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Local highways maintenance transparency report

Our highway network

<i>Lengths of highway, footways and cycleways (km)</i>						
<i>A Road</i>	<i>B and C roads</i>	<i>U roads</i>	<i>Total Roads</i>	<i>Footways</i>	<i>Other Public rights of way</i>	<i>cycleways</i>
43 km	24 km	390 km	457 km	935 km	50.25 km	64 km

Note – Public Right of Way - The length provided includes Public Rights of Way listed on the Definitive Map, as well as urban footpaths that have not yet been added to the Definitive Map but are still considered Public Rights of Way.

Cycleways – The reported length includes all designated cycle lane routes within Harrow, such as the London Cycle Network (LCN), off-highway paths, quiet ways, and on-highway cycle lanes.

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)	£782,000.00	£16,091,168.90	£451,683.00	97	3
2024/25	£241,000.00	£8,495,843.82	£1,395,518.00	86	14
2023/24	£241,000.00	£9,992,459.69	£348,819.00	97	3
2022/23	£-	£1,567,990.00	£491,869.00	76	24
2021/22	£-	£4,835,850.10	£304,535.00	94	6
2020/21	£-	£5,462,061.00	£426,351.55	93	7

Note - The funding figures provided above cover expenditure across all highway assets, including roads, pavements, street lighting, drainage, trees, public rights of way, and highway structures such as bridges, culverts, and footbridges.

Reactive Maintenance Activity Levels

Estimate of number of potholes filled				
2020/21	2021/22	2022/23	2023/24	2024/25
831	851	1150	1722	7055

In addition to our reactive and responsive maintenance regime, LB Harrow launched the 'Pothole Pro' project in May 2024. This initiative introduced advanced road repair machinery, making Harrow the first London borough to implement this technology. The project targets roads not included in the annual surfacing programme, but which require targeted repairs to prevent further deterioration of the network and to extend the lifespan of highway assets.

The borough is also utilising thermal repair method to address defects. The figures provided for 2024/25 include both safety defect repairs and those carried out using the Pothole Pro and thermal road repair techniques.

The increased figure for 2024 reflects the Council's proactive and reactive approach to defect repairs, aimed at improving road safety and the overall condition of the network.

Road Condition Summary

The London Borough of Harrow is pleased to provide residents with a comprehensive overview of our road network condition, based on official government data and our ongoing monitoring efforts. This information helps demonstrate our commitment to maintaining safe, reliable roads for all users.

Understanding the Data

- **Green (Good condition):** Roads requiring only routine maintenance
- **Amber (Fair condition):** Roads that may require some preventative treatment in the near future
- **Red (Poor condition):** Roads likely to require structural maintenance treatment

Condition Survey

Harrow Council conducts an annual condition survey covering the entire highway network. This survey helps identify trends in asset condition and deterioration, enabling us to prioritise planned maintenance works. By applying asset management principles, we aim to improve the overall condition of the network in a structured and data-driven manner.

In 2024, Harrow trialled an AI-based survey method. As a result, the data submitted shows a significant variance compared to previous Detailed Visual Inspection (DVI) survey results. For the 2025/26 financial year, Harrow has commissioned both a DVI survey and an AI survey. Comparing these datasets will enable the team to identify methodological differences, validate the data, and support more informed decision-making.

The data indicates encouraging improvements across all our road network over the past five years. However, funding from TfL—which traditionally supported the Borough Principal Road Network (BPRN)—has significantly declined. It is now limited to a competitive bidding process, with only a few boroughs selected and funding capped at £200,000 per borough. Given that these roads form a vital part of London's transport infrastructure and require higher resurfacing costs due to their specifications and multiple lanes, maintaining them has been challenging. Despite this, we have managed to uphold their condition effectively. In recent years, the borough has had no choice but to self-fund the maintenance of these key routes.

The data presented demonstrates a notable improvement in the overall condition of our road network, even as natural deterioration continues—where roads in good condition transition to fair, and fair to poor. Our data-driven prioritisation approach is helping us achieve better value for money by targeting interventions more effectively.

Condition data

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020			
2021	23%	28%	49%
2022			
2023	26 %	21 %	53 %
2024	22% (0.91% AI survey)	21% (5.14% AI survey)	57% (93.95% AI survey)

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020			
2021	28%	25%	47%
2022			
2023	27%	20%	53%
2024	25% (AI Survey 1.24%)	25% (AI Survey 5.76%)	50% (AI Survey 93.01%)

Year	Percentage of U Roads in the Red category
2020	
2021	26%
2022	
2023	26%
2024	24% (1.32%)

Note: there was no survey in 2020 due to covid, and data for 2022 is unavailable.

Investment and Action

Our road improvement programme has been delivering results through:

- **Targeted maintenance programmes:** Strategic resurfacing and repair works
- **Preventative maintenance:** Early intervention to prevent roads deteriorating from good to poor condition
- **Enhanced monitoring:** Regular condition surveys to identify issues before they become major problems

Condition Monitoring

Roads are assessed using standardised surveys that measure factors including:

- Surface defects and deterioration
- Structural integrity
- Safety considerations
- Ride quality

These surveys embrace the national Road Condition Statistics guidelines, assuring consistency and comparability across all local authorities.

Ongoing Challenges

Like all local authorities, we continue to navigate a range of challenges, including:

- Limited funding resources
- A competitive bidding process for A-road funding from TfL, with allocations capped at £200k
- Increasing traffic volumes and the added impact of heavier vehicles e.g. electric vehicles
- Weather-related deterioration of road surfaces
- Premature failures caused by utility works

Looking Forward - Our Commitment

We remain committed to:

- Continuing our proactive maintenance approach
- Regular monitoring and assessment of road conditions
- Transparent reporting to residents
- Efficient use of resources to maximise improvements

Resident Reporting

Residents are the most significant members in the maintenance of our road network. Although the council has officers who inspect the roads and identify key defects and maintenance concerns, we also encourage residents to report any issues they notice. Their input is invaluable in helping us maintain the road network effectively. The potholes or highways defects can be reported through our online reporting system, helping us respond quickly to emerging problems.

For the most current information about road works, traffic management, and how to report issues, please visit our website or contact our highways team.

Current Trends and Data

Analysis of our road network reveals several notable trends:

- Increased maintenance demands due to aging infrastructure and climate-related impacts
- Variability in condition across different areas, with routes often showing accelerated deterioration
- Growing emphasis on preventative maintenance strategies to optimize whole-life costs

Continuous Improvement

We regularly review and refine our assessment procedures to ensure they remain aligned with industry best practices and provide accurate data for informed decision-making regarding our highway maintenance programs.

Plans

Overall strategy

The Council is responsible for 457.4 kilometres of road network and 935.1 kilometres of footways. This highway infrastructure plays a crucial role in supporting Harrow's economic development and enhancing the well-being of its residents. It also serves as a strategic link for travel within and between other parts of North-West London. The preservation, maintenance, and improvement of this network—along with its associated infrastructure—are essential to the Borough's economic vitality and social well-being.

Harrow Council adopts a strategic asset management approach to maintain and enhance its highway infrastructure. This aligns with both local priorities and the Mayor of London's Transport Strategy.

Core Principles and Strategy

The Council follows a structured Highway Infrastructure Asset Management Plan (HIAMP), guided by: Long-term planning, Performance monitoring, Optimised maintenance, Environmental sustainability, Value for money

Maintenance Categories

1. Reactive Maintenance - Targets immediate safety issues from minor defects; Roads and footways are inspected 2–3 times annually; Public reports are encouraged and addressed promptly
2. Structural Maintenance - Focuses on major refurbishments based on annual condition surveys, prioritised by condition data as well as other factors such as traffic levels, defect history, and risk assessments; Includes resurfacing and footway reconstruction
3. Data-Driven Decision Making - Maintenance planning is informed by: UK Pavement Management System (UKPMS) assessments however the borough trailed AI inspections method in 2023/24 and 2024/25, Historical maintenance records, Risk-based analysis,
4. Community and Stakeholder Engagement - Residents are notified ahead of major works, Temporary traffic measures are designed to minimise disruption.
5. Budget Efficiency and Sustainability - To maximise the impact of available funding, the Council; Chooses cost-effective treatments; Avoids non-essential cosmetic repairs; Reduces future maintenance liabilities

Decision - Highway Infrastructure Asset Management Plan (HIAMP)- Footway & Carriageway Resurfacing Programmes – London Borough of Harrow

Specific plans for 2025/26

Harrow Council has a statutory duty under the Highways Act 1980 to maintain adopted highways at public expense. All footways and carriageways across the Borough are subject to regular inspections, both on a scheduled basis and in response to concerns raised by residents. These inspections help identify potential hazards to pedestrians and road users, prompting timely localised repairs where necessary.

In addition to reactive maintenance, the Council operates a planned maintenance programme for more extensive works, such as full resurfacing or repaving of streets. This programme is guided by a robust scoring system. Each year, an independent company conducts condition surveys using nationally approved methodologies. Roads identified as needing further attention are then assessed by Council highway engineers, who assign scores to help prioritise works.

The scope of the planned maintenance programme is determined by the available budget and prioritised based on these condition scores.

2025/26 Programme

With an increased budget for 2025/26, we anticipate delivering an even more extensive programme:

CW - 65 roads scheduled for resurfacing, covering approximately [15.4 km]

FW - 38 footways planned for renewal, covering approximately [20 km- both sides combined]

Preventative maintenance utilizing Pothole Pro/Thermal Repair technology across roughly 150 road locations, treating approximately 30,000 square meters of road surface.

Reactive Maintenance – repair of approximately [3800] defects. These are subject to change depending on weather conditions and deterioration of the network.

Streetworks

In discharging the role of Traffic Manager for the council, the Network Operations team works effectively to coordinate all proposed works in the borough. All applications are processed and approved to ensure traffic flow is managed efficiently and to minimise disruption caused by any proposed works. Provisional Advance Authorisations (PAAs) are submitted as early notices so that utility companies are aware of the works. Section 58 notices are also issued to utility companies to ensure all works are coordinated, allowing them to plan their activities in advance of any resurfacing works.

Climate change, resilience and adaptation

- Improve the local environment and transport infrastructure to make it easier for all residents to move around the Borough.
- Improve the natural environment to make the Borough cleaner and greener.
- Introduce initiatives that will help the Borough as a whole to decarbonise and achieve carbon neutrality.
- Ensure Council-procured goods & services deliver low carbon outcomes
- Introduce strategies and activities that support the reduction of carbon and other greenhouse gas emissions e.g. reduction of transportation of materials; used local supplier, innovative material trials
- Maximise use sustainable active travel modes (i.e., walking/cycling).
- Implement solutions which minimise waste to landfill e.g. Thermal Road repair