Transport, Infrastructure and Housing Scrutiny Panel

DATE 10/11/2026

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SUBJECT Highway Maintenance Innovation

STATUS Open

CONTRIBUTION TO OUR AIMS

The Highway Maintenance Innovation workstream supports the Council's strategic aims by exploring practical opportunities to improve the efficiency, resilience, and effectiveness of highway maintenance operations across North East Lincolnshire. This report focuses specifically on machinery-led innovation trials, and considers how equipment can support safer working practices, improved productivity, better use of resources and more consistent maintenance outcomes.

This also contributes to the Council's ambition to maintain safe, accessible, and resilient places by testing whether new or alternative machinery can improve the way highway defects and maintenance activities are managed. Highway infrastructure is used daily by residents, businesses, visitors, public transport, emergency services, cyclists, pedestrians, and other road users. Ensuring that maintenance activity is delivered effectively therefore supports wider outcomes relating to place, connectivity, safety, accessibility, and value for money.

The machinery trials also support an evidence-led approach to service improvement. Rather than adopting equipment because it is new or innovative, the workstream seeks to understand whether machinery can address clearly defined operational issues, improve delivery outcomes and support future decision-making. This approach helps ensure that any future recommendations are based on practical learning, operational feedback, and measurable benefits.

EXECUTIVE SUMMARY

This report introduces the Highway Maintenance Innovation workstream, with a current focus on machinery-led trials. The purpose of the workstream is to test whether alternative or improved equipment can help deliver highway maintenance activity more efficiently, safely, and consistently.

The report sets out the rationale for a structured trial approach, identifies the key risks and opportunities, and explains how machinery trials should be assessed before any wider use or investment is considered.

MATTERS FOR CONSIDERATION

The panel is provided the following information for discussion:

- The findings from the machinery options trialled and how these should inform

future recommendations.
- The risks associated with machinery adoption, including training requirements, integration with existing operations, affordability, and suitability for local highway conditions across the borough.
- The importance of using trial outcomes to inform future recommendations, procurement decisions, and wider service improvement activity.

1. BACKGROUND AND ISSUES

1.1 Highway Maintenance Innovation

Highway maintenance is a core frontline service that supports the safe and effective movement of people, goods, and services across North East Lincolnshire. Maintaining a safe and resilient highway network supports connectivity, accessibility, economic activity, and public confidence.

The Highway Maintenance Innovation workstream was established to explore opportunities to improve the efficiency, effectiveness, and safety of highway maintenance. While innovation can include new materials, digital technology and alternative working methods, this report focuses specifically on machinery-led trials. The trials assess whether different equipment can deliver practical operational benefits, including improved productivity, reduced task completion times, greater consistency, improved site safety, reduced manual handling and more efficient use of resources. A trial-based approach allows machinery to be tested within the local highway environment, recognising that its effectiveness may vary depending on the activity, location, workforce requirements, and operational constraints.

Each trial has therefore been undertaken against a defined scope and evaluation framework, considering the operational issue being addressed, testing arrangements, available baseline information, performance measures, and feedback from operational teams. These considerations informed the scoring matrix used to provide a consistent and structured evaluation of the machinery trialled.

Trial evaluation measures which form the scoring matrix include:

- Operational suitability is the machinery suitable for urban, rural roads and confined spaces.
- How good is the quality of the finished repair?
- Is the machinery good value for money?
- How fast can the machinery complete required repairs?
- How many operatives and resources does the machinery require to complete repairs?
- What traffic management requirements are needed to successfully operate repairs?
- How flexible is the machinery, is it multi-purpose use, for example, being able to cut back trees and hedges as well as repair highway defects.
- Does the machinery have any training requirements to be able to operate safely?
- Are there any other supporting materials required to operate the machinery?

The detailed scoring matrix used to assess the machinery trials is provided in

The structured approach helped to ensure that trial outcomes are based on evidence rather than assumption. It allows the Council and its delivery partners to compare new machinery against current ways of working and identify whether there is a clear case for any future change.

Each piece of criteria is scored on a scale of 1 to 5, 1 being very poor, two being poor, three being acceptable, four being good and 5 being excellent. Once each area is scored, the overall result is represented as a weighted percentage. The criteria listed are all weighted in a sense of which factors are most important from the service's point of view when it comes to operations. Once the trial scores have been weighted, the matrix then converts this into an overall result which will fall into one of four categories, which are, below 50%, do not proceed. 50% - 69.9%, limited use cases only. 70% - 84.9%, further trial / business case. 85% and above, adopt.

The approach enables different machinery to be compared on a consistent basis while recognising that the highest-performing solution may vary depending upon the type, location and scale of the highway repair being undertaken. The developed matrix therefore supports an evidence-led approach to determining whether equipment should progress to further trial, business case development, or a more limited operational application.

The workstream also provides an opportunity to improve how learning from innovation is captured. Machinery trials should generate practical insight into what works, what does not work and what would be required for wider adoption. This may include understanding whether additional training, changes to work programming, different supervision arrangements, maintenance support, or procurement activity would be needed if a machine were adopted more widely.

The key principle is that machinery should only be progressed where it can demonstrate clear operational value. Where a trial does not provide sufficient benefit, that learning is also valuable, as it helps avoid unnecessary investment and ensures resources remain focused on solutions that are likely to improve highway maintenance delivery.

1.2 Trial Evidence

A trial of a JCB Pothole Pro was undertaken on 25 August 2026 at The Willows Car Park, Winchester Avenue, Nunsthorpe, to assess whether the equipment could support a more efficient approach to pothole repairs and larger-scale carriageway patching operations. The trial was provided at no cost to the authority from JCB. The JCB Pothole Pro is a mechanised three-in-one system designed to undertake several elements of traditional pothole patching. The trial demonstrated that the machine could undertake repairs quickly and achieve a good finish. However, its generous size created challenges on the local highway network and required significant traffic management and supporting resources. The trial also highlighted that the machine works most effectively as part of a coordinated operation involving traffic management, materials, and a supporting repair crew, making it potentially better suited to larger areas of planned repair rather than smaller reactive defects.

Thermal Road Repairs tested in Derbyshire on 12 October 2026 and uses an in-situ approach which heats and reworks the existing highway surface rather than fully excavating and replacing the repair area. The approach can be used for potholes, cracks, and other asphalt surface defects. Key benefits identified included reduced excavation and waste, reduced requirement for new material and the ability to produce a repair without conventional cold joints. The trial provided an opportunity to consider whether this approach could provide an efficient and more environmentally beneficial alternative to traditional patching in appropriate locations. The trial was also provided at no cost to NELC to display how the machinery operates.

The Nu-Phalt Jet Patcher Mini was trialled on 15 October 2026 at two locations. Humberstone Road and Beverley Crescent. The machine uses a spray-injection method to undertake fast pothole and highway defect repairs. The trial demonstrated strengths around speed, agility, and its comparatively small operational footprint. Feedback from the trial was positive, with repairs capable of being undertaken quickly depending upon the size of the defect. Its smaller size was also considered better suited to constrained sections of the local network. However, observations around the potential longevity of repairs and loose aggregate following treatment were identified as areas requiring further consideration.

Overall, the three trials demonstrated that no single technology provides a direct solution for every type of highway defect or location. They provided practical evidence on the operational strengths and limitations of each approach, which has subsequently been captured through the machinery scoring matrix to inform recommendations on future trialling and potential investment.

A fourth piece of equipment was also identified as part of the initial trials and project discussions, the Avant Multi Loader. This machine is a compact, multi-purpose loader capable of operating with a wide range of interchangeable attachments. Its versatility means a single machine can potentially support activities including material handling, sweeping, vegetation management and other maintenance operations. The machine has not formed part of the trials undertaken to date but has been identified for future trials to assess its suitability and potential application within highway maintenance operations.

As there is no local trial evidence currently available, the Avant has not been included within the scoring matrix listed in Appendix A. Rather than drawing conclusions based on assumption and anticipated benefits, the intention is to subject this piece of machinery to the same trialling criteria before assessing its suitability for the organisation.

1.3 Scoring Matrix Evidence

1.3.1 JCB Pothole Pro

Following the conclusion of the three trials stated above, the scoring matrix was then populated, scoring each piece of equipment against the required criteria. The JCB Pothole Pro scored 51.6%, with its strongest areas being operational suitability to urban areas (4/5), speed of repair (4/5) and quality of the finished repair (4/5). Repairs using the JCB can be quick where the required resources are available for use.

Its overall score was however reduced by several weaker areas. It received a 1/5 for confined spaces and a 2/5 rural suitability, value for money, operative and resource requirements, training requirements, and environmental benefits. The supporting evidence highlights that the size of the machine and the required space for it to operate lead to the potential need for road closures in tighter locations. It has an approximate cost of £250,000, and a requirement for at least five staff and three vehicles allocated to maximise the speed of repairs. There is also no significant environmental benefit through using this machine. This places the JCB Pothole Pro in the limited use cases only category.

1.3.2 Thermal Road Repairs

Thermal Road Repairs scored 68.0%. The strongest performing area was environmental benefits (5/5). It was noted that it produces no waste and requires little new material due to existing material being recycled for use. It scored 4/5 for urban and rural suitability, speed of the repair, and the quality of the finished repair. The evidence provided records an approximate repair time of 25 minutes per 2 square metre patch while also providing a good, finished repair without cold joints or edges.

Moderate scores were recorded for suitability to confined spaces, additional resources, training requirements, traffic management requirements, multi-purpose use, and supporting materials. Value for money scored 2/5, the approximate cost of this equipment is £200,000.

With an overall of 68.0% it sits within the 50-69.9% limited use cases only category, despite performing strongly against several individual criteria.

1.3.3 Nu-Phalt Jet Patcher

The Nu-Phalt Jet Patcher Mini achieved the highest score of the three pieces of machinery trialled. It scored a 5/5 for both confined space suitability and speed of repair, as well as scoring 4/5 for urban suitability, rural suitability, operative, and resource requirements, and supporting materials.

The evidence provided highlighted that the machine has a small footprint and can operate with minimal/basic traffic management depending on the location being operated in. It can be operated with just two operatives; however, a three-person operation would be preferred for quicker repairs.

The weaker areas highlighted were the flexibility/multi-purpose use (2/5), as it is used as a quick pothole/highway defect repair solution. Quality of repair (3/5) highlighted concerns regarding longevity of repairs and loose aggregate which can remain following a repair.

1.3.4 Evaluation

The scoring exercise identified the Jet Patcher as the highest-ranking machinery option, achieving a weighted score of 73.4%, compared with 68.0% for Thermal Road Repairs and 51.6% for the JCB Pothole Pro. The Jet Patcher performed particularly strongly in relation to operational suitability, speed of repair and resource requirements and was the only option to meet the scoring threshold for further

trial/business case consideration. Thermal Road Repairs demonstrated strengths in environmental performance and repair quality but achieved an overall outcome of limited use cases only. The JCB Pothole Pro also fell within the limited-use category, with its overall assessment affected particularly by constraints relating to confined-space operation, resources, training, cost, and environmental benefits.

1.4 Next Steps

Following consideration of the machinery trials undertaken to date, the next phase of the workstream will focus on determining whether there is a sufficient operational and financial case for further testing or adoption.

This will include:

- Trialling the Avant Multi Loader machine and subsequently scoring it against the criteria outlined in the machinery scoring matrix.
- Exploring the most appropriate commercial route for any machinery considered suitable, including purchase, hire, or leasing.
- Assessing whole life costs, including acquisition or lease costs, transport, servicing, and maintenance. Training, insurance, storage, and staffing requirements.
- Considerations of operator competency, training, health and safety, insurance, and any operational requirements associated with deploying the equipment on the highway network.
- Assessing whether existing procurement frameworks or contractual arrangements provide an appropriate route to market.
- Development of a detailed business case where trial evidence demonstrates sufficient operational and financial benefit.

Any progression beyond the trial stage will also need to comply with the Council's applicable procurement, financial, contractual and health and safety requirements. Before entering a purchase, lease or longer-term hire arrangement, the appropriate procurement route should therefore be established and available frameworks considered where relevant.

A lease or hire arrangement may provide an alternative to outright purchase, particularly where the Council wishes to retain flexibility while further evidence is gathered on utilisation and operational benefits. The assessment should compare the whole-life financial and operational implications of the available options rather than focusing solely on the initial machine cost. The current report already identifies purchase, hire or lease costs alongside servicing, maintenance, training, insurance, transport, storage, and operating costs as relevant considerations.

Any preferred option should therefore only progress once the trial evidence, legal and procurement requirements, funding position, and commercial arrangements have been considered together. This would provide an evidence-based route from trial to evaluation to commercial options assessment to business case to potential implementation, rather than creating an assumption at scrutiny stage that any individual machine will automatically be purchased.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

There are several opportunities associated with the machinery trials. If successful, machinery-led innovation could support improved productivity by enabling maintenance activities to be completed quicker and/or with greater consistency. It may also help reduce repeat interventions, improve the quality of completed works, support better use of operational resources and improve the Council's ability to respond to periods of high demand.

There is also an opportunity to improve health and safety outcomes. Machinery may reduce the level of manual handling required, support safer working practices, improve site control, or reduce the time that operatives are exposed to live traffic environments. These potential benefits should be considered as part of the trial evaluation process and supported by appropriate health and safety review.

This workstream also creates an opportunity to strengthen evidence-led decision-making. Machinery can involve capital, hire, servicing, training, and mobilisation costs. A structured trial approach allows the Council to better understand whether the anticipated benefits are realistic before any wider investment decision is made.

There are also risks that need to be managed. Machinery may not perform as expected in local conditions, may not deliver sufficient additional benefit when compared with existing methods, or may be difficult to integrate into current operational arrangements. Equipment may require additional training, specialist maintenance, storage, transport, or changes to work programming. There is also a risk that machinery is viewed as a solution before the underlying operational issue has been properly defined.

These risks can be managed by ensuring that each trial has:

- a clearly defined purpose;
- a documented scope;
- baseline information where available;
- agreed success measures;
- appropriate health and safety assessment;
- operator training and competency checks;
- arrangements for capturing frontline feedback;
- a clear process for reviewing outcomes;
- a route for escalating recommendations following the trial.

Equality considerations should also be built into the evaluation process. Highway maintenance has a direct impact on accessibility and safe movement, particularly for pedestrians, wheelchair users, mobility scooter users, cyclists, older residents, children, and young people, and those with visual or mobility impairments. Machinery that supports faster, better quality or more consistent maintenance may contribute positively to accessibility and safety outcomes.

However, any machinery trial must also consider potential disruption during works, particularly where activity affects footways, crossing points, bus stops, access routes, residential streets, town centres, or areas with high pedestrian movement. Trial

planning should consider how works are programmed, how safe access is maintained, and whether temporary arrangements could disproportionately affect people with protected characteristics.

3. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

There are potential positive reputational implications for the Council where machinery trials demonstrate that the authority is actively exploring practical ways to improve highway maintenance delivery, make better use of resources and respond to local infrastructure challenges.

Highway maintenance is a visible service area and is often experienced by residents through issues such as potholes, surface defects, footway condition, disruption from works and the speed or quality of repairs. Machinery-led innovation may help demonstrate that the Council is taking a proactive and evidence-led approach to improving service delivery.

However, expectations will need to be managed carefully. Machinery trials should not be communicated as guaranteed solutions before outcomes have been assessed. There is a reputational risk if trials are presented as a major improvement but do not deliver clear benefits or cannot be adopted more widely due to cost, suitability, or operational constraints.

Communications should therefore focus on the trial and learning approach. Public and stakeholder messaging should explain that the Council is testing equipment to understand whether it can improve efficiency, safety, quality, value for money or customer outcomes. Where trials are visible to residents or road users, there may be an opportunity to provide simple explanatory information about what is being tested and why.

Internal communication is equally important. Operational teams should understand the purpose of each machinery trial, how the trial will be evaluated, what feedback is required and how learning will be used. Frontline staff are central to understanding whether equipment is practical, safe, usable, and effective in real working conditions.

If trial outcomes are positive, a communications plan may be required to explain how any wider use will be considered, what benefits are expected, and what further approvals or investment decisions may be needed.

4. FINANCIAL CONSIDERATIONS

The financial implications of machinery trials will depend on the type of equipment being tested, the delivery model and whether machinery is provided through demonstration, short-term loan, hire, partnership arrangement, or purchase. At this stage, the workstream is focused on testing and evaluation rather than committing to wider investment.

The main financial consideration is whether machinery can deliver improved value for money when compared with current methods. This should not be assessed solely by the purchase or hire cost of the machine, but by considering whole-life and operational costs alongside potential benefits.

Relevant financial considerations include:

- purchase, hire, or lease costs;
- mobilisation and transport costs;
- training and competency requirements;
- insurance, servicing, and maintenance requirements;
- fuel, power or operating costs;
- staff time and supervision requirements;
- storage and logistical requirements;
- productivity improvements;
- reduction in repeat visits;
- durability and quality of completed works;
- impact on traffic management costs;
- potential to reduce disruption and improve programming efficiency;
- whether equipment can be used across multiple activities or service areas.

Where a trial identifies potential operational and financial benefits, a more detailed business case may be required before any wider adoption is considered. This should include affordability, procurement route, whole-life cost, expected benefits, risks, resource implications, and options for implementation.

No recommendation for wider machinery adoption should be made until trial evidence has been reviewed and the financial implications are clearly understood. This will help ensure that any future investment is proportionate, evidence-based and aligned with the Council's wider financial strategy.

5. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

There are no direct service-specific implications for children and young people arising from this update. However, highway maintenance supports the safety and accessibility of routes used by children, young people, and families, including routes to schools, colleges, parks, public transport, leisure facilities, and community services.

If machinery trials help improve the quality, speed or consistency of highway maintenance activity, there may be indirect benefits for children and young people through safer and more accessible local routes. This may be particularly relevant where highway or footway condition affects school travel, active travel, access to public transport or movement around local communities.

Trial planning should also consider any temporary disruption caused by works in areas used by children and young people, particularly near schools, colleges, leisure facilities, and community spaces.

6. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

The environmental implications of machinery trials should be considered as part of

the evaluation process. Machinery may offer environmental benefits if it improves productivity, reduces repeat visits, shortens works duration, reduces disruption, improves programming efficiency, or enables maintenance activities to be completed with fewer site visits.

Potential environmental considerations include:

- fuel or energy use;
- emissions from machinery operation;
- transport movements associated with mobilising equipment;
- noise and vibration;
- impact on local air quality during works;
- ability to reduce repeat visits;
- waste reduction through improved first-time completion;
- compatibility with lower-emission or alternative-fuel equipment;
- impact on traffic management and congestion during works.

Machinery trials should compare these factors against existing methods where practical. A machine that uses more energy during operation may still provide overall benefits if it significantly reduces repeat visits, shortens works duration or improves productivity. Conversely, machinery that does not improve outputs or requires significant additional mobilisation may offer limited environmental benefit.

Nature recovery implications are expected to be limited at this stage, but local impacts should be considered where machinery is used near verges, trees, drainage features, green spaces, or environmentally sensitive areas. Trial planning should ensure that works are undertaken in line with existing environmental safeguards and operational procedures.

7. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS

Highway maintenance can contribute indirectly to public health by supporting safe, accessible, and reliable movement across the borough. Well-maintained roads and footways help residents access employment, education, healthcare, shops, green space, public transport, and community facilities.

Machinery trials may support public health outcomes if they help improve the condition, safety, or accessibility of highway infrastructure. This may be particularly relevant for residents who rely on walking, wheeling, cycling, or public transport, and for those who may be more affected by poor surface condition or inaccessible routes.

There may also be workforce health and safety benefits where machinery reduces manual handling, supports safer working near traffic, improves site control, or reduces the amount of time operatives spend in higher-risk environments. These benefits should be captured through operational feedback, health and safety monitoring and trial evaluation.

The Marmot principles emphasise the importance of creating and developing healthy and sustainable places and communities. Effective highway maintenance supports this by helping people move safely and access essential services. While the

machinery trials are operational in nature, they may contribute to wider place-based outcomes if they improve the Council's ability to maintain safe and accessible infrastructure.

8. MONITORING COMMENTS

In the opinion of the author, this report does not contain recommended changes to policy or resources at this stage. The report provides an update on the approach to machinery-led highway maintenance innovation trials and identifies considerations for future evaluation. As a result, no monitoring comments have been sought from the Council's Monitoring Officer, Section 151 Officer or Strategic Workforce Lead at this stage.

9. WARD IMPLICATIONS

All wards.

10. BACKGROUND PAPERS

The following background papers may be relevant to this report:

- Highway Maintenance Innovation project brief.
- Highway Maintenance Innovation scoring matrix.
- Machinery trial evaluation records.
- Operational feedback from machinery trial activity.
- Relevant highway maintenance service information.
- Relevant asset management and operational performance information.

11. APPENDICES

Appendix A: Detailed Machinery Trial Scoring Matrix

Highway Maintenance Innovation – Machinery Scoring Matrix

	Machinery 1		Machinery 2		Machinery 3	
	Name	Supplier	Name	Supplier	Name	Supplier
	Pothole Pro	JCB	Thermal Road Repairs		Jet Patcher Mini	Nu-Phalt
	The **JCB Pothole Pro** is a specialized 3-in-1 road maintenance and repair machine built on a JCB Hydradig platform. It mechanises traditional pothole patching by combining three dedicated tools into a single unit		**Thermal Road Repairs** is an in-situ (on-site) recycling method used to fix potholes, cracks, and surface defects in asphalt roads and footpaths without digging out and replacing the entire section		The **Nu-phalt Jetpatcher** is a specialised, truck- or trailer-mounted spray injection machine used for fast, permanent pothole and road defect repairs	

Measure	Weight	Machinery 1 Score	Machinery 1 Evidence note	Machinery 2 Score	Machinery 2 Evidence note	Machinery 3 Score	Machinery 3 Evidence note
Operational Suitability - Urban Areas	11%	4	The machine is very large and would require a lot of signing lighting and gaurding	4	This is an independent machine that requires a fairly small footprint to operate.	4	The machine was relatively small and could be operated with minimal traffic management but would require a basic set up to adhere to the code of practice depending on the inteded location of works.
Operational Suitability - Rural Areas	11%	2	It requires a lot of space to work. Rural areas would best be suited with minimal traffic flow.	4	This would work well on a open road with large areas of repair.	4	The machine would be best suited in rural locations as a quick fix, temporay repair or as a basic fill for pre patching surface dressing works. This is not the answer for permanent repairs.
Operational Suitability - Confined Spaces	11%	1	The JCB would struggle in tight rural locations resulting in the need for road closures.	3	It could potentially work in fairly small areas.	5	The machine has a relatively small footprint and could be used in fairly small locations.
Value for Money	10%	2	The approximate cost is £250k. This would not be of benefit to repair small patches.	2	The approximate cost of the machinery is £200k	3	The approximate cost of the machinery is £150k
Number of Operatives and Resources Required	9%	2	To benefit from the speed of repair it would require at least 5 staff, and a least three veicles on site	3	Minimum of 2 operatives but ideally needs to be run as a three man team to operate efficiently.	4	This could be operated by only two operatives but as it operates as a mobile works vehicle it is ideally suited to a 3 person operation.
Training Requirements	8%	2	It would require a time served JCB driver (experienced not just trained) as this a technical piece of kit and not something you would be able to train on a training course as it also requires skill that is achieved over time.	3	Would require a minimum of 1 weeks training for the 3 man team.	3	Requires 1 week of training for the 3 person operational team.
Speed of Repair	7%	4	Repairs are quick as long as resources are available	4	It takes roughly 25 minutes to repair 2 metre square patch.	5	Very quick temporary repair.
Quality of the Finished Repair	7%	4	Good, but only excvates the patch being repaired, also requires a team to finish the repair.	4	Good finished repair, with no cold joints or edges.	3	Good, tidy repair but there are doubts to the logevity, if you are to consider a lot of work in one location it would require a small mechanical sweeper due to the amount of loose aggregate it produces.
Traffic Management Requirements	7%	3	Would require extensive traffic management and the works would need to be made more longitudinal.	3	Standard traffic management required.	3	Would require a basic traffic management set up depending on location and the amount of area required to complete the repair.
Environmental Benefits	7%	2	There are no real enviromental benefits.	5	Very good. No waste and very little new material required, this is because it recycles the old material when completing the repair.	3	No excavation so no waste material.
Flexibility/Multi-purpose Use	6%	3	This machine could petentially be used by other deparments with additional attachements at an additional cost, for example, hedge cutting.	3	This would be useful for joint repair and longitudinal cracking and crazing.	2	Doesn't have any other uses other than a quick fix pothole/defect repair.
Requirement of Supporting Materials	6%	3	Uses same materials as conventional patching.	3	The machiner operates with a 2 tonne hotbox and uses the same material as conventional patching.	4	The machine requires a specialist binder and a specialist binder material.
Total weight	100%						
Weighted score		51.6%		68.0%		73.4%	
Rank		3		2		1	
Recommendation		Limited use cases only		Limited use cases only		Further trial / business case	

12. CONTACT OFFICER(S)

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