Date published: June 2025

Local 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.

NELC highway network

The table below provides information about the highways network that North East Lincolnshire Council manages.

Lengths of highway, footways and cycleways (km)						
A Road	***B and C roads***	***U roads***	***Total Roads***	***Footways***	***Public rights of way***	***Cycleways***
87.82km	116.59km	412.77km	617km	770.5km	209.8km	41.4km

Table 1 - Highway network lengths

Additional information about other highway assets is provided in the table below.

Highway Bridges	92 No.	PROW way marker posts and finger posts	705 No.
Highway Culverts	65 No.	PROW footbridges over 6m span	44No.
Gantries	2 No.	PROW footbridges under 6m span	138No.
Retaining Walls	15 No.	Cattle Grid	2 No.
Vehicle Restraint Barriers	14207m	Bus Stop	475 No.
Street Lighting Columns	20,416 No.	Bus Shelter	190 No.
Traffic Signal Junctions	39 No.	Street name plates	7109 No.
Traffic Signal Pedestrian Crossings	44 No.	Salt Barn	1 No.
Traffic Signs- Illuminated	2030 No.	Grit Bins	91 No.
Traffic Signs - Unlit	6446 No.	TRiL (Traditional road sign in Lincolnshire)	8 No.
Bollards - Illuminated	452 No.	Weather Station	1No.
Bollards - Unlit	Data to be captured 2025/26	Pedestrian Guard Railing	12730m
Road gullies	33,000 No.		

Table 2 - List of additional Highway assets

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)	£ 4,127	£ 7,250	£ 2,149	90%	10%
2024/25	£ 2,972	£ 10,799	£ 2,067	93%	7%
2023/24	£ 2,491	£ 7,331	£ 2,245	91%	9%
2022/23	£ 2,972	£ 3,865	£ 1,860	86%	14%
2021/22	£ 2,338	£ 6,511	£ 2,117	92%	8%
2020/21	£ 2,706	£ 6,731	£ 2,183	92%	8%

Table 3 - Highway maintenance spending 2021 - 2026

Additional information on spending

The following section details what the funding allocations are usually spent on and where additional funding can be received from.

Capital allocation by DfT:

Expenditure is primarily for the structural renewal of highway assets to extend the life of the asset. This work is delivered through the Local transport Plan (LTP) programme of works.

Examples of types of work include road and footway resurfacing and reconstruction including drainage repairs, road and footway surface treatment programmes, Bridge repairs and maintenance, Street Lighting repairs and maintenance.

Capital spend - other sources:

Received from successful external capital funding bids and council capital. Generally major project work which can include but not limited to large scale bridge refurbishments/repairs, highway regeneration schemes, major carriageway resurfacing or reconstruction projects directly linked to economic and strategic growth.

Revenue Spend:

Expenditure mainly covers the routine works required to keep the highway serviceable and reactive measures to rectify defects. It also includes the cost of providing street lighting, footway repair and cyclical maintenance such as cleaning activities (of assets such as the drainage system), grass cutting and vital services such as snow and ice clearance, and salt spreading.

Split between preventative and reactive maintenance

There will always be a reactive maintenance need to rectify defects on the highway network as roads are currently unable to be resurfaced at the frequencies identified in our lifecycle plans due to available funding. Therefore, there will always be an element of reactive spending to ensure the highway is maintained in safe condition to ensure the council can discharge its statutory duty to

maintain the highway maintainable at public expense. The majority of reactive maintenance result from highway safety inspections routinely undertaken on the highway network in North East Lincolnshire. All other spend on highway maintenance apart from cyclical maintenance, grass cutting, and snow and ice clearance is used on preventative maintenance as illustrated in Table 3 above.

Kilometres of road resurfaced in last five years

Year	**A Roads (km)**	**B Roads (km)**	**C Roads (km)**	**Unclassified Roads (km)**
2025/26 (projected)	2.81	0.12	0.88	15.80
2024/25	3.70	0	1.14	7.87
2023/24	4.03	0.69	1.16	10.31
2022/23	4.03	0.23	0	15.89
2021/22	1.00	2.10	1.20	16.00
2020/21	6.60	1.90	0.30	13.50

Table 4 - Lengths of roads resurfaced 2020-2025/26

Number of potholes filled

North East Lincolnshire Council recognises a pothole as a road surface defect 40mm or greater in depth and greater than 300mm in diameter.

The table below includes road surface defects recorded by our highway inspectors during the course of routine highway safety inspections, as well as those reported by the public and other agencies.

The Council's Highway Management database holds records of defects reported at identified locations. A defect record will include one or more potholes. The data provided in the below table is for the number of defect records repaired.

Number of potholes (defects) filled				
2020/21	2021/22	2022/23	2023/24	2024/25
903	872	732	1243	978

Table 5 - Summary of number of annual pothole repairs

Condition of local roads

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 (RCI) 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

A Roads

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	2.5%	25.3%	72.2%
2021	2.7%	26.9%	70.4%
2022	2%	20%	78%
2023	1.92%	17.44%	80.64%
2024	1.94%	18.64%	79.42%

Table 6 - A-road annual condition score

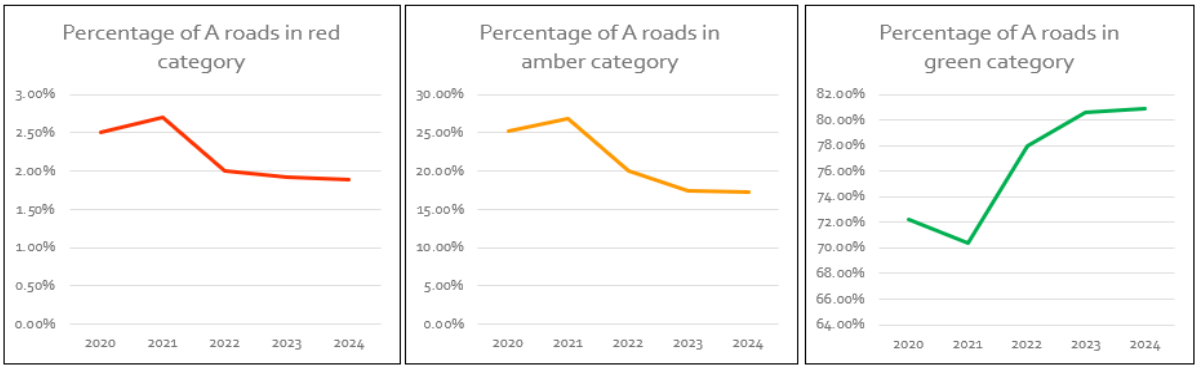

Figure 1 – Graphs showing 5-year trend for A-road condition

As illustrated in figure 1, over the last five years an overall improvement in the condition of the A-road network has resulted from use of funding to improve roads via resurfacing, examples of A-roads resurfaced during this period include; Taylors Avenue (A1098), A18 Barton Street (Oaklands Roundabout to Barnoldby Roundabout), A16 (Toll bar roundabout), A180 (Pyewipe to Westgate Roundabout), A180 (Lockhill to Riby Square), Cleethorpe Road, Grimsby (A180), Isaacs Hill (A1098), Clee Road (A46 Isaacs Hill to Kelham Road), Hewitts Avenue (A1098), Louth Road (A1243), Scartho Road (A1243), Great Coates Road (A1136), Cromwell Road, Grimsby (A1136), Dudley Street (A1136), Deansgate (A1136), Bargate (A1243) and Frederick Ward Way (A1136).

Frequency of collection for A road data:

The DfT requires local authorities to report the proportion of their road networks that should be considered for maintenance each year, based on a survey of a portion of the network. Currently, local

authorities are mandated to survey at least 90% of their A roads over a two-year period using SCANNER technology.

In North East Lincolnshire, to ensure minimum coverage is achieved following data validation checks, we undertake surveys to cover a greater proportion of the network each year with an aim to deliver surveys to cover between 90-100% of the A road network over a two-year period.

Data reported each year is collected over the two-year cycle preceding the date of the report. For example, data reported within the annual report delivered in 2024 was collected between 1 April 2022 and 31 March 2024.

B and C Roads

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	3.20%	28.00	68.80%
2021	3.55%	32.65%	63.81%
2022	3.20%	28.03%	68.77%
2023	3.0%	25.5%	75.5%
2024	3.6%	28.9%	67.5%

Table 7 - B&C road annual condition score

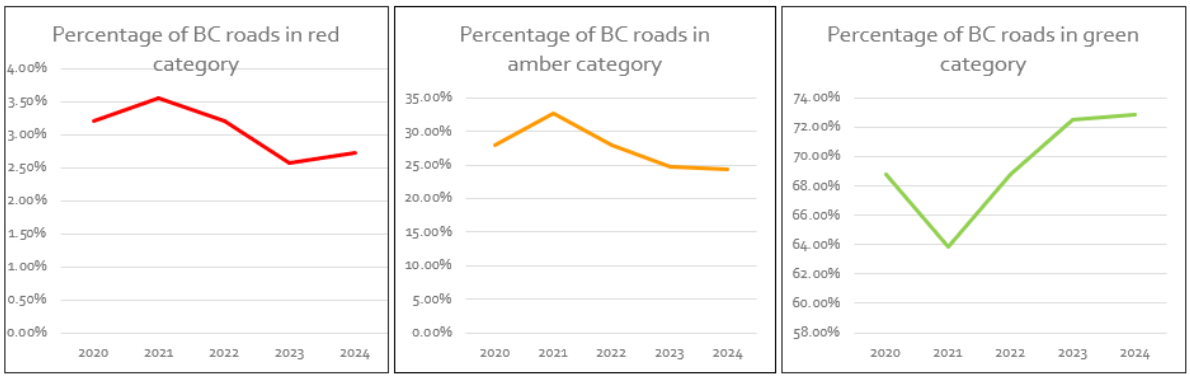

Figure 2 - 5-Year trend for B&C road condition

As illustrated in figure 2, over the last five years an overall improvement in the condition of the B and C road network has resulted from use of funding to improve roads via resurfacing or surface treatment, examples of B&C class roads resurfaced during this period include; Kiln Lane (C146), Pelham Road, Immingham (C620), Habrough Road, Immingham (B1210) Little Coates Road (B1444), Butt Lane, Laceby (C150), Waltham Road, Grimsby (B1203), Grimsby Road, Waltham (B1203), High Street, Waltham (B1203), Waltham Road, Barnoldby Le Beck (C418), Great Coates Road, Healing (B1210), Sea Road, Cleethorpes (C456), Brereton Avenue, Cleethorpes (C458), Church Lane, Bethlehem Street and Osborne Street, Grimsby (C500)

Frequency of collection for B and C road data:

The DfT requires local authorities to report the proportion of their road networks that should be considered for maintenance each year, based on a survey of a portion of the network. Currently, local authorities are mandated to survey at least 42.5% of the B-road network in both directions and 40% C-roads in one direction, annually.

In North East Lincolnshire, to ensure minimum coverage is achieved following data validation checks, we undertake surveys to cover a greater proportion of the network each year.

Data reported each year is collected over the two-year cycle preceding the date of the report. For example, data reported within the annual report delivered in 2024 was collected between 1 April 2022 and 31 March 2024.

Unclassified Roads

Collection of Unclassified Road data

Unclassified road data in North East Lincolnshire is collected via Coarse Visual Inspection Surveys (CVI). Unlike classified roads there are no requirements for authorities to carry out surveys or report on the condition of the unclassified network to the DfT.

Notwithstanding, CVI surveys provide efficient assessments of the network and are carried out on a third of the network annually in North East Lincolnshire, with the full network captured over a three-year cycle.

CVI surveys identify and record lengths of the network where a wide range of carriageway defect condition parameters including Edge deterioration, subsidence, wheel track cracking and rutting.

Year	Percentage of U Roads in the Red category
2020	17.60%
2021	20.40%
2022	21.75%
2023	31.60%
2024	31.82%

Table 8 - Percentage of UNC roads in red condition

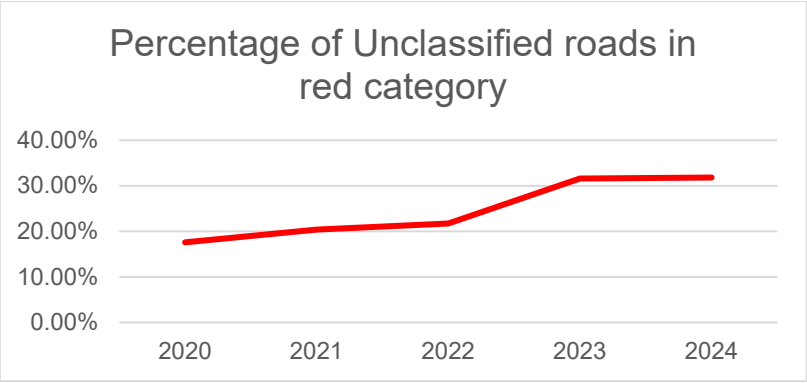

Figure 3 - 5-year trend of UNC road % in red RCI category

Analysis of our local road condition data indicates that our unclassified road network is the portion of network that requires strategic attention in the short to medium term, as illustrated in figure 3.

The unclassified network makes up the largest percentage of the highway road network in North East Lincolnshire and CVI surveys undertaken in 2022 resulted in a noticeable deterioration in condition. This trend provided a surprising result to the 2022 surveys, with 11km of the 2022 CVI survey network resulting in deterioration despite benefiting from improvements through the annual surface treatment programme in the year prior to survey. These survey results were intensely analysed with assistance from the surveying contractor concluding with disagreement on the findings. The 2022 survey network is scheduled for CVI resurveying in the 2025/26 financial year with plans for the data to be compared with 2022 findings.

Notwithstanding, this deterioration is consistent nationally with the theme reported through the 2025 ALARM survey, link here: ALARM-survey-2025.pdf which reports that the average frequency of unclassified roads being resurfaced in England is every 134 years.

In North East Lincolnshire, there is awareness of a deteriorating condition on the unclassified network. In addition to annual surface treatment programmes, which deliver approximately 10km of carriageway surface treatment annually, primarily on the unclassified road network, the Local Transport Plan (LTP) strategic programme of improvement and maintenance has identified a forward programme of schemes to improve the condition of unclassified roads via resurfacing. Mendip Avenue, Grimsby, Fallowfield Road, Grimsby, Chantry Lane, Grimsby, Chichester Road, Cleethorpes, Granville Street, Grimsby, Wingate Road, Grimsby, Crosland Road, Grimsby, Beechwood Avenue, Immingham, Pretymen Crescent, New Waltham, Estate Road 1, Grimsby, Imperial Avenue, Cleethorpes, and Mill Road, Cleethorpes have been resurfaced over the last five years, with further plans within the LTP for Moody Lane, Grimsby, Winchester Avenue, Grimsby and Middlethorpe Road, Cleethorpes.

Additional Surveys

A number of other surveys are used to collect data on the condition of the highway network alongside SCANNER and CVI surveys as detailed below.

Footway Network Surveys (FNS)

A walked visual survey of the footway network, annual surveys used to identify lengths of the footway network in need of detailed assessment.

Sideway-force Coefficient Routine Investigation Machine surveys (SCRIM)

An annual survey on the classified road network to identify lengths of carriageway with deficient skid resistance, with annual reporting of this data to the DfT through the single data list requirements.

Carriageway and footway Safety Inspections

Over 9,000 safety inspections are delivered annually in North East Lincolnshire. Highway safety inspections are designed to identify all defects that are likely to create danger or serious inconvenience to users of the highway network. In addition, the safety inspections collect general condition data of the network in order to assist the asset management of the highway network and future maintenance programmes.

Street Lighting Inspections

Structural testing: NELC specifically undertake testing to assess the root thickness of the columns and ensure their structural integrity. This test generates three possible readings: red, amber, and

green. A red reading indicates more than a 50% reduction in root thickness, necessitating replacement of the column within six months. An amber reading signifies a 10-50% loss in root thickness, requiring retesting in three years. A green reading, which shows less than a 10% loss in root thickness, means retesting is needed in six years.

Electrical testing**:** All necessary measurements are taken to ensure compliance with established thresholds, including testing for voltage and earth impedance, as well as checking the fuse for appropriate amperage. The outcome of this test is a simple pass or fail. If a column passes, it will be due for retesting in three years. A failed test prompts our contractor to identify and rectify the underlying issues, followed by a re-test.

Night time Inspections (NTIs): The NTIs are conducted by our maintenance contractor during the night, they survey streetlights and traffic signs to ensure they are functioning correctly.

Renewal Inspections: These inspections are performed by our streetlighting team to evaluate newly installed columns by our contractor for quality and compliance.

Highway Structures inspections

All structures that are over 1m in span are routinely inspected to national standards, which is a smaller size than the mandated limit. They are subject to a General Inspection (GI) every two years, with larger structures subject to a Principal Inspection (PI) every six years taking the place of that year's GI.

A GI is a visual inspection as close as it is possible to get without major access efforts such as road closures, scaffolding, or Confined Space access. A PI is an inspection within touching distance of all elements of the structure, using whatever access methods are required, and is a more detailed and complete inspection.

These inspections enable the highway authority to monitor the condition of the structure and to find any issues as early as possible. Allowing defects to be identified, monitored, and if required repaired before they develop into more serious defects. It also informs the forward programme of major works, allowing them to be prioritised. The inspections cover all the elements of the structure, both above the deck (road level) and below the deck where most of the structural elements are generally located.

Determining priorities for maintenance

The programme of condition surveys enables analysis of trends on road condition to plan and prioritise highway maintenance plans and lifecycle planning, using a risk-based approach. The data from condition surveys provide the basis for highway scheme prioritisation, ensuring priority is afforded to roads of higher risk. The road condition data is then supplemented by additional data including, but not limited to data from safety inspections, including trends of increased reactive repairs, SCRIM data, and highway user requests from the public to provide an overall weighting in the form of a maintenance priority score. The highest scoring sites will then be subject to detailed site review for consideration of inclusion in a forward programme for highway maintenance works.

The future of road condition surveys

From 2026/27 a new methodology for road condition surveys 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 road condition 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

Plans

Overall strategy

North East Lincolnshire council has adopted an asset management approach to highway maintenance. This means funding is focused on preventative maintenance, informed by asset management plans, utilising a risk based, whole lifecycle approach, which significantly reduces the need for expensive emergency repairs.

Highways across the country including those in North East Lincolnshire are increasingly fragile and less resilient to damage from wear and tear, ageing, increasing traffic and severe weather. This results in visible defects like potholes, defective streetlights and damage to bridges. These defects are seen and felt by all. Utilising an asset management approach focuses our resources on areas with the greatest need for maintenance and investment, and with appropriate funding can extend the lifespan of our highway infrastructure, reducing the need for costly replacements in the future.

Making data driven decisions and prioritising maintenance and repair on condition assessments, coupled with maintaining up to date information on our highway assets, utilising lifecycle plans for the management of our assets long term, and utilising information collected through highway safety inspections, supports the council in its asset management approach to highway maintenance and helps maintain and improve the overall condition of the highway network in North East Lincolnshire, reducing the requirement for reactive repairs to highway defects.

Best practice in highway asset management involves a systematic, risk-based, and whole-lifecycle approach to ensure highways are safe, efficient, and cost-effective. This includes proactive maintenance, strategic investment decisions, and a focus on long-term performance rather than reactive repairs.

North East Lincolnshire Council follows the best practice guidance for highway infrastructure management as set out in the national code of practice ‘Well Managed Highway Infrastructure 2016’. This includes following a risk-based approach including identifying and assessing risks, prioritising investments on the highest risk areas, and the evaluation of long-term costs of different maintenance strategies.

Specific plans for 2025/26

Through delivery of the Local Transport Plan programme a total of 65 roads, 33 footways, circa 180 streetlight replacements and 1 structure are identified for maintenance work as detailed in table 9 below (subject to final tendered costs).

The estimated length of roads to be resurfaced in 2025/ 26 is 19.6 kilometres.

Estimate of no. of potholes we will repair in 2025/26= 945 (based on previous five-year average)

Highway Structures	Mill Lane, Immingham - Bridge replacement – replacement of end-of-life brick arch bridge with new bridge/culvert
Highway Structures	Railway Street footbridge Maintenance – Design work and Network Rail approval for full refurbishment
A Roads	Tetney Rd Carriageway Surface Treatment
A Roads/ B&C Roads/ Unclassified Roads	Pothole fund – Large scale patching/resurfacing: • Victoria St North, Grimsby, • B1210 Waltham roundabout, Waltham, • South Marsh Road, Stallingborough • Middlethorpe Road, Cleethorpes • Kings Road, Immingham
B&C Roads	Pelham Road, Immingham - carriageway resurfacing (Kings Road to Worsley Road)
Unclassified Roads	Moody Lane Grimsby - carriageway reconstruction (Woad Lane to Gilbey Road)
Unclassified Roads	Carriageway surface treatments – **Grimsby:** Robinson Street East, Sheepfold Street, Eastgate, Algernon Street, Heneage Road, David Street, Oxford Street, Holles Street, Holme Street, Sixhills Street, Bowling Green Lane. **Humberston:** Andrew Road, Ashwood Drive, Burcom Avenue, Buttermere Crescent, Torrington Street, Carrington Drive, Chippendale Close, Church Lane, Clee Ness Drive, The Cloisters, Coulam Place, The Crofts, Derwent Drive, Ennerdale Close, Forest Way, Grasmere Close, Halle Road, Hewson Road, Hurstlea Drive, Jackson Place, Lidgard Rd, Littlebeck Road, Lomond Grove, Midfield Place, Midfield Road, Newlands Park, Parker Road, Paul Crescent, Queen Elizabeth Road, Rowan Drive, Sheraton Drive, Sinderson Road, St Peters Crescent, St Thomas Close, Stephen Crescent, Swales Road, Windermere Crescent. **Immingham:** Roxton Road.
Unclassified Roads	Patching and lining works on Estate Road 1, 2, 5, Woad Lane and Gilbey Road
Footways	Tactile crossing programme
Footways	St Peters Avenue (Tree investigation and associated footway surfacing)
Footways	Footway Slurry Sealing programme – **Laceby**: A18 Barton Street, Altoft Close, Austin Garth, Butt Lane, Caistor Road, Cemetery Road, Charles Avenue, Church Lane, Cooper lane, Field Close, Grange Avenue, Grimsby Road, Harneis Crescent, Hawerby Road, High Street, Keith Crescent, Kenmar Road, Knights Close, Longmeadows Drive, New Chapel Lane, Old Chapel Lane, Phillips Lane, Seed Close Lane, Spring Lane, St Frances Grove, St Margaret's Close, St Peters Grove, Stanford Close, Trevor Close, Whitgtift Close. **Humberston:** Grimsby Road (Wilton Road – Hewitts Avenue)
Carriageways	Reactive urgent resurfacing - be determined based on emerging needs (e.g. Sinkhole repair, flooding damage repair)
Surveys	Site investigations to inform future programmes of resurfacing/reconstruction.
Street Lighting	Street Lighting columns, lantern replacement, illuminated sign light replacements

Table 9 - Highway maintenance plans 2025/26 (Local Transport Plan Programme)

Streetworks

In addition to operating the North East Lincolnshire Permit Scheme (NELPS) the Council hosts regular co-ordination meetings with Utility Companies and neighbouring Local Authorities with the aims of:

- ensuring safety for the travelling public and those delivering on-site works,
- minimising inconvenience to people using a street,
- protecting the structure of the street and the apparatus in it,
- supporting local economic and housing growth opportunities.

Officers attend HAUC and EMJAG meetings where best practice is shared and where cross-boundary works are co-ordinated. The Council maintains a three-year LTP delivery programme supported by longer term prioritised forward plans for highway maintenance and integrated transport. Forward plans are shared with Statutory Undertakers and where possible planned works are co-ordinated to reduce disruption to traffic in the Borough. Through the Council's Streetworks team, Statutory undertakers are encouraged to share work areas where this is both, safe and where it would result in fewer days of highway disruption.

Individual permit applications are reviewed by the Streetworks team to ensure that appropriate traffic management is put in place and that more disruptive traffic management is only in place where and when it is necessary. The Council maintains a list of 'traffic sensitive' streets on roads where works are likely to be particularly disruptive to other road users. In these instances, specific limitations on when and how works must be undertaken are applied, this helps keep key routes clear from works when they would be most disruptive. As well as the prescribed criteria, consideration is also given to key access routes into the ports and tourist areas around the Cleethorpes resort, acknowledging the vital role these areas contribute to the local economy.

Policies and procedures are regularly reviewed and updated based on best practice and local experience.

On-site works are carried out in line with the 'Code of practice for the co-ordination of street and road works' guidance document. A team of Streetworks Inspectors carry out the prescribed inspections each quarter, in addition they provide on-site support to address problems and to implement improvements to the way in which works are delivered and co-ordinated.

Climate change, resilience and adaptation

NELC have committed to cutting its organisations carbon emissions to net zero by 2030 and have implemented a roadmap to achieve this target, link here: https://www.nelincs.gov.uk/assets/uploads/2022/02/Carbon-Roadmap.pdf Highways and transport will contribute via responsible decision making for reactive and planned highway maintenance operations and ensure that all LTP works are aligned with the carbon roadmap.

NELC are supporting the Carbon roadmap through the decarbonisation of maintenance operations, specifically through completion of the conversion of all street lighting lamps to LED, improved route planning for reactive maintenance repairs, the use of electric vehicles for highway inspections from July 2025, utilising local material plants where possible, utilising

framework agreements which include local contractors, use of sustainable materials where possible, prioritising the use of materials with tried and tested durability to minimise early life failure of materials, scheme planning coordination to complete all works required in a location to reduce the requirement for additional works and disruption in the short to medium term, trailing a CMS system for street lighting which can be expanded to other assets to improve efficiencies in fault finding and target maintenance operations based on need, ISO140001 Accreditation for sustainable performance.

Through our planned maintenance programmes, we aim to reduce carbon impact via trials of low carbon surfacing options for road resurfacing including warm mix asphalts, single layer surfacing options, recycling of asphalt arisings, using local supply chains, and maximising surface treatment options on the unclassified road network to prolong asset life and minimise the carbon impact of resurfacing operations.

Within our reactive highway maintenance operations, we have incorporated a thermal road repair system for repairing potholes. The innovative and sustainable technology uses thermal technology to heat and recycle the existing road surface to form a seamless and permanent patch repair without generating any waste material.

Another tool within our reactive maintenance operations is the repurposing of site cleared concrete paving to avoid materials being taken to landfill. All removed flagstones are crushed and screened at a local plant to create a durable material which can be used as hardcore. The resulting material is used as a backfill for excavations and a sub-base in road and footway repairs.

Adverse weather, heat damage and flooding can cause rapid deterioration and damage to the highway network on an already ageing asset. Hotter conditions soften asphalt, leading to rutting and cracking, while more frequent and intense storms contribute to surface water run-off, ground movement, and potholes.

NELC are trialling heat resistant materials that create road surfaces which perform better over time and with the changes in climate, using polymer modified binders to increase the flexibility of asphalts, and using bitumen with a higher softening point to better withstand rutting in road surfacing layers in hot weather. From 2025 NELC will also be using AI to assist with monitoring of road condition data to better inform preventative maintenance treatments and undertaking trials for in-situ recycling of roads for reduced impact on the environment.

Good maintenance of drainage systems is key to avoiding standing water on our roads which can lead to surface damage and increased maintenance costs. Rain gardens have recently been installed, replacing grass verges, along a number of streets, in NEL in known flood risk areas. Monitoring is ongoing to the effectiveness of this system, which helps manage water more effectively and improves the urban environment. Sustainable drainage systems are now a requirement for new developments to better manage surface water runoff and limit flow rates for discharge of surface water into drainage systems particularly in high rainfall events.

NELC is focused on long term planning in highway maintenance, building on the resilience in our roads to ensure our highway network is fit for purpose for future generations and to ensure our network can withstand the challenges of climate change both now and in the future.

Additional information on plans

Further information on the Local Transport Plan and information on maintenance of the highway in North East Lincolnshire can be found via the links below.

Local Transport Plan: Local Transport Plan

Highway Asset Management Strategy: North East Lincolnshire's Highway Asset Management Strategy

Highway Inspection and Maintenance Policy: https://www.nelincs.gov.uk/assets/uploads/2020/09/Highway-Inspection-and-Maintenance-Policy-2018.pdf

NELC Carbon Roadmap: https://www.nelincs.gov.uk/assets/uploads/2022/02/Carbon-Roadmap.pdf