

Transparency report – Technical Annex

This section of the transparency report is to provide a more detailed view of your service. It will also need to be published on your website and provided to DfT alongside the core report but does not need to have the same level of prominence on your website as the core report.

Highways maintenance funding and spending figures

Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£5,057,000	£4,482,000	£4,640,156
Other DfT capital funding utilised by local authority for highways maintenance	£	£10,794,423	£10,988,922
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£332,947
Other capital funding allocated to highways maintenance	£4,000,000	£4,000,000	£4,000,000
Total Capital funding allocated to highways maintenance	£9,057,000	£19,276,423	£19,962,025
<i>Since April 2026, DfT Capital Highway Maintenance funding for Hull City Council and East Riding of Yorkshire Council has been distributed by the Hull & East Yorkshire Combined Authority (HEYCA). Funding from the Combined Authority allocated to highway maintenance is listed below.</i>			
2026 / 2027 Highways maintenance capital funding allocated through DfT	Hull	ERYC	Combined
	£4,640,156	£22,791,844	£27,432,000

Spending

Total spending

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£8,675,538	£13,602,689	£19,458,000
Total highways maintenance revenue spend	£7,515,350	£7,364,717	£5,499,069
Total spend	£16,190,888	£20,967,406	£24,957,069

Additional information on total spending figures

The figures provided above are maintenance expenditure figures and do not include income elements which if included would make the net spend figure different.

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	£717,900	£0	£818,672	£0
Structural carriageway maintenance	£1,208,825	£0	£2,633,566	£0
Planned carriageway repair / patching programmes	£0	£0	£0	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (permanent repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (total)	£0	£ 793,933	£0	£611,438
Other carriageway-related spend	£1,427,275	£793,933	£1,394,762	£611,438
Total	£3,354,000	£ 793,933	£4,847,000	£ 611,438

Additional information on spending on carriageways by type of spend

Structural carriageway maintenance includes spend on our major planned maintenance schemes with varying treatments from resurfacing / minor inlay to full reconstruction. The preventative maintenance spends accounts for our micro-surfacing and surface dressing programme expenditure including pre patching and preparation work. We currently hold minimal data on the split between temporary repairs and permanent repairs, so all repairs have been classed as permanent.

Highway Maintenance Activity (Surface Treatments and Repairs)

Road resurfacing and surface treatments

Financial year	Road receiving preventative	Road receiving planned	Area receiving planned	Area receiving reactive	Area receiving reactive
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	road surface treatments (length, km)	structural maintenance (length, km)	repair / patching programmes	repair / patching (permanent methods)	repairs/ patching (temporary methods)
2025-26	11km	2km	0m ²	8,729m ²	No data held
2026-27 projected	13km	5km	0m ²	n/a	n/a

additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? If no , please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	Yes
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Further information and context

Our standard approach to reactive maintenance is to deliver a permanent, "right first time" repair when identifying and logging defects. However, when a permanent fix is not immediately feasible and our operations team must carry out a temporary repair, this data is not consistently or accurately recorded. Therefore, for the purpose of this report, all repairs have been classified as permanent.

As part of an ongoing service review, we have identified a clear need for better visibility regarding the number of temporary fixes on our network. By improving the skill sets and thought processes of our frontline staff, we aim to make accurate data logging a "business as usual" practice going forward. Once implemented, this will provide more transparent and accurate data to better inform future decision-making.

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
Emergency / risk to life & limb	40mm+ deep & 300mm+ wide in any direction	Location of defect, impact on traffic and/or pedestrians,	2hrs	24hr / 5 working days or 28 working days

		road type/hierarchy, traffic volumes.		depending on risk.
Priority 2 - Urgent	40mm+ deep & 300mm+ wide in any direction		24hrs	5 working days or 28 working days depending on risk.
Priority - 3	40mm+ deep & 300mm+ wide in any direction			5 working days
Priority - 4	40mm+ deep & 300mm+ wide in any direction			28 working days

As well as potholes, additional carriageway defects including crowning, rutting, depressions, cracking, abrupt level differences and edge deterioration will be investigated and assessed against similar criteria. Any defects identified as needing repair will be assigned a suitable response time based on the same risk factors highlighted in the table above.

Number of potholes filled

Number of potholes filled in 2025-26(estimate)	
Hull City council estimate that 8,476 were filled in 2025 - 2026	

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
0	no data held	no data held	8,476

Additional information on numbers of potholes resolved, by treatment type

Our standard approach to reactive maintenance is to deliver a permanent, "right first time" repair when identifying and logging defects. However, when a permanent fix is not immediately feasible and our operations team must carry out a temporary repair, this data is not consistently or accurately recorded. Therefore, for the purpose of this report, all repairs have been classified as reactive permanent repairs.

We undertook 1,654m² of planned patching and joint/crack sealing prior to micro-surfacing and surface dressing in 2025 – 2026 which is in addition to the estimated 8,476 potholes that were repaired.

We do not currently hold any data on carriageway defects / potholes resolved through planned structural maintenance programmes.

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.

Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£91	Unit/average cost of a temporary pothole repair on your network (reactive)	data not available
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B3.3.1 - Additional information on pothole prices (optional)

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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
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

Evidence Summary

Hull City Council's highway operations team holds ISO 9001 certification, reflecting our commitment to efficiency, high performance, and customer satisfaction. Our standard approach to reactive maintenance is to deliver permanent, "right first time" repairs and we select materials based on defect size, existing road construction, network usage, and traffic volumes. While we aim for permanent solutions, temporary patches are sometimes necessary. In these instances, we still use suitable materials, even if full repair methodologies and processes cannot be followed. We actively monitor material selection and repair quality through our inspection regime, though full 100% post-inspections are not feasible without significantly increasing our existing resources.

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

Evidence Summary

Reported defects are logged on Confirm which is the asset management system we use to manage our reactive maintenance delivery. Defects reported are investigated and actioned accordingly with the reporter notified of the outcome whether that be no defect found or job raised to repair. If a job is raised to repair, the reporter of the defect will also receive additional updates regarding when the repair is scheduled and when it is completed.

Parts of the network or hot spot areas receiving multiple defect reports do inform the decision-making process for planned maintenance and in particular, sites that are to be included in our preventative maintenance programmes.

If multiple reports are regularly received for a particular part of the network, then inspection frequency will be increased as required to closely monitor these locations and the changing risk they pose.

Tools used for reporting

Highway defects reported via our call centre will have information manually inputted into our Granicus platform which will generate an enquiry in confirm. The enquiry will be allocated to our inspection team to investigate and action accordingly.

Website reported defects are directly linked to our confirm system and follow a similar process. A defect reported through the web portal will automatically generate an enquiry in confirm which will again be allocated to our inspection team to investigate and action accordingly.

Maintenance of highway structures

Please set out information about other highway structures and assets

Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	184
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	12
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	65
4.1.4	Number of General Inspections carried out in 2025-26	41
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	50
4.1.6	Number of Principal Inspections carried out in 2025-26	32

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.

Asset Management Strategy and Policy

5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
	Highway Infrastructure asset management plan which can be viewed on our website Hull CC HIAMP	
5.1.3	Please provide the date it was last reviewed or updated	April 2021

5.1.4	Please provide proof of the review or update.
	<i>Free text - 50 words</i> HIAMP Summary Page
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.
	<i>Hull City Council are committed to updating our asset management policy and strategy by 30th September 2027. Our existing document is currently being reviewed to identify sections which require updating. This initial review is expected to be completed by November 2026 and once completed, the timeline below outlines key milestones to meet this deadline.</i> • Implement updates November 2026 – February 2027 • Governance and sign off – March – June 2027 • Upload new document – July – September 2027 The current timeline has a target date of July 2027 to upload the updated document but the months of August and September are available as float should they be required.

Further context

Our existing Highway Infrastructure Asset Management Plan (HIAMP) was last updated in April 2021, with a commitment to undertake a full review by April 2026. Our current approach to asset management aligns with the "Well-managed Highway Infrastructure" Code of Practice which is currently undergoing a significant update. As we intend to align our revised HIAMP with this new national guidance, the April 2026 update has been delayed to coincide with the imminent WMHI CoP update. Once revised, we are committed to implementing minor updates of our HIAMP every two years, and a major update every five to six years as a minimum.

Key aspects of highways asset management approach

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	Footways Full / Cycleways Partial	Footways Full / Cycleways Partial
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

Asset data integration and management

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	X
A single digital platform or a set of connected platforms used across the highways service	
Other (please set out in further context)	

Further context

Our highway asset data is currently split across multiple platforms. Confirm holds our primary asset inventory including carriageways, footways, cycleways, streetlights, and drainage as well as holding our routine safety inspection routes.

Our carriageway, footway and cycleway inventory is also stored on Causeway asset strategy which holds up to date and historic condition data from surveys including SCANNER, SCRIM and DVI. Bridges and structures are managed in BridgeStation, while traffic signals are tracked using IMTRAC.

To try and improve data connectivity, a newly established asset strategy working group within our highway asset team is working with our software providers to investigate potential system integrations. The group are also reviewing how we capture our data to see if efficiency can be improved by gathering a broader range of asset condition information through a single survey.

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?	No

Evidence Summary

Lifecycle planning models have been used to inform decision-making regarding network expenditure by treatment type. The modelling demonstrates that by investing in surface dressing for major roads and micro-surfacing for residential unclassified roads, we can arrest network decline and extend the overall lifespan and condition of our assets. This strategy allows us to target more significant treatments toward those parts of the network that are most at risk of structural failure.

A similar approach has been adopted for our footway network. The lifecycle modelling has shown that investing in slurry sealing and cost-effective treatments such as recycling and

minor inlay, enables us to treat a higher proportion of the network without significantly impacting the whole-life value of the asset.

Our bridges and structures programme is following an 8 year plan of undertaking higher risk projects that have been identified through inspections and assessments.

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

Evidence Summary

The Key Performance Indicators (KPIs) defined in our existing HIAMP focus on inspection completion rates, defect response times, and highway network condition benchmarking against the national average. These existing metrics will be reviewed and updated as part of the upcoming HIAMP revision.

Our membership of the Association for Public Service Excellence (APSE) Performance Network, alongside our participation in the annual National Highways & Transport (NHT) Network Survey, continue to provide us with performance comparisons and benchmarking against other local authorities.

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	11km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	6km
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)	0km
	b. Preventative maintenance treatments (in km)	0km

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

Decisions on planned and preventative maintenance programmes on our footways and off carriageway cycleways are informed through a variety of data sources including condition data, priority reports, Inspection reports, site history reports and public enquiries. Footway hierarchy determines our inspection frequencies with prestige and primary walking routes inspected monthly, secondary walking routes inspected every 3 months, and minor residential and link footways inspected annually. The treatments currently utilised to renew our footway assets include resurfacing, recycling and reconstruction. We also deliver an annual slurry sealing programme through an existing term service contract treating approximately 15,000m² of footway annually.

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	10%
	b) Planned maintenance (routine/cyclical and/or risk-based)	90%
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	No
	Guidance – This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations.	

Evidence Summary

Our gully cleaning cycle is driven by the post 2007 flooding report. All gullies are scheduled for maintenance / cleansing, with the main arterial roads and high-risk locations cleansed at a higher frequency.

By using historic data, detailing previous flood locations and high silt levels, we can identify high risk locations which has helped reduce the reactive flooding incidents and refine scheduled visits.

The Confirm back-office system is used to capture real time data regarding gully defects where maintenance or further investigation is required.

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))?	No
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)?	Yes
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)?	Yes
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

Evidence Summary

We currently employ professionally qualified Engineers through a professional services framework to assist with the maintenance and management of our bridges and structures assets.

Existing highway asset managers and front-line officers are time served, with role specific experience gained over a number of years. We encourage and facilitate attendance of industry specific seminars and CPD events delivered by various networking groups including CIPFA and LCRIG.

All our Highway inspectors are Lantra trained and fully versed in the risk-based approach code of practice for highway safety inspections.

As an authority, we are committed to undertaking a personal growth & performance review (PGPR) with all staff every 6 months to identify skill gaps and agree relevant training opportunities and requirements.

We are currently undertaking a service review which will identify resource shortfalls and service gaps. Any existing service gaps are currently filled through a professional services contract where industry specialists can provide a short-term solution to resource shortfalls, maintaining service delivery levels.

Further context on skills/training

Trainee technician roles have been successfully implemented over recent years, providing ONC/HNC qualifications and mentorship to younger people wanting to start a career in highway maintenance. Our 3 most recent trainees have since progressed on to Technician level with progression to Engineer status being the next step in their career development. Training staff in house helps us to future proof departments, providing long term service resilience and expertise. As part of a service review, the requirement for additional trainee posts has been identified within those teams that are directly involved with highway asset management and delivery.

Planned major works are tendered through the YORcivils and YORtender frameworks and contractors bidding for these works must evidence their commitment to utilising existing and employing new apprentices as part of the social value and economic benefits criteria within their quality submission.

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.	March 2025
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	No
	- Heat-resilient materials or surface treatments	Yes
	- Tree planting / shading for heat management	No
	- Other (please specify)	No (if yes, please specify)
	- None of the above	N/A
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

Evidence Summary

Our winter service plan ([WSP](#)) and flood risk management strategy ([FRMS](#)) outline the council's resilience to severe weather and flooding events.

Key routes (primarily bus routes) have been identified for winter gritting as have key footpaths linked to key sites including schools, hospitals and clinics.

Our gullies are risk assessed and known hotspots are monitored during severe weather.

24/7 call out facilities are provided for gullies, trees, gritting and highway operations.

Drains and trash screens are monitored in conjunction with the Environment Agency and tidal gate closures are also co-ordination with the EA. 24/7 CCTV monitoring is also undertaken to allow us to respond quickly and efficiently to events that pose a risk to our highway resilience.

A new 10-year climate adaptation plan is being developed, supported by the Portfolio Holder which will mean significant changes to how we undertake and manage our services in the future to facilitate climate adaption measures.

Further context on your adaptation / resilience activities

Hull has the second highest number of properties at risk of flooding in the UK. The risk is ever increasing under the evolving effects of climate change. As a result, the Living with Water partnership was formed between Hull City Council, East Riding of Yorkshire Council, Yorkshire Water and the Environment Agency with the objective of creating a resilient city through investing in infrastructure and educating communities to become less vulnerable to risks.

One of the ways has been to retrofit SuDs citywide. This has included replacing an entire street with permeable paving, constructing basins and swales in existing green spaces and installing planters/water butts on community buildings and houses.

The next year will see more sites made flood resilient through Aqua Greens, SUDs and natural storage solutions in line with our Blue Green Plan.

Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
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

Evidence Summary

When procuring contractors to undertake highway maintenance or improvement work, contracts are awarded on a combined score for both price and quality. The quality element focuses on aspects including technical and professional ability, experience, performance, quality management, social value, economic benefits and skills development.

We currently utilise the YORcivils 3 framework to procure a vast proportion of our major projects and larger planned maintenance schemes allowing us to benefit from the frameworks greater emphasis on collaboration and increase in carbon reductions.

Further context on your innovation activities

We now specify warm mix asphalts (WMA) instead of standard hot mix asphalts (HMA) on planned schemes. Additionally, we are trialling single-layer materials on both carriageways and footways to replace the traditional approach of laying separate binder and surface course layers. If asphalt performance is proven to be maintained, we will adopt WMA and single-layer asphalts into our business as usual operations, as both options offer a significant reduction in carbon emissions.

1 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.

Polymer modified (PMB) asphalts

A significant proportion of the strategic carriageway network within Hull is of composite construction, comprising of jointed reinforced or mass concrete bases, with various depths of asphalt overlay. The thermal and traffic induced movement of these concrete bases has led to historic overlays that mainly consist of heavy-duty materials like HRA failing prematurely. Hull City Council has now adopted the use of a PMB asphalt materials on these roads which have proven successful in dealing with the stresses induced by concrete bases on asphalt overlays. By investing in these premium materials, we have significantly reduced premature surface failures, reducing whole life costs. PMB asphalts have also proven successful in coping with the extremely hot and cold temperatures in summer and winter respectively, extending the use of these materials to our flexible constructed roads.

Use of screed applied TEXPATCH patch repair or similar.

Hull City Council has adopted the use of WJ TEXPATCH, patch repair to undertake 95% of pre patching on our preventative maintenance programmes. The screed applied system provides a swift, cost-effective repair minimising disruption to our network. The patching was included in our recently tendered road marking term service contract which was awarded after a competitive tender process. Delivering pre patching through this contract demonstrates best value whilst also allowing our internal operations team to focus resources on repairing critical safety defects within necessary timeframes.

Footway recycle/retread

We have adopted the use of retread/recycle on our footpaths whenever the process is a suitable option. The process involves scarifying the existing tarmac layers, rejuvenating them with a polymer modified bitumen emulsion and compacting them to form the base of the new footpath before applying a new surface layer. Recycling footpaths as opposed to reconstructing them not only provides a cost saving but it reduces the amount of excavation, waste disposal and new asphalt that is required. This means haulage is significantly reduced as is asphalt production and handling so by utilising the retread process, the Council are actively trying to decarbonise its footpath maintenance programme.

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?	Yes
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
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

Evidence Summary

Hull City Council routinely monitors utility street works through its permit coordination and inspection functions, with appropriate compliance and enforcement action taken where required. By updating our list of “special engineering designated” streets on the NSG, we can enforce a more robust reinstatement on our vulnerable rigid and composite road network, ensuring these critical routes remain structurally sound and fit for purpose. This

approach will deliver long-term cost benefits to the local authority by reducing the financial and resource burdens associated with repairing historic, substandard utility work. Utility companies are engaged through regular coordination meetings and forward planning to minimise disruption and identify conflicts with highway maintenance programmes. The Council has undertaken and published a permit scheme evaluation within the last three years and has also completed a review of its traffic sensitive street network.

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
12.1.2	Do you routinely analyse actual unit costs (for example £/m ² 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?	No
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

Evidence Summary

Our in-house teams that are responsible for asset management and maintenance delivery benefit from a variety of technical expertise and the capability to assess and challenge contractor proposals.

Existing highway asset managers and front-line officers are time served, with role specific experience gained over several years.

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Further context

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