintenance plans in the future.

Examples of innovation adopted

- In 2025/26, Islington trialled the use of a Pothole Pro machine. This approach to patching has demonstrated an effective method for delivering permanent carriageway repairs, though at a high cost. Following this, Islington is investigating the provision of permanent reactive patching, using in-house capability to reduce the cost, through training and acquisition of the required equipment.
- Islington has recently completed a full Artificial Intelligence carriageway condition survey of the entire network for the first time, resulting in savings compared to traditional manual methods while also providing a much greater level of detail and support when used to develop the maintenance programme. Following the success of this trial, the Council will be adopting the procurement of a PAS 2161-accredited survey to its condition data plans going forwards.

B11 Utility companies

Utility companies and highway authorities carry out a significant volume of works on the public highway each year, with a direct impact on network availability, surface condition, and the experience of road users. Islington works to minimise the disruption caused by these activities through monitoring, enforcement and coordination with utility companies and other stakeholders.

Work to reduce disruption to road users

Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Yes
Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
Have you conducted and published a permit scheme evaluation within the last three years?	Yes
Have you conducted a traffic sensitive review in the last three years?	Yes

Islington operates a permit scheme and actively monitors utility works through dedicated streetworks inspections, site checks, defect identification and enforcement action where appropriate. Streetworks inspectors monitor the duration of third-party works to ensure the correct processes are followed and the reinstatement is carried out to a good standard.

Utility and highway works are coordinated to minimise disruption, with regular engagement with utility companies through planned coordination meetings and the permit process.

Islington conducted a traffic sensitive streets review at the end of 2025, which was consulted and agreed. This is now available to third parties on Islington's highways permitting scheme platform.

Islington is participating in a Lane Rental Scheme, in collaboration with Transport for London (Tranche 3). This is estimated to go live in 2027. Once implemented, Islington's Lane Rental Scheme will provide a direct financial incentive for utility companies and contractors to complete works more quickly, at less disruptive times and using more innovative construction methods. By charging for occupation of the most congested parts of the network during busy periods, Lane Rental will encourage better planning and coordination of works, reduce the duration of road occupations and help protect the condition of the highway surface from the cumulative impact of repeated openings.

B12 Highway contracts

Managing contracts effectively

Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
Do you routinely analyse actual unit costs (for example £/m ² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
Do you have defined KPIs for your highway's 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?	N/A

The Highways and Traffic Engineers in Islington have the qualifications and technical expertise and experience to review, challenge and approve maintenance interventions proposed by contractors. Unit rates as proposed by contractors are tracked and periodically reviewed as part of the review process undertaken by the Director of Public Realm, Climate Change and Transport, by which the contract is judged on effectiveness and value for money. These assist in defining terms for future contracts, supporting Islington's commitment to improving the service.

Contractor KPIs for delivering highway maintenance activities are reviewed as part of Islington's KPI management contract. These are monitored through quarterly meetings, a KPI dashboard and a performance matrix.