



Operational Officer Decision Record

Where the decision has a financial value of between £100k - £350k and does not have a **significant** impact on two or more wards

1. Subject and details of the matter (to include reasons for the decision and detail of any previous cabinet decision)

The project forms part of the LTP 2026/27 delivery plan. The main project is Asphalt rejuvenation of the carriageway road surface on A16 Peaks Parkway (between Low Farm Roundabout and Weelsby Road), A16 Louth Road (Between Low Farm Roundabout and Becklands Roundabout), A1098 Hewitts Avenue (Between Low Farm and Peaks Lane) and Fieldhouse Road (Full length)

A direct contract award is approved for this project, owing to the contractor being the only UK supplier of the product (Reclamite). Therefore, the existing framework for carriageway surface treatments is not applicable.

The product (Reclamite) is an asphalt rejuvenator and identified as a suitable trial through the Local Transport Plan surface treatment programme. Whilst part of a trial in North East Lincolnshire, the product holds approved accreditation for use on UK highways through the British Board of Agreement and the Highway Authorities Product Approval Scheme (BBA HAPAS) and has been used successfully on highway networks across the UK.

Asphalt rejuvenation is a preventative maintenance treatment that helps protect road surfaces from weathering and everyday wear. It creates a thin protective layer over the existing asphalt, helping to slow ageing, reduce water getting into the surface, and limit damage caused by sunlight.

These treatments are most effective on newer or well-maintained roads. They are not designed to repair significant defects; instead, they help keep roads in good condition for longer and can delay the need for more disruptive and costly repairs in the future.

Preservation treatments can also reduce disruption and associated emissions. They can often be applied in a matter of hours, compared with the days or weeks that may be needed for more extensive reconstruction. Shorter road closures can mean less queuing, idling and diverted traffic, helping to reduce fuel use and vehicle emissions.

Cabinet date and copy resolution this decision relates to:

8th March 2023:

DN.111 LOCAL TRANSPORT PLAN DELIVERY PLAN (2023-26)

RESOLVED –

1. That the proposed LTP Delivery Plan (Appendix 1 of the report now submitted) including the LTP capital programme for 2024/25 – 2026/27 be approved.
2. That the Director for Economy, Environment and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport, be authorised to:
 - finalise the terms of the funding arrangement with the Department for Transport (DfT) and receive funds.
 - establish programme governance arrangements including the approval of any project variations, commence any related procurement exercises to deliver projects within the programme in accordance with the Public Contract Regulations 2015 and to make appropriate contract awards.
 - implement appropriate monitoring arrangements including receipt of a monthly update on programme progress.
3. That the Director for Economy, Environment and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport, be authorised

to receive any additional in year grant funding and allocate spend accordingly through the LTP programme and to deal with all ancillary matters arising.

4. That the Assistant Director Law and Governance (Monitoring Officer) be authorised to settle, complete and execute all documentation arising from the above.

5. That authority be delegated to the Director for Economy, Environment and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport, to approve all further LTP Delivery Plans in subsequent years.

2. Decision being taken

That the Director for Economy, Environment and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport, awards the contract for implementation of carriageway rejuvenation works at A16 Peaks Parkway, A16 Louth Road, A1098 Hewitts Avenue and Fieldhouse Road, to Roadtechs Group Limited, following the conclusion of the evaluation process and thereafter deals with all ancillary matters reasonably arising.

3. Anticipated outcome(s)/benefits

The completion of these works will arrest deterioration of the carriageway surface at the project locations and stop defects from forming for the foreseeable future, which supports the statutory duty of the council as highway authority in ensuring the maintenance of highways maintainable at public expense as identified in section 41 Highways Act 1980.

The contractor is Roadtechs Group limited and the treatment value £103,000.

The contractor mobilisation period will start upon award of the contract and receipt of a signed contract. Duration of the works will be approximately 4 hours per site and the programme will be delivered over two consecutive days with the A16 and A1098 being undertaken on a Sunday to minimise disruption.

4. Details of any alternative options considered and rejected by the officer when making the decision

Do nothing – Not undertaking this treatment on the roads specified including the A16 one of the key routes through the borough, will limit the life of the road surface and

will result in these roads deteriorating at a faster rate resulting in costly resurfacing needing to be undertaken much sooner. Undertaking surface treatments creates a barrier to water ingress and extends the whole life of the carriageway surface before full resurfacing is required. It is critical to ensure our highways are fit for purpose and free from defects for the foreseeable future and ensures the council can make best use of available funding for highway maintenance.

5. Background documents considered (web link to be included or copies of documents for publishing)

North East Lincolnshire Local Transport Delivery Plan 2024-2027

6. Does the taking of the decision include consideration of Exempt information? If yes, specify the relevant paragraph of Schedule 12A and the reasons

No

7. Details of any conflict of interest declared by any Cabinet Member who was consulted by the officer which relates to the decision (in respect of any declared conflict of interest, please provide a note of dispensation granted by the Council's Chief Executive)

None

8. Monitoring Officer Comments (Monitoring Officer or nominee)

The proposed works form part of the Local Transport Plan programme previously approved by Cabinet. The current decision is therefore limited to the operational award of the contract and is within the remit and financial threshold for an Operational Officer Decision. The report records the rationale for the direct award. Legal and procurement colleagues will continue to support as appropriate.

9. Section 151 Officer Comments (Deputy S151 Officer or nominee)

The works are to be funded through the Local Transport Plan, which forms part of the Council's approved Capital Investment Programme. This investment in preventative maintenance is intended to prolong the operational life of existing carriageway surfaces and delay the need for more costly repairs in the future.

Expenditure and project delivery will be monitored through the Council's established capital governance and budget monitoring arrangements.

10. Human Resource Comments (Head of People and Culture or nominee)

No HR implications

11. Risk Assessment (in accordance with the Report Writing Guide)

Contractor performance: The contractor fails to perform to an agreed programme – performance will be monitored by Highway Assets, with corrective action being taken as necessary, and ultimately a robust contract provides appropriate recourse.

Control of costs: the costs of any post contract variations will be robustly checked and agreed with the Highway Asset Team officers.

Statutory duty: Failure to meet the Council's highway maintenance duty could result in civil claims, including those linked to business impacts from an unmaintained highway. These works support the council's statutory duty by extending the life of the carriageway surface.

Delivery overrun: Realistic programme timescales are identified and will be monitored by the Senior Highway Asset Engineer . Early contractor involvement has mitigated delivery risks before they affect the programme.

Treatment suitability: works are planned to align with manufacturers recommended seasonal application timeframes.

Road user disruption: works are planned to be undertaken under road closures on a Sunday (Main route) and weekday (residential) to minimise disruption. The programme will be completed in two days, with warning of road closure notices placed two weeks in advance of the works at all ends of the closures, a press release will be issued in advance of the works, and residents notified by letter in advance of the works.

12. If the decision links to a previous one taken by Cabinet, has the Cabinet Tracker been updated?

Assistant Director for Infrastructure, Paul Evans to review and update cabinet tracker.

13. Decision Maker(s):

Name: Carolina Borgstrom

Title: Director for Economy,
Environment and Infrastructure

Signed: REDACTED

Dated: 12th August 2026**14. Consultation carried out with
Portfolio Holder(s):**

Name: Cllr P Batson

Title: Portfolio Holder for Housing,
Infrastructure and Transport

Signed: REDACTED

Dated: 11th August 2026