Date: 18/06/25 – Original Version

30/06/25 - Revision A

Local Highways Maintenance Transparency Report

1.0 Brent's Highway Network

This section provides information about the highways network that Brent Council manages. This is to help local people understand what we are responsible for.

Highway infrastructure is the most visible, well used and valuable physical asset owned by the Council. The latest value of Brent's asset is estimated at around £4.5 billion and includes not only the roads and footways below but also:

- 90 bridges and structures
- 20700 road gullies
- 10,000 street trees; and
- 22,848 streetlights and other illuminated street furniture.

Lengths of highway, footways and cycleways (km)						
A Road	*B and C roads*	*U roads*	*Total Roads*	*Footways*	*Other Public rights of way*	*Cycleways*
46.6km	*31.5km*	*391.4km*	*469.5km*	*847 km*	*16km*	*3 km*

As time goes on, roads and pavements and other things that are currently in good condition will deteriorate, just like any physical asset such as a house or a vehicle. To keep on top of the deterioration of our asset, the council must invest continually in maintenance.

To improve the way the Council maintains its highways, the Council has adopted a Highway Asset Management Plan (HAMP). The HAMP sets out a strategy based on the need to repair our assets on a regular basis, before they fail, to extend their lifespans and reduce repair costs long-term, and provide the best value for money for the Council.

The strategy initially involves introducing a programme of major resurfacing works along with preventative maintenance, which takes the form of thinner surface treatments (to seal roads against water ingress) and injection patching (to slow down the rate of deterioration)

During 2023/24, the network was assessed to determine the current condition of our carriageways. A range of factors is then considered to define priorities for maintenance.

The Council's Asset Management software uses the condition survey data to produce annual road maintenance programmes, including suggested treatments, for set budgets to give the best condition, taking into account the deterioration of asset due to wear and tear. Officers use the software to draw up programmes for:

- Major resurfacing programme for A, B, C and Unclassified roads
- Preventative maintenance for unclassified roads (both thin surfacing and injection patching programmes)
- Road-marking refresh programmes

2.0 Highways Maintenance Spending Figures

Highway maintenance spending								
Year	Capital allocated by DfT (£,000s)	Capital allocated by TfL (£,000s)	Capital Budget (£,000s)	Revenue Budget (£,000s)	Total Spend (Revenue +Capital)	Estimate of % Total Budget spent on preventative maintenance	Estimate of % reactive maintenance spent on Potholes	Estimate of % Total Budget spent on reactive maintenance
2025/26 (projected)	£759		£3,500	£788	£5,047	0	33	16
2024/25	£234		£8,830	£1,088	£10,152	2	24	11
2023/24		£200	£8,830	£988	£10,018	4	27	10
2022/23			£5,500	£783	£6,283	7	32	12
2021/22			£9,255	£783	£10,038	6	27	8
2020/21		£239	£13,484	£784	£14,507	7	34	5

2.1 Additional Spending Information-Highways Investment in Brent 2024–2026

Brent Council's Highways Investment Programme for 2024–26 includes a multi-faceted approach focused on maintaining and improving the borough's road and footway network, enhancing public realm areas, mitigating flood risk, and maintaining key infrastructure such as bridges and drainage systems.

2.1.1 Carriageway Works

Carriageway improvements are prioritised through independent network condition surveys, engineering site assessments, and other strategic factors. Although Brent historically received Transport for London (TfL) funding for Principal Road Network (A-road) improvements, TfL funding has been minimal since 2018. For 2024/26, no TfL funding has been secured. However, Brent has started to receive funding directly from the Department for Transport in 24/25 & 25/26

2.1.2 Injection Patching

Injection patching a cost-effective and rapid pothole repair technique, continues to play a significant role. A new four-year contract with Velocity UK Ltd began in August 2024, focusing primarily on residential roads. Despite its shorter lifespan than traditional repairs, injection patching offers efficiency and cost advantages—approximately one-third the cost of conventional repairs. Due to a £250k budget slippage from previous

years, this balance will fund work in 2025/26, with no additional budget allocated for that year.

Estimate of number of potholes filled				
2020/21	2021/22	2022/23	2023/24	2024/25
10,210	6,796	10,718	5,761	3,998

Additionally, £100k annually will fund the renewal of road markings, guided by survey data and prioritised through asset management systems.

2.1.3 Footway Works

Brent is investing £15m over four years in planned highway maintenance, with £2m already delivered in 2022/23. The remaining £13m programme, approved in February 2024, will complete by early 2025/26. A further £150k annually is allocated for resurfacing short footway sections in poor condition, helping reduce future reactive costs and liability claims.

2.1.4 Public Realm Improvements

The Council will continue to invest £125k per year in the **Public Realm Programme**, aiming to reinforce footways and grass verges, particularly at junctions where vehicle overrun is a common issue.

2.1.5 Flood Risk Reduction

Brent has several strategies to reduce flooding risk:

- **Sustainable Drainage Systems (SuDS)** are mandated for all major developments, ensuring at least a 50% reduction in surface water discharge. Infrastructure such as green and blue roofs and permeable paving also contribute to biodiversity and carbon reduction.
- **Flood alleviation schemes** are under development, guided by hydraulic modelling of high-risk areas.
- The Council maintains **non-statutory watercourses** to prevent fluvial flooding and implements a **Flood Risk Management Strategy** with objectives focusing on awareness, reduction, preparedness, and sustainability. The strategy is currently under review with completion expected in Spring 2025.

2.1.6 Gully Cleansing

Gully Cleansing plays a critical role in flood prevention. Of Brent's 20,718 gullies, high-priority ones are cleaned every 6 months, with the remainder on 12–18 month rolling cycles. Reactive cleaning also addresses public reports, and repeat visits are made for obstructed gullies. Small-scale drainage improvements continue, although Thames Water retains responsibility for major drainage capacity.

2.1.7 Bridges and Structures

Brent maintains 90 highway structures, including 60 bridges. Due to the lack of LoBEG funding, the Council will allocate £450k from its capital budget to support bridge inspections, feasibility studies, and structural assessments. Works will adhere to current design standards, CDM regulations, and environmental and safety best practices.

This investment programme reflects Brent's commitment to maintaining safe, efficient, and sustainable highways infrastructure.

3.0 Condition of local roads

3.1 Condition Assessment Surveys

In order to manage our highways, we carry out condition assessment surveys to determine the current condition. This is done using independent to nationally agreed standards. We have full survey coverage of the borough's roads and pavements so we can assess the priority for resurfacing right across the borough. These surveys give us a "Condition Index" for all the sections of road; the "Condition Index" is in the form of a number It is a measure of the number and severity of the defects one section of road has, and allows us to compare the condition of one section to another.

The Condition Index measures the structural condition, taking account not just superficial defects like potholes, but also defects indicative of deeper lying problems, which may not be apparent to the casual observer. Resurfacing programmes address the structural condition of the roads, not just the surface condition.

3.2 Condition Banding – Red, Amber & Green

When measuring highway condition, Red, Amber, and Green bands are commonly used in condition assessment surveys to classify the state of the road network and help prioritise maintenance. Here's what each band means:

Red Band – Poor Condition

- Definition: The section of road has serious structural issues or surface defects.
- Action: Likely requires immediate or short-term maintenance or resurfacing to avoid failure or safety risks.

Amber Band – Fair/At Risk

- Definition: The road is showing early signs of deterioration or moderate wear.
- Action: Typically monitored or scheduled for medium-term maintenance before it worsens.

Green Band – Good Condition

- Definition: The road is in generally sound condition with only minor or no defects.
- Action: No immediate maintenance needed; part of ongoing routine monitoring.

3.3 The Condition of Brent's Roads

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	14%	3%	83%
2021	17%	5%	78%
2022	22%	6%	72%
2023	10%	3%	87%
2024	14%	3%	83%

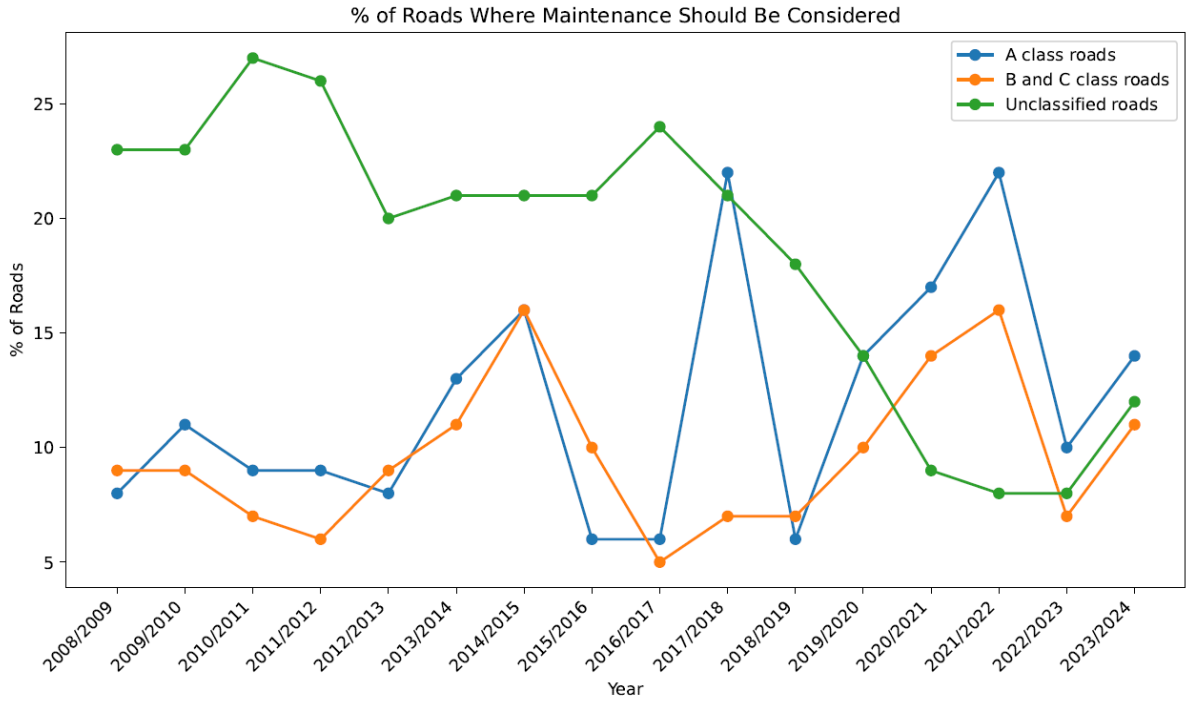
The frequency of collection for A road condition data is 100% per year

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	11%	4%	85%
2021	14%	6%	80%
2022	16%	7%	78%
2023	7%	3%	90%
2024	11%	5%	84%

The frequency of collection for B and C road condition data is 100% per year

We have presented below a number of years of data, of the percentage of roads where maintenance should be considered (i.e. in "Red" condition). This visualization helps highlight trends, such as:

- A class roads showing significant fluctuations, especially in 2017/2018 and 2021/2022.
- B and C class roads generally staying within a narrower range.
- Unclassified roads showing a steady decline in maintenance needs, (that is, a steady improvement in the condition) over the years.



3.4 A New Way of Measuring Condition

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

3.5 Additional information on condition

In 23/24, the classified road network had slightly deteriorated in condition, with A-roads going from 10% to 14% in need of maintenance and B&C-roads going from 7% to 11%. Although A-road performance is down, it is still better than 20/21 and 21/22 figures and reflects the recent investment put in by Brent. Capital spend is not the only factor on these figures as at the same time network deterioration also affects condition by making it worse. Unclassified roads make up 80% of all borough roads and from the latest surveys and their condition deteriorated slightly, with 12% of Brent's unclassified roads now in need of substantial maintenance. This is in spite of the increased budget for road resurfacing in recent years as the footway allocation within the £3.5m normally used for footways was redirected for extra carriageway maintenance in the years of large additional investments of £20m & £15m. The extensive injection patching programmes no doubt help maintain the carriageway condition.

As time goes on, roads and pavements that are currently in good condition will deteriorate, just like any physical asset such as a house or a vehicle. To keep on top of the deterioration of our asset the council must invest continually in maintenance.

4.0 Plans

4.1 Overall strategy

Brent Council's highways asset management begins with a detailed asset inventory and condition surveys, covering roads, footways, street lighting, and drainage. Through annual inspections, assets are graded against predefined condition indicators, enabling data-driven decision-making and budgeting.

Brent's Highways Asset Management approach has treatments (like resurfacing, or patching) which can be reactive, preventive, or planned maintenance. This ensures that early, cheaper repairs prevent smaller short-term defects from getting worse —while balancing capital funding constraints. Spending is prioritised via a risk-based approach: assets critical to safety or with higher failure consequences receive earlier intervention.

Brent's Highways Asset Management is aligned with the "Well-Managed Highway Infrastructure" (WMHI) Code of Practice. Our procedures aim to promote resilience, sustainability, and performance. Outcomes are monitored through Key Performance Indicators (KPIs), linked to borough council objectives and statutory duties.

Annual forward works programmes are informed by co-ordination across different teams, such as utilities coordination, minimising disruption. Regular resident and Councillor feedback, logged via Brent's Fix My Streets and other service requests, helps address emerging issues swiftly.

Funding comes from the combined pool of mainly local council budgets, with some central government highways maintenance grants and occasional London-wide allocations. The annual highways maintenance plan sets out the programme, identifies current condition and issues, and outlines risk-based mitigation strategies.

In summary, Brent's current highways approach includes asset inventories, condition surveys, risk-based prioritisation, WMHI alignment, performance monitoring, planned capital works, and consistent public engagement—all aimed at delivering safe, sustainable infrastructure within fiscal constraints.

4.2 Best Practice Innovation and Efficiency

The Council has taken advantage of new technology to improve its asset condition data collection. Now, for carriageways, a video survey of the whole borough can be completed in little over a week, much quicker than a traditional manual survey. The survey is undertaken from an ordinary car using a standard mobile phone. The innovative part is that Artificial Intelligence (AI) software then scans the images, quickly and reliably identifying defects and categorising them into types.

Being quick, this survey method means we can progress repairs quickly; from the start of borough-wide video survey, through data analysis, to a programme of pothole repair works commencing on the ground - for instance with an injection patching programme - can be as little as three weeks. The rapidity of this survey method means that the Council has comprehensive and up-to-date road defect data and so can target repairs (e.g. injection patching) much more effectively.

The video survey has other benefits; officers can interrogate the images to see exactly why one section is showing up “red” condition; inventories of traffic signs (temporary and permanent) are collected automatically; and the system can for instance, identify faded road markings, allowing us to produce a comprehensive intelligence–lead prioritised refresh programme much more efficiently.

4.3 Specific plans for 2025/26

The specific plans for 25/26 capital funded programme include the following programmes:

Schemes	**2025/26**
	£000
BRENT BASE CAPITAL ALLOCATION	
Major resurfacing of roads	2,425
Carriageway Short Sections	150
Injection patching	0
Improvements to the public realm	125
Highway Structures & Drainage	450
Condition Surveys & Analysis	100
Renewal of Road Markings	100
Major Footway Works	0
Footway Short Sections	150
Sub-total Base Brent Capital	**3,500**
TfL Funding for Principal Roads	0
Dft Uplift Funding	759
TOTAL HIGHWAY MAINTENANCE PROGRAMME	**4,259**

4.3.1 Carriageway Works

In addition to the 25/26 road resurfacing programme totalling £2.425m, this year we are also doing 24/25’s £2.175m resurfacing programme which was held over from last year. With our 24/25 & 25/26 road surfacing programmes being rolled into one, this year 25/26 we will resurface 38 roads (or sections of road) totalling 7.4 miles. In addition, using the Department for Transport’s £759,000 allocation, we will improve the road condition through large-scale patches in another 28 locations. Details of the 24/25 & 25/26 road surfacing programmes locations, and the locations of the large-scale patches, can be found in Annex 1

Additionally, with the small scale “make-safe” repairs carried out under our day-today reactive maintenance programme, together with our annual Injection Patching Programme, we estimate we will repair around 6000 potholes

The estimated split between preventative and reactive works is shown above under “Highways maintenance spending figures”

4.3.2 Highway Structures

Our structures maintenance programme is being drawn up at the moment so we are not yet able to share which structures we plan to repair in 25/26.

4.3.3 Footway Works

Brent Council decided to invest a further £15m over four years into planned highway maintenance. Of that, £2m was delivered in 2022/23 (approximately £1m to footway improvements and £1m to A road resurfacing) and the £13m remainder over the following three years. The programme for the £13m remainder was approved at the February 2024 Cabinet. The programme is almost complete and will be finished in the early part of the 2025/26 financial year. When the footway programme is completed, around 80 footways will have been reconstructed, totalling some 18 miles of pavement.

5.0 Streetworks

Brent’s Streetworks section plays a crucial role in managing and coordinating street works to minimise disruption for road users and local communities. One of the key responsibilities is to ensure that all works, whether carried out by utility companies or contractors, are planned effectively and scheduled to avoid peak traffic times or conflicting projects in the same area.

To achieve this, Brent’s Streetworks section use advanced permit schemes, which require contractors to apply for permission before starting any roadworks. These permits allow the authority to assess the timing, duration, and location of works, and to impose conditions such as working during off-peak hours or night shifts to lessen traffic impact.

In addition, Brent’s Streetworks section maintain a centralised street works register, which helps coordinate multiple projects across different works promoters. This system enables them to identify potential clashes and optimise scheduling to reduce disruption and co-ordinate upcoming major projects

We also use various traffic management measures, such as diversions, temporary traffic signals, or manual control at busy junctions, to maintain flow and safety. For large or potentially disruptive schemes we communicate with the public in advance through signage, social media, and websites to provide updates and alternative routes.

Moreover, we monitor street works in real time, ensuring compliance with regulations and resolving issues quickly. We may impose penalties for over-running works, encouraging contractors to complete projects promptly.

Through these measures, Brent’s Streetworks section aims to balance necessary infrastructure and utility maintenance with the need to keep traffic moving and minimise inconvenience to the public.

6.0 Climate change, resilience and adaptation

6.1 Decarbonising Maintenance Operations

We as a Highway authority are decarbonising maintenance operations in several ways. As part of the procurement for our two highways term maintenance contracts which started in April 2023, tenderers were asked to submit their proposed measures to reduce the carbon footprint of their operations:

- **Contractors Transitioning to low-emission vehicles and plant**, including electric or hydrogen-powered fleet, or using Shell GTL fuel, an alternative to diesel and which has lower emissions including sulphurs, metals and aromatics resulting in reduced air pollution, and which is 'readily biodegradable'
- **Using low-carbon materials** such as warm-mix asphalts, recycled aggregates, and cement alternatives.
- **Contractors optimising maintenance schedules** to reduce unnecessary travel and interventions.
- **Working with suppliers** to ensure sustainable procurement, encouraging carbon reduction throughout the supply chain.
- **Monitoring and reducing carbon footprints** via carbon accounting tools to track and target emissions. Year-on-year carbon reduction targets to be set following introduction of carbon calculator
- **Waste reduction targets** over the contract duration of:

✓ Inert waste – reuse (%), recycled (%), disposed of (%) other than landfill, e.g. energy from waste

✓ Non-hazardous waste – reuse (%), recycled (%), disposed of (%) other than landfill, e.g. energy from waste.

In addition to the highways maintenance contracts, in street lighting, Brent have also implemented energy-efficient street lighting**,** including LED upgrades and smart controls.

6.2 Understanding Climate Risks and Enhancing Resilience

To build resilience, Brent highways are:

- **Improving drainage systems** to cope with more intense rainfall, including use of sustainable drainage systems (SuDS).
- **Collaborate with wider stakeholders** (see below) such as local resilience forums and the Environment Agency to align with regional adaptation strategies.

6.3 Climate Adaptation & Resilience Plan

Brent Council as whole are doing the following to Understand Climate Risks and Enhance Resilience:

- Brent has completed a Climate Adaptation and Resilience Plan (published November 27, 2024), which assesses key climate-related risks (e.g. flooding, heat, subsidence) and lays out a strategic framework to adapt its infrastructure accordingly medium.com+12brent.gov.uk+12climateessentials.com+12.

- This sits alongside its broader Climate and Ecological Emergency Strategy (2021–2030), with annual delivery plans tracking emerging hazards brent.gov.uk+1www2.local.gov.uk+1.

6.3.1 Natural Flood Management & Watercourse Restoration

- Through the Brent Catchment Partnership, the council collaborates with the Environment Agency and communities to: Install leaky dams, create wetlands, restore riverbanks (e.g. along Dollis Brook, Silk Stream, Wealdstone Brook) and Launch citizen science programmes like "Outfall Safari" for water-quality monitoring environment.data.gov.uk+1en.wikipedia.org+1.
- We've also invested in flood-resilience innovation projects, such as the Silk Stream Flood Resilience Innovation Project, funded via the Flood & Coastal Innovation Fund environment.data.gov.uk+1brent.gov.uk+1.

6.3.2 Green Infrastructure & Street Tree Planting

- The council has planted over 660 new street trees (2021–22) and developed a Green Infrastructure Vision for 2030, enhancing natural cooling, shading, and surface water absorption brent.gov.uk.

6.3.3 Community Engagement & Resilience

- Brent empowers neighbourhoods via a Community Resilience Guidebook and Toolkit, helping local people identify threats (like floods or power outages), prepare households, and coordinate during emergencies brent.gov.uk.
- Active "green neighbourhoods" action groups in Church End, Roundwood, and Kingsbury support local adaptation measures www2.local.gov.uk+12www-prod.brent.gov.uk+12brent.gov.uk+12.

6.3.4 Grants & Participatory Budgeting for Adaptation

- The "Together Toward Zero" Community Climate Grant (launched 2021, expanded in 2022) funds resident-led projects that build resilience through biodiversity, SuDS, carbon savings, and energy efficiency brent.gov.uk+2www2.local.gov.uk+2medium.com+2.

- Meanwhile, a Carbon Offset Fund (CO2GO) has injected £500k into retrofit and community initiatives, promoting adaptation actions at a grassroots level brent.gov.uk.

6.3.5 Corporate Asset Studies & Retrofit Pilots

- Brent has assessed its corporate buildings and housing stock for climate vulnerabilities, running retrofit pilot works and delivering energy upgrades to council homes and buildings (backed by government funding) medium.com+7brent.gov.uk+7reddit.com+7.

These steps help ensure that the highway network remains safe, reliable, and sustainable under future climate conditions.

7.0 Additional information on plans

7.1 Highways Asset Management & Scheme Prioritisation

To improve highway maintenance, Brent Council adopted its Highway Asset Management Plan (HAMP) in 2014, promoting a preventative maintenance strategy that repairs roads before they deteriorate significantly. This approach extends asset life, reduces long-term costs, and delivers

better value. Initial works include major resurfacing alongside preventative treatments such as thin surfacing and injection patching to seal roads and slow deterioration.

Brent assesses conditions using road condition surveys. These results, combined with other prioritisation factors, inform annual maintenance programmes via Asset Management (AM) software. This software helps identify and prioritise works for major resurfacing, preventative maintenance, and road marking refreshes, optimising investment within defined budgets.

Maintenance priorities are determined by two key measures: **Treatment Benefit and Prioritisation Benefit.**

Treatment Benefit involves assessing how roads deteriorate without intervention and determining the most cost-effective treatments (e.g. 20mm or 40mm resurfacing, or full reconstruction). The AM tool analyses road subsections, recommends treatments, and calculates a Benefit Cost Ratio (BCR) to reflect treatment value.

Prioritisation Benefit evaluates other factors such as accident claim frequency, reactive defect rates, Councillor nominations, and road hierarchy (based on usage, resilience, and critical services like hospitals and schools). Scores are adjusted based on treatment length and factor weightings.

Normally, entire roads are resurfaced for efficiency, though not all parts may be in “Red” condition. For long roads, targeted resurfacing may occur between junctions.

7.2 Links to More Information

For more information on Highways Asset Management please see

https://democracy.brent.gov.uk/documents/s21818/ens-highways-appe.pdf

For more information on Scheme Prioritisation please see this report, starting in Section 3.2.10:

https://democracy.brent.gov.uk/documents/s136477/07.%20Highways%20Road%20Resurfacing%20Maintenance%20Programme%202023-24.pdf

For more information on Brent Highways generally, please see

https://www.brent.gov.uk/parking-roads-and-travel/roads-and-streets

Annex 1 - Roads to be resurfaced or patched in 2025/26

Carriageway Resurfacing 2024/25 (being carried out in 2025/26)

Carriageway Resurfacing (£2175k)	Length (m)	Estimated Cost (£k)	Treatment	Road Classification	Ward	North South
A4088 Dudden Hill Lane (Normanby Road to Burnley Road)	263	143	Major	A	Dollis Hill/Willesden Green	North
Stag Lane (A5 to Holyrood Avenue)	376	102	Major	C	Queensbury	North
Nicoll Road	380	99	Major	U	Harlesden & Kensal Green	South
A4088 Forty Avenue (Holycroft Avenue to The Avenue)	535	281	Major	A	Preston/Barnhill	North
Glenwood Avenue	210	46	Major	U	Welsh Harp	North
Waltham Avenue	302	64	Major	U	Queensbury	North
Leighton Gardens (Chamberlayne Road to College Road)	348	93	Major	U	Brondesbury Park	South
Egerton Road	170	29	Major	U	Alperton	South
Manor Farm Road (Lily Gardens to Eden Close)	519	142	Major	C	Alperton	South
Hay Lane	736	333	Major	C	Kingsbury	North
Tudor Close	185	33	Major	U	Welsh Harp	North
Conway Gardens	125	20	Major	U	Preston	North
Eton Avenue (Sudbury Avenue to Repton Avenue)	266	50	Major	U	Sudbury	South
St Andrews Avenue (150m section from Elms Lane end)	150	40	Major	U	Northwick Park	North
A4089 Park Lane (Princes Court to Dagmar Avenue)	272	115	Major	A	Wembley Hill	South
A4006 Kenton Road (Woodcock Hill to Gooseacre Lane)	552	402	Major	A	Kenton	North
Perkin Close	86	15	Major	U	Sudbury	South
Nash Way	233	63	Major	U	Kenton	North
Castleton Avenue	580	105	Major	U	Wembley Hill	South
Total km	**6.29**	**2175**				
Miles	**3.93**					

All schemes subject to co-ordination with internal and external agencies

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Principal (A Road) Maintenance Programme 2024/25

Principal (A Road) Maintenance Programme	Length (m)	Estimated Cost (£k)	Treatment	Road Classification	Ward	North South
A404 High Road Wembley (Park Lane to Wembley Hill Road)	623	1000	Major & Reconstruction	A	Wembley Hill/Tokyngton	South
Total km	**0.62**	**1000**				
Miles	**0.39**					

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Carriageway Resurfacing 2025/26

Carriageway Resurfacing (£2425k)	Length (m)	Estimated Cost (£k)	Treatment	Road Classification	Ward	North South
Donnington Road (Peter Avenue to Chamberlayne Road)	452	156	Major	U	Roundwood	South
Connaught Road	318	87	Major	U	Harlesden & Kensal Green	South
Princes Avenue (Winchester Avenue to North Way)	440	142	Major	U	Queensbury	North
The Mount	196	36	Major	U	Barnhill	North
A407 Walm Lane (St Pauls Avenue to Teignmouth Road)	308	171	Major	A	Willesden Green	North
Monks Park Gardens	165	26	Major	U	Tokyngton	South
Randall Avenue (Dollis Hill Lane to Crest Road)	415	124	Major	U	Dollis Hill	North
Cumberland Road (R/about to Honeypot Lane)	164	71	Major	U	Queensbury	North
B454 Church Lane (50m each side of Slough Lane)	120	65	Major	B	Welsh Harp	North
Strathcona Road	176	39	Major	U	Preston	North
Thurlow Gardens	192	51	Major	U	Wembley Central	South
Kings Road	291	95	Major	U	Roundwood	South
A404 Harrow Road (Scrubs Lane to Ravensworth Road)	570	426	Major	A	Queens Park	South
Liddell Gardens	375	122	Major	U	Queens Park	South
Brentfield Road (Artesian Close to Near Temple)	440	220	Major	C	Stonebridge	South
Greenhill Way	140	37	Major	U	Barnhill	North
Gowan Road	168	48	Major	U	Roundwood	South
A404 High Road Wembley (Park Lane to Wembley Hill Road)	Included in 24/25 total	509	Major & Reconstruction	A	Wembley Hill/Tokyngton	South
Total km	**4.93**	**2425**				
Miles	**3.08**					

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2025/26 Patching Programme funded by the £759,000 DfT allocation

Address 1	Location	Address 2
ALL SOULS AVENUE	Outside 132 to 136	LONDON
BEVERLEY DRIVE	Junction with Stag Lane	EDGWARE
CAMBRIDGE AVENUE	o/s 24 to 20	LONDON
CHURCH LANE	Junction with Slough Lane	LONDON
CHURCH LANE	Outside 359 Church Lane; Nearest calculated address = 355, Church Lane	LONDON
CHURCH LANE	Outside 100	LONDON
CHURCH ROAD	o/s 118-124	LONDON
CLARENDON GARDENS	From 53 to The Dene	WEMBLEY
CRAVEN PARK	Opposite 100	LONDON
CREST ROAD	outside 65	LONDON
CRICKLEWOOD BROADWAY	outside 101 to 107	LONDON
DOLLIS HILL LANE	Outside 96 to 100	LONDON
DOLLIS HILL LANE	From 102 to Homestead park	LONDON
FORTY AVENUE	Jnc Carlton Ave East	WEMBLEY
HARROW ROAD	outside 200 to 204	WEMBLEY
HARROW ROAD	From m 102 to homestead park	WEMBLEY
HAY LANE	Outside 91	LONDON
KILBURN PARK ROAD	o/s 99	LONDON
PARK PARADE	o/s 1 to 9	LONDON
PRESTON HILL	From Magnilia Court to Hillside Gardens	HARROW
STATION CRESCENT	1 to 7	WEMBLEY
STATION GROVE	Junction with Park road	WEMBLEY
TANFIELD AVENUE	outside 85	LONDON
TUDOR GARDENS	outside 5-9	LONDON
WATFORD ROAD	outside 245	WEMBLEY
WILLESDEN LANE	Outside 179 Young court	WILLESDEN
WOODCOCK HILL	outside 73	HARROW
WROTTESLEY ROAD	junction with Furness Road	LONDON

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