Local Highways Maintenance Transparency Report

June 2025

HILLINGDON
LONDON

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Our Highway Network

Hillingdon Council (Hillingdon) has a legal requirement to maintain public highways under Section 41 of the Highways Act 1980. Figure 1 shows a breakdown of different highway assets managed by the Council:

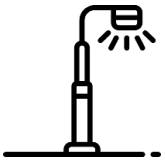
Roads	Footways	Cycleways
		
Total: **689.6 km** A Roads: **56.1** km B/C Roads: **73.0** km U Roads: **574** km	Footways: **1215** km Public Right of Ways: **129** km	Cycleways: **79** km
Structures	**Street Lighting**	**Drainage**
		
Bridge Structures, Retaining Walls and Culverts: **152** no.	Lamp Columns: **approx. 24,000** no.	Gullies: **approx. 33,000** no.

Figure 1: Hillingdon's Highway Assets

Principal (A) Roads provide access to London Heathrow Airport and key access points in and out of London, notably towards Reading and the west. B & C roads serve as the main links between the A roads and the unclassified (U) Roads that are predominantly residential quieter roads. The Highway Maintenance team also has the responsibility to maintain 72 highway bridges, 31 culverts, 49 footbridges that are vital links across the borough. We also maintain the street lighting and street furniture to enhance the public amenities, along with gullies along the highway to drain surface water from our roads.

To enable the council to keep the assets on our highway safe and accessible, Hillingdon Council allocate an annual budget for planned, routine and reactive maintenance activities. We have also received additional funding from the Department for Transport (DfT). Table 1 provides a breakdown of our historical and projected spend for the current financial year (2025/26). The budget is split between planned (or preventative) maintenance and reactive maintenance.

Table 1: Highway Maintenance Spending Breakdown

Highway Maintenance Spending						
Year	Capital Allocated by DfT (£,000s)	Capital Spend (£,000s)	Revenue Spend (£,000s)	Kilometres of road resurfaced	Estimate of % Spent on Preventative Maintenance	Estimate of % Spent on Reactive Maintenance
2025/26 (projected)	1,152	11,000	3,244	11.0	77%	23%
2024/25	354	8,783	3,144	17.3	74%	26%
2023/24	354	6,781	3,125	13.5	68%	32%
2022/23	-	4,533	3,017	13.0	60%	40%
2021/22	-	8,996	3,083	17.3	74%	26%
2020/21	-	6,617	2,826	19.4	70%	30%

Our capital budgets are allocated to planned maintenance activities to improve our assets for the long term and to keep our communities and borough connected. Details of the planned maintenance activities include:

- Resurfacing and reconstruction of roads.
- Resurfacing and reconstruction of footways.
- Planned repairs and upgrades to bridges, structures and culverts.
- Replacing streetlights and columns.

Our revenue budgets are allocated to keeping our highway network safe on a day-to-day basis. This includes planned and reactive maintenance. Details of maintenance activities include:

- Identifying and resolving safety critical defects.
- Repairs to roads (includes repairing potholes).
- Repairs to footways.
- General inspections, which are completed every two years and Principal inspections, which are completed every six years for bridges, structures and culverts.
- Our annual gully cleansing regime and responding to blocked gullies. Gullies that are in a high flood or leaf fall area are cleaned more frequently.
- Structural testing which is completed every five years and electrical testing which is completed every six years for street lights and columns. We publish information on how to report street light issues on our website (link).
- Replacing signs.

A pothole is a defect that has been identified on our roads, which requires a patch on the road to make it safe for road users. **Error! Reference source not found.** details of the number of potholes which we have fixed over the past five years.

Table 2: Estimated Number of Potholes Filled

Estimate Number of Potholes Filled			
2021/22	2022/23	2023/24	2024/25
713	844	1021	1023

Condition of Local Roads

Since 2022, road condition assessments on the local principal classified and unclassified network in Hillingdon are undertaken using Artificial Intelligence (AI) led surveys. This aligns with the approach Transport for London (TfL) take on our Borough Principal Road Network (BPRN). This was introduced into Hillingdon in 2022. The AI survey detects the condition of a road from video footage and provides an objective consistent approach to determining the condition across our network. Prior to 2022, road condition assessments were conducted using a different survey methodology.

By utilising the AI surveys, our road condition is classified into three categories. They are:

- Green: None or minor deterioration, no further investigation or treatment required
- Amber: Moderate deterioration, maintenance may be required soon
- Red: Moderate to severe deterioration, maintenance will be required

The reported condition of the road network is based on data collected at a specific time. This may not account for changes to the condition of the road, since the survey was taken.

Our A roads are surveyed annually, using AI-led surveys as part of the BPRN survey TfL undertakes. Results of the annual surveys are presented in Figure 2. Note, no condition surveys were undertaken in 2020 and 2021 due to Covid-19 restrictions.

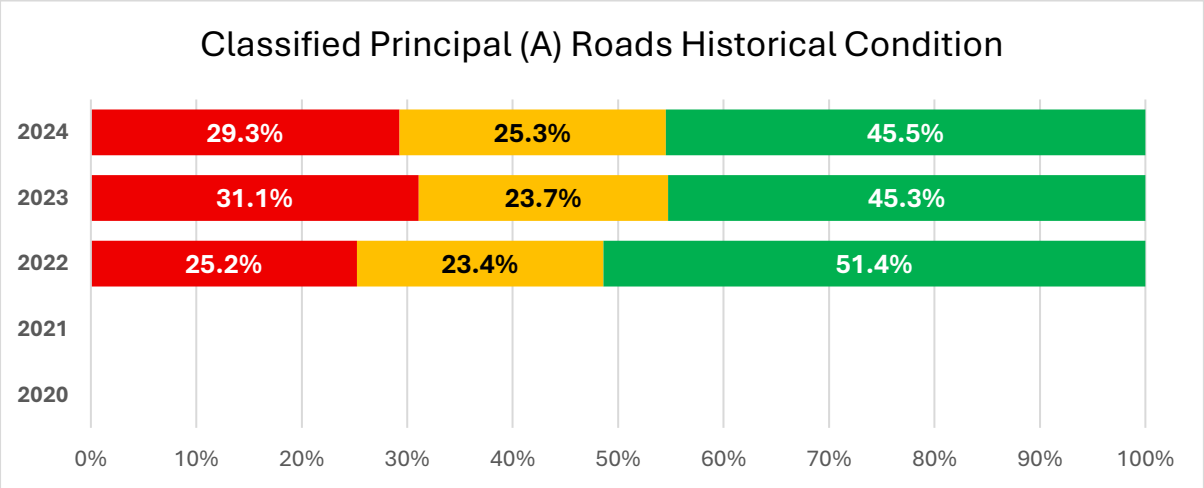


Figure 2: Historical A Road Condition

Our classified non-principal (B&C) roads and unclassified (U) roads are surveyed every two years, with the next survey to be undertaken this year, using AI-led software. In 2021, a Detailed Visual Inspection (DVI) condition survey was undertaken. In 2023, we implemented the use of AI-led software to measure the condition of our non-principal and unclassified road network. We are unable to compare the condition survey results due to differing survey methods, as shown in Figure 3 and Figure 4.

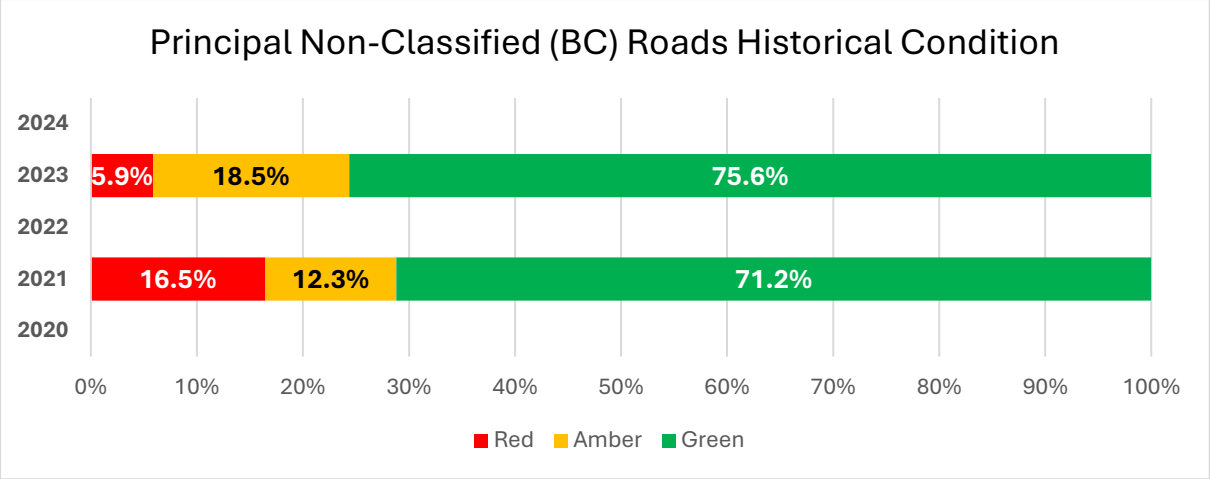


Figure 3: Historical B&C Road Condition

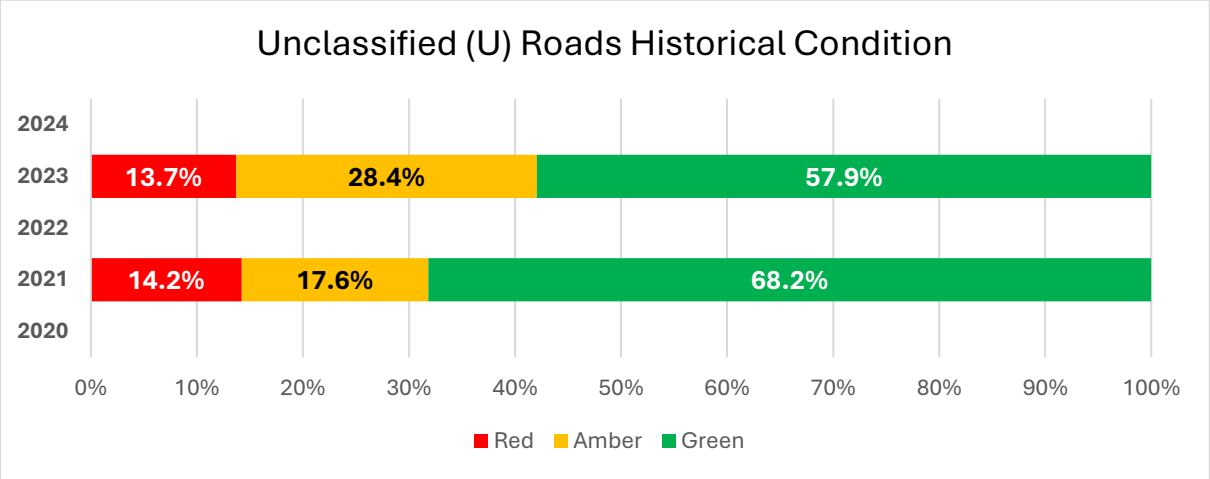


Figure 4: Historical U Road Condition

Plans

Overall Strategy

We utilise a risk-based approach to Highway Asset Management, which is in line with the Code of Practice: Well-Managed Highway Infrastructure and industry best practice. This approach ensures that we manage and maintain our highway assets to the highest possible standard with the resources available.

In addition to reactive maintenance which we undertake to keep our highway network safe, in link with our statutory duty under the Highway Act (1980), we also carry out routine safety inspections on our road and footway network as defined by our network hierarchy. Our network hierarchy is also used to define our response time to fix safety critical defects. The hierarchy considers multiple usage and location factors, including, vehicular and pedestrian volumes, transport hub locations, access to emergency services and education facilities.

When we develop our annual programme to deliver our planned maintenance from our priority list, we consider the following factors:

- Condition survey results
- Network hierarchy
- Historical defect frequency and accident claims records
- Feedback from residents, elected members and petitions.

We use these factors to allocate a ranking to every potential scheme, allocating those with the highest score to be worked on first. Our approach examines the lifespan of the entire road network and not just individual roads. This ensures that we can keep our network safe and accessible for our residents, businesses and elected members.

We also actively participate in forums such as London Technical Advisors Group (LoTAG) and London Highways Engineers Group (LoHEG). This allows us to align, benchmark and discuss our approach to Highway Asset Management with our neighbouring boroughs and the wider London area. It enables us to have a consistent approach to activities, such as our network hierarchy factors and resilient road networks.

Our Plans for 2025/26

For this financial year 2025/26, we have confirmed plans to resurface 5 kilometres of our roads, with provisional agreement to resurface an additional 6 kilometres. For our footways, we plan to repair 12 kilometres of our network. For our structures, bridges and culverts, we are carrying our maintenance on five bridges and structures (Hayes Bridge, Ickenham Accommodation Bridge, Moor Bridge, Moorhall Road Bridge and Stratford Bridge) and conducting 35 planned principal and general inspections.

From our total highways budget for this year, we plan to spend 77% on planned maintenance works. This is contributing to the uplift and renewal of our highway assets to keep Hillingdon connected. We aim to prioritise planned improvements; however, we have a statutory duty under the Highways Act (1980) to keep the highway safe and accessible to the public. This means we will have to respond to defects on our network when they appear. The remaining 17% of our budget will be allocated to respond to these defects and our day-to-day activities to keep our network running. As part of this, we expect to fix approximately 800 potholes this year based on historical trends.

With our planned resurfacing works, we aim to cover as much of the borough as possible. Table 3 lists the wards in Hillingdon that we are completing road resurfacing works.

Table 3: Roads which we are completing resurfacing works in for 2025/26

Street Name	Ward
Attle Close	Hillingdon West
Blackpool Gardens	Charville
Central Avenue	Wood End, Hayes Town
Charville Lane	Charville
Chiltern View Road	Uxbridge
Clyfford Road	South Ruislip
Frogmore Avenue	Charville
Gainsborough Road	Charville
High Street, Harlington	Heathrow Village
Hilliards Road	Colham & Cowley
Hill End Road	Harefield Village
Magnolia Street	West Drayton
Marlborough Avenue	Ruislip
Minet Drive	Hayes Town
New Road	Colham & Cowley
Norfolk Road	Uxbridge
North Hyde Gardens	Pinkwell
Richards Close	Hillingdon West
Romney Road	Charville
Rosmary Close	Colham & Cowley
Rowan Road	West Drayton
St Laurence Close	Colham & Cowley
Spencer Avenue	Belmore
Star Road	Hillingdon East
The Green	West Drayton
The Vale	South Ruislip
Townfield Road	Hayes Town
Welwyn Way	Charville
West Drayton Road	Colham & Cowley and Wood End

Western View	Hayes Town
Weymouth Road	Charville
Wood End	Wood End

We are also completing repairs to footways in the streets listed in Table 4.

Table 4: Footways which we are completing repairs for 2025/26

Street Name	Ward
Abingdon Close	Hillingdon West
Acacia Avenue	Yiewsley
Acol Crescent	South Ruislip
Attle Close	Hillingdon West
Belmont Road	Uxbridge
Blackpool Gardens	Charville
Boltons Lane	Heathrow Villages
Bury Avenue	Charville
Church Close	Uxbridge
Clyfford Road	South Ruislip
Colham Avenue	Yiewsley
Cornwall Road	Uxbridge
Cowley Crescent	Colham & Cowley
Cranmer Road	Wood End
Daleham Drive	South Ruislip
Dellfield Crescent	Uxbridge
Derwent Drive	Charville
Dudley Drive	South Ruislip
Dunedin Way	Yeading
East Walk	Hayes Town
Edgar Road	Yiewsley
Grosvenor Crescent	Hillingdon East
Harmondsworth Road (footpath)	West Drayton
Hilliards Road	Colham & Cowley
Hunters Grove	Hayes Town
Lansdowne Road	Wood End
Manor Waye	Hillingdon West
Misbourne Road	Hillingdon West
Moor Park Road	Northwood
Norwood Gardens	Yeading
Nursery Waye	Hillingdon West
Phelps Way	Pinkwell
Philpots Close	Yiewsley
Press Road	Uxbridge
Queens Road	Uxbridge

Rosmary Close	Colham & Cowley
Shenley Avenue	Ruislip Manor
St Jeromes Grove	Wood End
St Laurence Close	Colham & Cowley
Sunray Avenue	West Drayton
The Vale	South Ruislip
Vineries Close	Heathrow Villages
Welwyn Way	Charville
West Walk	Hayes Town
Wilmar Close	Uxbridge
Wordsworth Way	Heathrow Villages
Yew Avenue	Yiewsley

Street works

We publish our planned works on our website (link). This acts as a notice under Section 58 of the New Roads and Street Works Act (1991), which informs utility companies and developers to restrict works on certain roads within our borough following road resurfacings, unless in emergency situations. We also have a streetworks register, which is managed by TfL. This is published on our website for residents and businesses to see where we are doing improvement works, along with works being completed by utility companies (link).

Climate Change, Resilience and Adaptation

Climate change is affecting every aspect of our daily lives, including our highway assets.

We have adopted warm mix treatments on our roads as our standard resurfacing treatments. We utilise carbon-efficient technology for reactive maintenance repair (Infrared technology (Rhinopatch) and Elastomac from RoadMender Asphalt). This reduces the energy needed to resurface our roads, decreasing our carbon emissions.

We also recognise the growing risks posed by climate change to our highways. As a Lead Local Flood Authority (LLFA), we are responsible for assessing and managing flood risks, which are becoming more common due to more intense and frequent rainfall events. We publish information for our residents and businesses on what we are doing as a council to manage the flooding risk (link). To address our flooding risk, we are incorporating Sustainable Drainage Systems (SuDS) where appropriate, to better manage surface water and reduce strain on our existing drainage infrastructure.

Colder weather also puts pressure on our highway network. To keep our roads safe and accessible, we follow our best practice winter service operational plans. This guides us on when and what roads to apply salt on to minimise disruption to road users.

Additional information on plans

The council will fight to ensure High Speed Rail (HS2) is constructed and operated in a manner that best protects our residents and the environment. We provide regular updates to our residents and businesses who are directly affected, and we upload regular updates on our website (link).

Electric vehicles are heavier than traditional vehicles, due to the additional weight they carry from their batteries. This additional weight contributes to our roads deteriorating faster, particularly in areas where there is frequent stopping and starting like bus stops. As an increasing number of busses around the borough are switching to electric, we are working with TfL to coordinate and deliver a repair programme to repair the road around bus stops, to prevent further road deterioration.

A number of data centres are currently being built across our borough, specifically in Hayes. While they bring positive benefits by supporting technological advancement, they also

place additional stress on our roads This is due to utility providers upgrading their infrastructure to meet the needs of the data centres, which sits beneath our roads. This is resulting in more patches and trenches on our roads, affecting the lifespan of our roads. Additionally, increased construction traffic is required to deliver materials to these sites which is also causing our roads to deteriorate faster. We are actively monitoring these impacts to keep the disruption on our road network to a minimum.