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Highways maintenance transparency report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Table 1. Our highway network lengths

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	Segregated Cycleways
81km	26km	490km	597km	985km	82km(est)	7km

Our highways maintenance regime not only deals with the maintenance of the surfaces of our roads, footways and cycle lanes but we also manage, inspect and maintain 12 road bridges, 15 footbridges, 6 subways, 6 retaining walls.

We are also responsible for the cleaning and maintenance of approximately 27,680 gullies (drains), which is carried out on a reactive basis.

The borough also has approximately 28,300 of lighting assets, including street lighting and illuminated signs/bollards. The costs to maintain these and provide festive lighting are not included in the surface roads, footways and cycle lane budgets but we spend approximately £5.00m annually on the operation of those lighting assets.

Our Winter Service, is a statutory service, as we must keep the highway free of obstructions which includes snow and ice. We treat 5 predetermined primary routes covering 27% of (150km) of Ealing's highway-maintained road network. We also cover a further 12 secondary routes equating to 33%, or 178km of the network. In total our winter service operations cover 60% of the borough which equates to 328km.

Table 2. 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)	£945,000	£5,647,512	£2,012,240	73.70%	26.30%
2024/25	£291,000	£5,566,168	£2,160,508	72.00%	28.00%
2023/24	£291,000	£4,850,551	£2,124,040	69.50%	30.50%
2022/23	£	£5,176,423	£1,947,096	72.60%	27.40%
2021/22	£	£4,811,041	£2,013,737	70.50%	29.50%
2020/21	£	£4,249,416	£1,998,815	68.00%	32.00%

Additional information on spending

There are five main departments within Ealing Highways:

- Transport Team (cycling, bus priority and CPZs)
- Network Management and Maintenance Team
- Highways Improvement Team
- Scheme Design and Implementation Team
- Estates and Development Team & Street Lighting Team

Collectively these teams manage and maintain the highway network, ranging from repair of a small pothole to delivery of major cycle infrastructure improvements.

In relation to the DfT Pothole funding, two teams are directly involved:

The Maintenance Team will be involved with pothole repairs, including the planned “drive and repair” programme. Preventative maintenance involves proactive measures to maintain and expand the lifespan of roads and footways, preventing major deterioration and costly repairs later on. This includes routine inspections, minor repairs and a yearly resurfacing programme. It also includes structures inspection and maintenance, gully cleansing, highway drainage, winter service and emergency call out.

The Highways Improvement Team will deliver the surfacing renewal schemes, where the road surface is poor and patching will no longer be sufficient.

Table 3. Roads resurfaced

Year	Length of roads resurfaced*
2024 to 2025	10,700Km
2023 to 2024	14,295Km
2022 to 2023	12,865Km
2021 to 2022	8,870km
2020 to 2021	5,845Km

* This figure includes plane and lay surfacing, and micro-surfacing

Table 4. Number of potholes repaired

Year	Estimate of the number of potholes filled
2024 to 2025	3027
2023 to 2024	4241
2022 to 2023	2888
2021 to 2022	3900
2020 to 2021	3241

Condition of local roads

Table 5. Percentage of A roads

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	7%	20%	73%
2021	%	%	%
2022	5%	18%	77%
2023	5%	14%	81%
2024	3%	19%	78%

Principal Road data collection (A roads) is carried out on behalf of Ealing by TfL annually.

Table 6. Percentage of B and C roads

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	10%	29%	61%
2021	%	%	%
2022	7%	28%	65%
2023	8%	28%	64%
2024	9%	26%	65%

Table 7. Percentage of U roads, survey data is collected annually

Year	Percentage of U Roads in the Red category
2020	10%
2021	%
2022	10%
2023	9%
2024	9%

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>

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. A score is then given in accordance with the UK Pavement Management System standard, the national standard for road assessment from which we can analyse the condition of our network and prioritise the schemes which are most needed. This can take in to account a small weighting for proximity to schools, hospitals or shopping centres.

Analysis of road condition data

The trend indicated the unclassified roads is remaining constant based on the condition rating scores. However, inflation has significantly impacted upon our budgets in real terms and funding is increasingly stretched, with there being further implications in terms of population growth and substantial new developments, increasing demand for the network. The change to electric vehicles also increases the burden on the network, with heavier electric buses for example. The road network was not designed and built for such types.

Requirement for continued funding

Based on modelling carried out in 2021 by an independent consultant, it was calculated that a minimum annual budget of £8.5m is required to maintain the network in a steady state at its current condition. Without this level of budget, the road network will continue to decline. We have not received any funding for Principal Road renewal from TfL in two years, therefore the additional DfT pothole funding is vital as we tend to use it to resurface our busiest roads and junctions.

Additional information on condition

Plans - Overall Strategy

The additional financial support provided by the DfT is directly responsible for enabling Ealing Highways to enhance the highway network. There are two key areas that we can now deliver more improvements:

- Drive and repair pothole repairs. Surveys are now being commissioned to identify pothole repairs, but also pre-emptive repairs where the defect might not meet intervention level but is likely to fail in due course
- Plane and lay surfacing schemes, at key locations on the principal road network

Specific plans for 2025 to 2026

The drive and repair pothole repair programme is borough wide, with plane and lay surfacing schemes shown below:

Road Name	From	To	Ward
Drive and Repair			All

Greenford Road	Two bus stop reconstructions	Costons Avenue	Central Greenford
Uxbridge Road	Lido Junction	Lido Junction	Walpole
Argyle Road	A40 Junction	A40 Junction	Perivale
Greenford Road	Rockware Avenue	Uneeda Drive	Central Greenford
Rockware Avenue	Oldfield Lane North	Greenford Road	Central Greenford
Tentelow Lane	Minterne Avenue	Minterne Avenue	Norwood Green

Funding will be split with £500k for the drive and repair programme, with £450k for plane and lay resurfacing. We will resurface approximately 0.5km of carriageway and although there are no plans for footway renewal, all surfacing schemes take in to account footway improvements and pedestrian access, where necessary we do include small areas of footway renewal.

The Highways Improvement Programme includes a nominal provision for structure repairs, but these repairs have significant impact. Oldfield Lane North for example was resurfaced, but investment was made to waterproof the bridge deck and repair the 'on ramp' which is a concrete slab either side of the deck. We removed a significant dip in the road, not only benefitting road users but also protecting the structure by reducing the impact vehicles have on it.

Other repairs have included expansion joint repairs, and the current programme includes consultation with Transport for London to review the condition of the expansion joints located within the Argyle Road scheme. We work very closely with TfL, and discussions here also include consideration to resurfacing their slip-roads as part of our scheme, the aim being to minimise disruption and work as closely as possible with our partners.

We estimate an average of 3,500 pothole repairs, with potentially 500 additional repair locations which would not normally meet our safety inspections. An example scheme could include a location where two manhole covers require adjustment to improve the ride quality, or a location where we can see failures are likely to happen, but we can intervene before they become a problem.

Streetworks

Highway works are essential but by their very nature they are disruptive, but we co-ordinate fully with a wide range of stakeholders, in particular HS2, TfL, London Buses, Emergency Services and utility companies. Works are co-ordinated to dovetail wherever possible, for example arranging with a stakeholder such as Thames Water to bring forwards planned works and follow up with the resurfacing scheme afterwards.

Ealing will also become part of the Lane Rental scheme which aims to reduce the impact of works on our busiest roads. Furthermore, we are in discussions with TfL to help improve bus route planning and co-ordination so that works in a neighbouring borough are taken into account with our schemes.

Climate change, resilience and adaption

Ealing's term contractor plays a vital role in decarbonise maintenance operations, with more use of recycled materials and recycling. The network itself faces a great many challenges from climate change, hotter temperatures, wetter conditions, cold snaps. We are making changes as follows:

- Micro-surfacing: instead of waiting for the road to fail requiring resource intensive plane & lay surfacing, we have a large programme of micro-surfacing schemes which protect the existing road with an overlay material before it fails, this is a significant carbon saving

- We are keen to investigate Asphalt Preservation, which potentially offers further carbon savings by protecting the road at a stage before micro-surfacing would be required
- In 2025 we plan to trial in-situ resurfacing, on unbound roads that conventional resurfacing alone has a risk of failure because the road cannot support channelised traffic (parking both sides), and the design of the road can be future proofed (a carbon saving in terms of not returning to resurface the road if it fails again due to a weak base).
- Warm mix asphalt (industry wide)
- Where affordable, we opt for the strongest specification possible by using durable surfacing materials, roads are often not designed for the modern requirements for traffic volume and vehicle weights, we aim to delay the renewal date for as long as possible by using the best materials we can

Additional information on plans

The context behind schemes is often far more complicated than it seems. A scheme on Greenford Road for example has delivered improved cycle facilities and pedestrian crossing facilities in addition to a new bus lane. The works include bus stop repairs where the concrete base had failed, resurfacing alone would not have worked and the new road surface would eventually fail. Using DfT funding however, we were able to repair the concrete base, and funding will also contribute to resurfacing works to finish the scheme off. Funding sources are TfL, DfT and potentially also HS2. Being in a position to approach organisations for funding allows us to broaden the scope of the original scheme, and include add-on benefits, the benefit to residents cannot be understated.