Highways maintenance transparency report – Technical annex 2026/2027

Contents

Transparency report – Technical Annex

Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	*£3,289,000*	*£4,128,790*	*£4,516,349*
Other **DfT** capital funding utilised by local authority for highways maintenance	*£90,000*	*£3,154,000*	*£10,169,000*
Other **Government** capital funding allocated by local authority to Highways Maintenance	*£7,386,000*	*£1,065,000*	*£5,883,000*
Other capital funding allocated to highways maintenance	*£364,000*	*£651,509*	*£400,000*
Total Capital funding allocated to highways maintenance	**£11,129,000**	**£8,999,299**	**£20,968,349**

B1.1.2 - Additional information on funding figures

Other funding sources include (Excluding DfT): DLUHC (Department for Levelling Up and Communities, Department for Environment, Food and Rural Affairs, Local Authority Bus Grant, Traffic Signals Obsolescence Grant, NELC Capital. 2024/25 funding figures adjusted from those detailed in 2025 Highway Maintenance Transparency report to include traffic signals funding from active travel funding block as further clarification provided on the extent of assets to be included in the funding sources.

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£11,129,000	£8,999,299	£20,968,349
Total highways maintenance revenue spend	£2,067,000	£2,280,658	£2,417,300
Total spend	£13,196,000	£11,279,957	£23,385,649

B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected)

Carriageway spend related maintenance type	Capital 2025-26	Revenue 2025-26	Capital 2026-27 (projected)	Revenue 2026-27 (projected)
Planned maintenance				
Preventative carriageway maintenance	£665,678	£0	£1,011,420	£0
Structural carriageway maintenance	£2,612,265	£0	£5,459,454	£0
Planned carriageway **repair / patching** programmes	£0	£0	£0	£0
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£0	£11,775	£0	£11,500
Reactive carriageway **repairs / patching** (**permanent repairs**)	£0	£202,069	£0	£200,000
Reactive carriageway **repairs / patching (total)**	£0	£ 213,068	£0	£211,500
***Other** carriageway-related spend*	£287,509	£721,015	£0	£533,700
Total	£3,277,943	£ 1,147,927	£6,470,874	£956,700

B1.2.4 - Additional information on spending on carriageways by type of spend

Other carriageway related spend includes Capital expenditure in 2025/26 for 2 replacement winter gritters, and revenue expenditure for verge management and winter gritting in both 2025/26 and projected spend for 2026/27.

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	13.4 km	5.2 km	6,208 m^2	m^2	m^2
2026-27 projected	16.6 km	9.5 km	8,865 m^2	n/a	n/a

B2.1.1 – additional information on surface treatments and repairs

The figures above do not include pothole repairs, including the number of potholes filled. This information is provided in the table below. The figures include works delivered through our preventative maintenance programme. In 2025/26, a total of 6,208m² of patching was completed in advance of surface dressing and micro asphalt treatments. A further 8,865m² of patching is planned for 2026/27, of which 3,760m² had been completed by September 2026.

B3 – Pothole repairs

This section sets out how authorities identify and repair potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions.

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, please set out in the table below how your local authority defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Category 1- **Defects which are considered to require urgent attention that should be corrected or made safe at the time of the inspection, if reasonably practicable**	**Investigatory Criteria:** **Roads**: a sharp-edged depression or pothole of 40mm depth or greater, and extending in any one direction greater then 300mm. **Footways and cycle routes**: a sharp-edged defect (including rocking flags / paving stones) with a deviation of 20mm or greater from the surrounding level of the highway, or a rapid change in surface profile greater than 25mm extending in plan dimension less than 600mm.	-The depth, surface area, or other extent of the defect -The location of the defect relative to highway features such as junctions and bends - The location of the defect relative to the positioning of users', especially vulnerable users, such as in traffic lanes or wheel tracks or the main walking on pedestrian routes -The nature and extent of interaction with other defects -Forecast weather conditions, especially potential for freezing of surface water	**24hrs**	**Subject to risk assessment:** R2- 14 working days R3 – 28 working days R4 - 63 working days
Category 2- **Defects that do not represent an immediate or imminent hazard or risk of short- term structural deterioration but may have safety implications, although of far less significance than those which are considered to require urgent attention.**	**Investigatory Criteria:** **Roads**: a sharp-edged depression or pothole of 40mm depth or greater, and extending in any one direction greater then 300mm. **Footways and cycle routes**: a sharp-edged defect (including rocking flags / paving stones) with a deviation of 20mm or greater from the surrounding level of the highway, or a rapid change in surface profile greater than 25mm extending in plan dimension less than 600mm.	**Priority of response subject to on-site risk assessment which includes but is not limited to :** -The depth, surface area, or other extent of the defect -The location of the defect relative to highway features such as junctions and bends - The location of the defect relative to the positioning of users', especially vulnerable users, such as in traffic lanes or wheel tracks or the main walking on pedestrian routes -The nature and extent of interaction with other defects -Forecast weather conditions, especially potential for freezing of surface water	**n/a**	**Subject to risk assessment:** R2- 14 working days R3 – 28 working days R4 - 63 working days

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26	*1082*

B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	**Planned structural** maintenance programmes	**Reactive repair** using **temporary** repair methods	**Reactive repair** using **permanent** repair methods
No data held	No data held	62	1020

B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

A pothole is recognised as a road surface defect 40mm or greater in depth and greater than 300mm in diameter.
The data provided includes road surface defects recorded by our highway inspectors during 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 above is for the number of defect records repaired.
Data on number of potholes filled is not collected for planned programmes of resurfacing or carriageway reconstruction so 'no data held' is detailed in the table above.

CAUTION FOR READERS – Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£169	Unit/average cost of a temporary pothole repair on your network (reactive)	£163

B3.3.1 - Additional information on pothole prices (optional)

The costs of defect repairs provided in the table is expenditure on 'reactive maintenance' repairs of the road surface and does not include specific grant and capital funded programmes of work.

B3.4 - Defect repair quality

ID	**Question**	**Yes/no**
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching **and** b) reactive repairs using permanent methods?	**Yes (a only)**
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	**Yes**
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	**Yes**

3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	**no**

B3.4.5 - Evidence Summary

Defect repairs are delivered by the Council's in-house Direct Service Organisation. All operatives are trained and accredited under the New Roads and Street Works Act for reinstatement works. Quality control is managed through assessments of repair quality, in line with the performance requirements set out in the Code of Practice for Reinstating Openings in Highways, also known as the Specification for the Reinstatement of Openings in Highways.

B3.5 - Public reporting system for defects and other issues

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	**Yes**
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	**Yes**

B3.5.3 - Evidence Summary

Highway maintenance schemes are prioritised primarily through the analysis of road condition data. However, feedback from members of the public is an additional useful data source. Trends identified from customer-submitted reports are also used as a secondary scoring factor when prioritising programmed highway schemes. Where highway faults are reported through the Council's reporting system, Salesforce, updates on any actions taken, or reasons for no further action, are provided back to the customer's case record in a clear and chronological format. This helps improve transparency and supports a better understanding of how the request has been handled.

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	*136*
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*1*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*45*
4.1.4	Number of **General Inspections** carried out in 2025-26	*45*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*23*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*23*

B5 – Asset Management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

B5.1 - Asset Management Strategy and Policy

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link:
	North East Lincolnshire's Highway Asset Management Strategy

5.1.3	Please provide the date it was last reviewed or updated	Mar 2021

5.1.4	Please provide proof of the review or update.
	The next review of the Highway Asset Management Policy and Strategy will be undertaken within the next 12 months to coincide with the latest review of the Well Managed Highway Infrastructure Code of Practice.
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.
	The NELC Highway Asset Management Policy and Strategy review will be undertaken within the next 12 months to coincide with the latest review of the Well Managed Highway Infrastructure Code of Practice. Any amendments to current policy as a result of the review including any subsequent cabinet approval will be completed prior to the 30 September 2027.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Partial

5.2.1 - Further context (optional)

Drainage Assets 95% completed asset data and 40% condition data held Traffic Signals – Asset inventory full but condition data only partially held

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	
A single digital platform or a set of connected platforms used across the highways service	Yes
Other *(please set out in further context)*	Yes

B5.3.2 - Further context (optional)

Highway asset data and condition data is supported by AI video-capture software, which the authority has been using since October 2025. The data is collected by the highway inspection team during driven inspections of the highway network. The information gathered supports highways and transport teams in the maintenance and management of highway assets. It also helps monitor rates of deterioration, particularly during the winter months, and where data is captured monthly on main routes through highway inspections. This more up-to-date defect and condition data complements annual survey information and helps inform future programmes of work.

B5.4 – Lifecycle planning and investment decision-making

This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for **carriageways** to support maintenance investment decisions?	**Yes**
5.4.2	Do you use lifecycle plans for **footways** to support maintenance investment decisions?	**Yes**
5.4.3	Do you use lifecycle plans for **structures** to support investment decisions?	**Yes**

B5.4.4 - Evidence Summary

Lifecycle plans routinely used to support maintenance investment decisions though the level of funding available for highway maintenance means that the timescales between maintenance interventions particularly for Unclassified roads is not achievable in line with the lifecycle plans which results in additional requests for funding and deterioration that may result in additional reactive repairs before planned maintenance interventions can be undertaken. Condition Data is also routinely used to support maintenance investment decisions evidencing the need for maintenance across the highway network and

supporting the councils best practice asset management approach to highway maintenance.

B5.5 – Performance monitoring and continuous improvement

This section focuses on whether the authority monitors the effectiveness of its asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	**Yes**
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	**Yes**
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	**Yes**
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	**No**

B5.5.5 - Evidence Summary

Key Performance Indicators:

- Percentage of principal roads where maintenance should be considered
- Percentage of non-principal roads where maintenance should be considered
- Percentage of unclassified roads where maintenance should be considered

Performance Indicators:

- Number of LTP schemes delivered
- Percentage spend of LTP allocation
- Number of Highways services projects delivered
- Number of highways services projects delivered on time
- Number of highways services projects delivered on budgets
- Number of highways services projects delivered to agreed outcomes as defined in the business case
- Average number of days to repair streetlights
- Percentage of repairs to dangerous highways within 24 hours of notification
- Percentage of footways where maintenance should be considered
- Number of inspection surveys due/completed
- Number of maintenance orders identified from inspection surveys (principal, non-principal and unclassified roads)
- Number of maintenance orders identified from inspection surveys (footway)
- Percentage of maintenance carried out as identified from surveys (principal, non-principal and unclassified roads)
- Percentage of maintenance carried out as identified from surveys (footway)
- Number of drainage schemes approved
- Number of drainage projects delivered on time
- Number of drainage projects delivered on budget
- Number of drainage projects delivered to agreed outcomes as defined in the business case

KPIs and PIs are used predominantly to monitor performance of the service against the highway authority statutory duties and outcomes identified in the councils highway asset management strategy and wider policies, but can also be used to inform investment decisions.

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	**Yes**
6.1.2	For 2026-27, please provide the length of **footways** that you have earmarked for **structural maintenance / reconstruction / renewal**	**1.3 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**9.2 km**
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	**Yes**
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to **cycleways** which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	**No**
	a. Structural maintenance / reconstruction (in km)	**N/A**
	b. Preventative maintenance treatments (in km)	**N/A**

B6.1.6 - Please provide any brief additional information you consider helpful in explaining your approach to maintaining footways and cycleways

Priority footways and cycleways are included within the Council's Winter Service Plan, with gritting and snow clearance undertaken during adverse weather to help maintain safe access.

The following link provides further information on the Council's Winter Service Plan and associated arrangements: Gritting and cold weather | NELC

We continue to monitor footways and cycleways through cyclical inspections and customer reports received via our Contact Centre. Where overgrown vegetation or debris is identified, clearance work is arranged as needed to help keep these routes safe and accessible for users.

B6.1.7 - Evidence Summary

As with carriageways, footways and cycleways are managed through a risk-based asset management approach, informed by condition data, safety inspections, lifecycle planning, highway user reports, customer enquiries and local knowledge. This evidence shapes future maintenance programmes across North East Lincolnshire. NELC also delivers an annual tactile crossings programme to improve accessibility at historic crossing points. Recent analysis shows 35.9% of the surveyed footway network in a red or amber condition overall, equating to 270.7 km of the 753.1 km surveyed between 2021 and 2025.

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	**72% for A**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**28% for B**
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	**No**
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	**Yes**
7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	**Yes**

	• SuDS features have:
	  ○ soil moisture probes,
	  ○ CDT sensors (conductivity, depth and temperature),
	  ○ flow meters to monitor flows pre / post works and some
	  ○ wet stations to collect local rainfall data.
	• Pumping stations have ultrasonic level sensors and an online monitoring system	

B7.1.5 - Evidence Summary

7.1.3 - Identified flood risk areas on the network receive more planned visits from the gully cleaning crew.

B7.1.6 – Further context on approach to drainage asset management

The gully cleansing schedule is informed by the level of flood risk to the highway network and adjacent property. All problems encountered by the gully team are reported back to the Drainage team and the investigations, and subsequent repairs that may be needed, are prioritised using a risk-based approach. The Drainage team are also fully involved in the investigation of the local existing drainage networks prior to the delivery of LTP capital schemes. Any defects that can't be rectified prior to the scheme are done during the scheme.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	**Yes**
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	**Yes**
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	**Yes**

8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	**No**
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	**No**
8.1.6	Do you or your main contractors support early career development **in your local area, for example** through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	**Yes**

B8.1.7 - Evidence Summary

Professional development and competency:

- All Highway Inspectors must complete the City and Guilds 6033 Highway Safety Inspection Qualification.
- All current inspectors hold this qualification with the most recent recruits completing this in February 2026 and one member of the inspection team completing the refresher course which must be completed every 5 years.
- All staff working on the highway must hold the NRSWA streetworks accreditation at operator or Supervisor level.
- Winter service drivers are trained to City and Guilds 6519 and winter service decision makers have all completed the IHE winter decision making course and local weather forecasting training.
- CPD courses are undertaken throughout the year.
- Apprenticeships are encouraged across the council. One apprentice currently completed apprenticeship in early 2026 and has now been appointed to a permanent role as assistant street lighting engineer.
- Through a recent service restructure a number of new apprentice post have been identified which the council hope to fill in autumn 2026.
- Assistant Maintenance Engineers are required to complete a level 4/5 qualification in civil engineering, for their role and for progression to Engineer role.
- The council supports professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE) or Institute of Lighting Engineers (ILP) for Street Lighting Engineers).
- For highway structures a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) is appointed via a contractual arrangement on a project-by-project basis as required, and as required for senior level approval of general highway structural approvals such as AIPs, assessment checks for special orders, TAA approvals and C451 and CS469 sign off.

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better

decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	**No**
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	**Yes**
9.1.3	If yes when did you last update this.	**September 2026**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Yes** – **formally recorded**
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	**Yes**
	- Natural flood management / SuDS	**Yes**
	- targeted slope / ground stability / landslip mitigation	**Yes**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**Yes**
	- Other (please specify)	**Yes / No** (if yes, please specify)
	- None of the above	
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	**No**
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	**No**

B9.1.8 - Evidence Summary

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 Link%20-%20Carbon-Roadmap. 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.

B9.1.9 - Further context on your adaptation / resilience activities

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.

B10 – Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	**No**
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business-as-usual operations?	**Yes**
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	**No**

10.1.4 - Evidence Summary

During late summer 2026, the Highway Authority carried out a preventative maintenance trial on Peaks Parkway using asphalt rejuvenation. This treatment is designed to extend the life of the road surface without the need for more disruptive resurfacing works. The product has BBA HAPAS approval, and its performance will be monitored over the next 12 months through comparative testing.

B10.1.5 - Further context on your innovation activities

Carriageway Surfacing material trials are ongoing but results so far have returned positive results, which has led to both Warm Mix Asphalts and Ultilayer polymer-modified binder (PMB) asphalt to be added to the local approved materials specification.

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

North East Lincolnshire Council now uses Vaisala RoadAI as part of its highway inspection and surveying practices. The system uses vehicle-mounted hardware to collect highway asset data, including road condition, road marking condition, traffic sign condition and pothole information.

The system is compliant with PAS 2161 requirements for road condition monitoring, enabling NELC to collect condition data more frequently during cyclic inspections. Main roads are inspected monthly, while lower-classification roads are surveyed quarterly or annually.This represents a significant improvement on the previous Course Visual Inspection approach, where the full unclassified road network was surveyed once every three years. More frequent data collection helps the team identify deterioration earlier and prioritise appropriate interventions, such as localised repairs, refreshed road markings or inclusion in a future resurfacing programme.

This supports a more proactive approach to maintenance by helping the Council target repairs before defects worsen and require more disruptive or costly treatment.

B11 – Working with utility companies to reduce disruption to road users

ID	Question	Yes / No
11.1.1	Do you routinely monitor **and** enforce utility works quality as part of your streetworks management?	**Yes**
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	**No**
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	**No**
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	**Yes**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**Yes**

11.1.6 - Evidence Summary

The NELC Highway Maintenance programme is presented to Utility Companies at local Highway Authorities and Utilities Committee (HAUC) meetings to seek coordination opportunities for works.

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including: structural maintenance, planned repairs / patching, or reactive repairs / patching

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	**Yes** (please specify in further context)
12.1.2	Do you routinely analyse actual unit costs (for example £/m² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	**Yes**
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	**Yes**
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	**N/A Reactive pothole repairs delivered by in-house highways operational team**

12.1.5 - Evidence Summary

- Reactive carriageway and footway repairs delivered by in-house highways operational team.
- Planned repairs and maintenance such as resurfacing or carriageway reconstruction are procured through competitive tender process on a scheme-by-scheme basis through the councils' highways framework.
- Major Projects usually follow a below threshold Open Procedure to ensure a transparent, fair and competitive procurement process, providing the market with an equal opportunity to bid for the contract.
- Unit costs are analysed for each tender submission to ensure value for money and costs are benchmarked against historic and market costs for works of similar type and scale.

Other Highway Maintenance contractual arrangements:
NELC has external term maintenance contractors for both Street Lighting and traffic Signals Maintenance

Street Lighting term Maintenance contractor KPIs

- Average time taken to repair a faulty Street Light (for definition see BVI.215a)
- % of Emergency Call Outs attended within 2 hours of receiving notification
- % of lights working as planned based on an adaptation of the redundant BVPI.98
- Category A – Routine Inspections. 5% of all live works will be technically inspected by the Client's Service Manager(s) monthly. The Client's Streetworks inspectors will inspect up to 100% of all work.
- Category B Routine Inspections. 5% of all works will be technically inspected by the Client's Service Manager(s) monthly for compliance with the Specification for Reinstatement of Openings (SROH). The Client's Streetworks inspectors will inspect up to 100% of all work.
- Category C Routine Inspections. 5% of all works will be technically inspected by the Client's Service Manager(s) monthly for compliance with the Specification for Reinstatement of Openings (SROH). The client's Streetworks inspectors will inspect up to 100% of all work.
- Site Inspection. A minimum of 1 live site inspections will be undertaken with the supplier by the Client's Service Manager's. This may involve unannounced visits.