

Highways maintenance transparency reports template

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Transparency report

How we maintain local roads, pavements, and the wider highway network in North Yorkshire

A1 – What we are responsible for maintaining.

North Yorkshire has one of England's largest and most diverse highway networks, spanning over 9,000 kilometres of roads and encompassing rural lanes, urban streets, and major A-roads. This extensive network is essential for connecting communities, supporting tourism, and enabling economic activity across a rural county.

Our road network measures over 9,200 kilometres, of which 8,600 kilometres is surfaced, the remainder being classed as unsurfaced unclassified roads. Our surfaced network is the sixth largest in England.

- **Carriageways** – total length 9291km
- **Footways** – total length 3043km
- **Bridges and Structures - 2000**
- **Streetlights – 50,000**
- **Range of other assets including road signs, gullies, safety barriers and cattle grids**

We face a number of challenges maintaining our network.

- **Large geographic area** creates significant inspection, maintenance, and operational challenges.
- Aging highway infrastructure requiring increasing levels of maintenance and renewal.
- Impacts of climate change including increased intensity of rainfall and temperature extremes
- **Supporting economic growth**, ensuring the transport network enables housing, business development, and connectivity.
- **Funding pressures and rising costs**, with maintenance budgets struggling to keep pace with inflation, construction costs, energy prices, and increasing network demands.
- **Rural network characteristics**, including many minor roads that serve communities, agriculture, tourism, and businesses but are expensive to maintain on a per-user basis.

A2 – Road conditions in North Yorkshire

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3%	19%	78%
2024	3%	21%	76%
2025	3%	24%	73%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3%	25%	72%
2024	3%	26%	71%
2025	4%	28%	68%

A2.3. U roads

Year	Percentage of road in red category
2023	12%
2024	14%
2025	18%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is in good condition and no further investigation or treatment is required.
- **Amber** – the road may need maintenance soon.
- **Red** – the road is in poor condition and should be considered for maintenance.

The published [official statistics for road condition](#) include more detail about the methodology, timing, and coverage of this data.

A2.4. - Additional information on carriageway condition

Carriageway condition data for the 2024/25 financial year was collected using machine-based survey vehicles known as SCANNER surveys on the A, B & C road network. On our U road network, we carried out Coarse Visual Inspections using automated camera-based technology. These surveys were carried out between April and October 2024.

A3 – What we are doing about potholes and other road defects.

A3.1. – What is a pothole?

We define a pothole as a localised defect in the highway surface resulting in a depression or hole. Defects are assessed based on their size, depth, location, road classification, and associated risk, with repairs prioritised in accordance with the Council's highway safety inspection manual which sets out intervention levels in accordance with risk.

Pothole defects within a carriageway surface that are equal to or greater than 40mm are classed as an actionable defect which requires repair with the response time prioritised in accordance with our risk matrix.

Pothole defects located within a footway or cycleways that are equal to or greater than 20mm are classed as an actionable defect which requires repair.

Potholes form when water enters the pavement structure through cracks and joints and is subjected to changes of temperature that results in the degradation of the materials from the freeze/ thaw process.

A3.2. – What we are doing to tackle potholes

We use a range of strategies and techniques to tackle potholes. Preventative maintenance is a key focus. Where possible we seek to use lower cost preventative treatments, such as surface dressing, retexturing, micro surfacing and carriageway rejuvenation, which are all targeted on roads that are in green or amber condition, with the aim of prolonging the lifespan of the carriageway and preventing potholes and other surface defects from forming. This approach means that we can maintain more of our network than if we adopted a worst first approach.

Dealing with potholes and surface defects that have formed is an important part of maintaining our network in a safe condition. In 2025/26 we carried out 10513 works orders linked to pothole repairs, ranging from immediate temporary repairs to make safe a dangerous defect, through to more permanent repairs.

Regular highway safety inspections alongside customer service requests help us to identify required works. Based upon our risk-based approach to highway inspections, some may need immediate works to be carried out, which are more temporary in nature to make the defect safe ahead of a more permanent repair.

Increasingly we are now delivering permanent pothole repairs, where the defect and the immediate area around it are repaired and upgraded. This right first time approach means that we are dealing with the identified defect and at the same time improving the lifespan of that section of road.

A3.3. How members of the public can report potholes and other highway defects

Potholes and road condition issues can be reported online by using [this link](#) on the Council's website. Customers can plot the location of a defect on a map and see existing cases that are in progress, helping to avoid duplication of defect reporting.

Collected data is instantly transferred directly to our highway asset management system for our highways team to review and action as needed.

Progress updates can be provided to customers once the defect has been inspected and any required works have been ordered and completed.

A3.4. What happens after a pothole is reported.

On receipt of a pothole defect report, our trained highway officers conduct an inspection of the defect and surrounding area to determine whether the defect meets our intervention level for repair. The assessment will include a risk-based time instruction for the repair to be carried out in accordance with our Highway Safety Inspection Manual. We prioritise the repair of the pothole defect based on the level of risk to road users, which considers depth, size, severity, and location of the pothole. Additional factors including volume of users, type and speed of the road are also factored into the assessment.

A4 – What we spend to maintain the highway network and where the funding is coming from.

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Totals spend on highways maintenance	£83,639,913	£99,225,646	£107,925,188
Of which spent on:			
Carriageways	£34,595,619	£51,387,112	£53,361,511
Footways	£2,738,244	£3,067,484	£2,655,600
Structures (for example bridges or tunnels)	£6,416,325	£7,217,042	£8,618,898
Drainage	£1,330,551	£2,436,270	£2,773,527
Street lighting	£5,935,520	£6,369,566	£6,696,238
Other assets	£7,742,815	£4,706,380	£10,099,314
Winter Maintenance	£7,172,280	£7,451,323	£8,594,700
Reactive Maintenance	£13,534,669	£12,909,684	£10,196,260
Cyclical Maintenance	£4,173,890	£3,680,784	£4,929,140

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£50,337,510	£63,786,580	£73,632,660
Additional highways maintenance funding provided by the Council or third parties	£31,128,904	£28,790,233	£29,534,375
Total	£81,466,414	£92,576,813	£103,167,035

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27

Our key plans for Highway Maintenance are outlined below.

- Delivery of a range of preventative treatments
 - Surface Dressing on over 250km of our roads
 - Over 160,000m² of Rejuvenator treatment prolonging the lifespan of over 20km of roads.
 - Retexturing 15km of roads to prolong their lifespan.
 - Micro Surfacing 10km of our network
- Resurfacing in the region of 50km of roads across the County
- Preventative footway treatments on 60km of our footway network
- Upgrades to over 20 bridges and structures across the County
- Upgrades to multiple street lighting assets across the County

A5.2 - Full list of planned carriageway and footway works.

[View the full list of planned carriageway and footway works here](#)

[A map is available here](#). This shows the planned programme for 2026/27

A5.3 – How decisions are made on our maintenance plans.

North Yorkshire Council prioritises highway maintenance through a risk-based asset management approach. Decisions are informed by safety inspections, condition survey data, customer reports, traffic levels, resilience requirements, and whole-life cost considerations. This enables funding to be targeted where it will deliver the greatest benefit and protect the long-term value of the highway network.

The Council delivers an efficient service by balancing preventative and reactive maintenance. Our focus is to maximise the funding that we have available through prioritising preventative maintenance activities.

Programmes are coordinated to minimise disruption to highway users, maximise value for money and reduce repeat visits. Performance is monitored through asset condition, safety, and customer measures, while innovation, digital technology and contractor collaboration help improve productivity and service quality. This approach supports compliance with national best practice, ensures resources are used effectively and helps maintain a safe, reliable, and resilient network for residents, businesses, and visitors.

Transparency report – Technical Annex template

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.

B1 - 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	£48,348,240	£58,458,650	£63,800,000
Other DfT capital funding utilised by local authority for highways maintenance	£1,989,270	£4,530,370	£9,832,660
Other Government capital funding allocated by local authority to Highways Maintenance		£843,650	
Other capital funding allocated to highways maintenance	£329,850	£3,012,640	£197,000
Total Capital funding allocated to highways maintenance	£50,667,400	£66,845,310	£73,829,660

B1.1.2 - Additional information on funding figures

DfT funding is allocated to York and North Yorkshire Combined Authority who then distribute between North Yorkshire Council and City of York Council.

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
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£52,511,009	£69,003,304	£78,390,813
Total highways maintenance revenue spend	£31,128,904	£28,790,233	£29,534,375
Total spend	£83,639,913	£97,793,537	£107,925,188

B1.2.2 - Additional information on total spending figures

Capital spend includes all Capital Highway Maintenance funding. Revenue spending includes streetlighting, cyclical maintenance activities, reactive maintenance activities (safety repairs) and winter maintenance activity.

Where capital expenditure is higher than available funding, the difference is funded from the next year's funding settlement, with provision made to manage cashflow over the year end period.

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) Capital 2025-26
Planned maintenance				
Preventative carriageway maintenance (SD / Retexturing / Micro / Rejuv)	£10,582,059	£	£12,462,846	£
Structural carriageway maintenance (R&R)	£14,967,174	£	£18,379,950	£
Planned carriageway repair / patching programmes (PSDP)	£19,616,862	£	£12,076,194	£
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£	£2,615,815		£3,000,000
Reactive carriageway repairs / patching (permanent repairs)	£1,343,190	£3,769,820	£5,285,924	£2,000,000
Reactive carriageway repairs / patching (total)	£	£	£	£
Other carriageway-related spend	£4,877,827	£	£5,156,597	£
Total	£51,387,112	£6,385,635	£53,361,511	£ 5,000,000

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

Preventative carriageway maintenance includes surface dressing, retexturing, rejuvenator and micro asphalt treatments

Structural carriageway maintenance includes resurfacing and reconstruction schemes, overlays and haunching schemes.

Planned carriageway **repair / patching** programmes is typically our pre surface dressing patching programme.

Reactive carriageway **repairs / patching (temporary repairs)** is typically make safe style repairs using contour patching or cold lay products.

Reactive carriageway **repairs / patching (permanent repairs)** is typically inlay patching

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) Inlay	Area receiving reactive repairs/ patching (temporary methods) Contour
2025-26	309km	33km	275,000m ²	54987m ²	43711m ²
2026-27 projected	295 km	45 km	300,000m ²	n/a	n/a

B2.1.1 – 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

B2.1.2 – Further information and context

N/A

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
Potholes/ spalling or other abrupt level difference within the carriageway	Depth; >40mm <100mm. Width; min 150mm	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hrs to 28 days dependent upon road hierarchy	Temporary repair to be monitored and will be added to programme for permanent repair when required.
	Depth; >100mm <200mm. Width: 150mm	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hr to 7 days dependent upon road hierarchy	Temporary repair to be monitored and will be added to programme for permanent repair when required.
	Depth; >200mm Width; 150mm	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hours	Temporary repair to be monitored and will be added to programme for permanent repair when required.
Depression, crowning, heave, subsidence, or rutting within the carriageway.	Depth; >50mm <100mm and 1000mm wide. or Depth; >100mm <150mm and 2000mm wide	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hrs to 28 days dependent upon road hierarchy	Temporary repair to be monitored and will be added to programme for permanent repair when required.
	Depth; >100mm <150mm and 1000mm wide. or Depth; >150mm <200mm and 2000mm wide.	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hr to 7 days dependent upon road hierarchy	Temporary repair to be monitored and will be added to programme for permanent repair when required.
	Depth >200mm and 3000mm wide	Road hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hours	Temporary repair to be monitored and will be added to programme for permanent repair when required.
Trip, Pothole or other abrupt level	Depth >20mm <40mm and	Footway hierarchy and NYC risk matrix.	24 hours to 28 days	Temporary repair to be monitored and will be

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
difference in metalled surface of footway, or pedestrian crossing points	100mm wide in all directions	(Impact x probability = Risk factor)	dependent on footway hierarchy	added to programme for permanent repair when required.
Trip, Pothole or other abrupt level difference in metalled surface of footway, or pedestrian crossing points	Depth >40mm and >100mm wide in all directions	Footway hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hours	Temporary repair to be monitored and will be added to programme for permanent repair when required.
Trip, Pothole or other abrupt level difference in un-metalled surface of footway, or pedestrian crossing points (rural footways)	Depth >50mm <100mm and >100mm in all directions	Footway hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	24hours to 28 days	Temporary repair to be monitored and will be added to programme for permanent repair when required.
Trip, Pothole or other abrupt level difference in un-metalled surface of footway, or pedestrian crossing points (rural footways)	Depth >100mm and >100mm wide in all directions	Footway hierarchy and NYC risk matrix. (Impact x probability = Risk factor)	2 hours	Temporary repair to be monitored and will be added to programme for permanent repair when required.

If a pothole defect has been identified as a category 1 defect which poses an immediate threat to road users' safety, subject to a risk assessment by the attending highway officer, the defect will be made safe or repaired within 2 hours. For category 2 defects which do not pose an immediate threat to road users' safety, the attending highway officer will make provisions to make the area safe within a planned programme of works within 7 – 90 days as determined by the guidance contained in the risk assessment matrix.

Further details are contained within our highway safety inspection manual which can be [found here](#)

B3.2 – Number of potholes filled.

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	10513
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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	9991	1402

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

The figures quoted are for the number of work orders raised for pothole repairs. Each work order contains multiple pothole or actionable surface defect repairs. Works orders for permanent repairs typically deal with a larger number of defects in one works order

In respect of planned works, we do not record the number of defects resolved as part of planned maintenance programmes. Actionable defects in line with our highway safety inspection process are still picked up ahead of planned works, through customer services requests and regular safety inspections.

However, there will be numerous nonactionable defects that are resolved as part of planned patching and structural maintenance programmes.

Guidance – Please include the following text to explain that authorities can use different criteria for identifying and counting potholes:

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)	£68.55	Unit/average cost of a temporary pothole repair on your network (reactive)	£59.84
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B3.3.1 - Additional information on pothole prices (optional)

The costs above are based on the average cost per m2 of carrying out a pothole repair.

Rates for carrying out works are based upon the quantity of work undertaken. Rates for higher quantities of repairs carried out at a specific location are lower due to economies of scale and efficiency. Single pothole repairs of 1-2m2 can be significantly more expensive.

Whilst the permanent repair is more expensive than temporary repair, the permanent repair offers longer lifespan as such it is better value for money.

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
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

Planned repair longevity is linked to type of treatment delivered based upon standards within Design Manual for Roads and Bridges., In respect of reactive repairs, there has been a significant shift in the last 12-18 months where officers ordering reactive repairs have been instructed to default to inlay patches as opposed to contour. Temporary materials, such as cold lay products, are constrained for use to undertake emergency / make safe repairs typically where it is considered unsafe to leave site given the location or severity of the defect encountered.

B3.4.6 - Additional information

Our relationship with our council owned highways company, NY Highways, ensures that we have appropriate on-site supervision in place for larger scale planned works. We work closely with them on all schemes and works to ensure that workmanship and quality of works delivered is of the highest standard. Where issues are identified we have a collaborative approach to improve the quality going forward.

We conduct reviews of maintenance schemes to assess their performance over their lifespan. This helps us to understand the effectiveness of specific treatments across our network.

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

Data collected from customer reports is a useful and informative way of monitoring network condition and planning maintenance-based activities.

Each received defect report is investigated and inspected by trained highway officers. Where defects meet required thresholds, works are ordered. Locations where works are not immediately required are monitored and information is used to inform future surface treatment plans.

Our customer service system links to our asset management and works ordering system, meaning that customers are updated on the progress of the defect they reported up until the case is closed (no action required or works completed).

B3.5.4 - Tools used for reporting.

We have a range of [web forms](#) allowing customers to report different defect types on various highway assets. Customers can also report defects by phone if required.

A map-based tool is used to plot the location of the defect helping to reduce multiple reports of the same defect.

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	4115
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	3
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	2057
4.1.4	Number of General Inspections carried out in 2025-26	978
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	686
4.1.6	Number of Principal Inspections carried out in 2025-26	9

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
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5.1.2	Please provide a link to your authority's published highways asset management policy and strategy.	
	Use this link for Policy Use this link for Strategy	
5.1.3	Please provide the date it was last reviewed or updated	Date 22 nd July 2026
5.1.4	Please provide proof of the review or update.	
	The updated asset management policy and strategy was approved by the Corporate Director, Environment in consultation with the NYC Executive Member for Highways and Transportation on 22 nd July 2026 See this weblink for details of the decision to approve	
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.	
	N/A	

B5.1.6 - Further context (optional)

It is the intention of the Council to undertake a further review and update of the HIAM Strategy and Policy in 2027/28 following the adoption of the York and North Yorkshire Local Transport Plan by YNYCA. This will ensure that our asset management policy and strategy align with the wider transport objectives contained in the developing LTP once it is adopted.

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	Partial	Partial
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

The Council recognises the importance of accurate asset condition data in supporting evidence-based maintenance decisions. Annual AI-driven carriageway surveys, combined

with routine safety inspections, provide regular updates to our asset inventory. Additionally, we are continuing surveys of specific asset groups such as drainage to further improve the accuracy of our records to improve asset intelligence and create a more complete understanding of the network.

We maintain comprehensive records of bridges, retaining walls, street lighting, traffic signals, and other key assets, with regular inspections helping to prioritise maintenance and ensure safety, reliability, and resilience.

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

B5.3.2 - Further context (optional)

Our main asset management platform is Aurora system. This is an asset management system that incorporates highway safety inspections, works ordering, customer services, asset data, streetworks coordination. The majority of our asset data is held within this system; however, we do hold data in other systems including Kaarbontech (highway drainage), Road AI (asset condition) and AMX (bridges)

We are working closely with Aurora to develop improved links and integration between these systems to improve the quality and coverage of our asset inventory. This will mean that changes in one system are updated in real time within Aurora and vice versa.

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

We use condition surveys, and risk-based analysis, to develop adequate lifecycle plans that identify the most cost-effective maintenance interventions throughout an asset's life, helping to maximise value for money, maintain service levels and support long-term investment planning.

Our maintenance strategy focuses on delivering the right treatment at the right time to achieve the greatest whole-life value. The preventative approach prioritises early intervention, using low-cost treatments such as rejuvenators and surface dressing to maintain roads in good condition.

Where assets have deteriorated beyond preventative maintenance thresholds or require structural intervention, we are delivering more extensive lifecycle extending schemes as part of our asset renewal programme.

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 highway's 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

Asset condition information is used to inform overall funding allocations between carriageway assets and geographic areas within North Yorkshire. This allows us to adapt investment decisions based on condition information, helping us to target funding at parts of the network that are more in need.

Additionally, we collect a wide range of performance indicators to understand wider highway performance. This includes indicators on highway claims, contractor performance, asset condition, maintenance activity, response times. Data is reviewed throughout the year in partnership with NY Highways, our highway maintenance contractor.

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	10 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	60 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:	Yes
	a. Structural maintenance / reconstruction (in km)	1.3 km
	b. Preventative maintenance treatments (in km)	0 km

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

Regular highway safety inspections ensure that safety defects are dealt with, this can include surface defects, but also vegetation clearance and removing debris.

Our focus is on preventative maintenance where surface treatments are carried out. This ensures that we can extend the lifespan of our footway network.

Where structural repairs and renewals are needed, we aim to ensure that these are designed for maximum longevity and are in keeping with their surroundings which is important in our many town and village centres, with maintenance schemes often acting as catalyst for wider improvements.

B6.1.7 - Evidence Summary

We carry out routine cyclical footway inspections across the network; these are carried out based on the hierarchy of the footway. These inspections identify safety defects and help to inform site selection for future capital funded schemes.

Additionally, we conduct regular footway condition surveys, which assess the overall condition of the footway network.

We have completed improvements to footways in locations such as Thirsk, Northallerton and Scarborough town centres over recent years, helping to enhance the wider townscape.

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	£1,840,00.00
	a) Reactive (incident- or failure-driven) maintenance	25% for A
	b) Planned maintenance (routine/cyclical and/or risk-based)	75% for B
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
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.	

B7.1.5 - Evidence Summary

The council uses the Kaarbontech asset management software to manage our drainage assets. The system is used to collate all the relevant gully asset, inspection and operational data that is required to develop a risk-based annual cleansing programme. The evidence-led approach has allowed the council to improve service delivery and strengthen future resilience. The system has been instrumental in improving efficiencies, allowing our contractors to confidently manage the programme in accordance with the risk on the network.

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

The council's approach to managing our drainage assets focuses on the following core elements to ensure we have the long-term resilience to reduce localised flooding events and improve operational efficiencies.

- Asset inventory and mapping. - Full inventory of carriageway surface water gullies mapped across the full county. Working on improving knowledge of additional drainage assets including manholes, catchpits, kerb drains etc.
- Condition and inspection data.
- Risk management
- Evidence-led maintenance programme
- Whole drainage asset connectivity. - scheme proposals underway to develop pilot scheme to digitise unmapped assets.

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)?	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

B8.1.7 - Evidence Summary

NYC maintains an internal training and competency matrix which identifies the skills, qualifications and development requirements for relevant highways and engineering roles. Staff are supported through annual performance and development reviews, targeted training programmes and CPD. NYC operates an Institution of Civil Engineers (ICE) approved training scheme and funds and supports professional qualifications and memberships, including ICE professional review and chartership pathways. The organisation also employs professionally qualified senior engineers and NEC4 accredited staff, ensuring the appropriate technical and contract management competencies are maintained across the service.

B8.1.8 – Further context on skills/training (optional)

NYC is committed to developing and retaining a skilled highways workforce through structured training, professional development, and succession planning. A training matrix is used to identify required qualifications, skills, and development needs for specific roles. Financial support is provided for professional memberships, ICE training schemes and chartership progression, alongside other relevant technical qualifications. The service includes several experienced senior engineers and NEC4 qualified staff, with ongoing investment in maintaining these competencies. Early career development is supported through graduate, apprentice, and trainee opportunities where appropriate, together with mentoring, in role learning and access to formal training programmes. This approach helps ensure the Council maintains the technical, asset management and contract management expertise required to effectively manage the highway network.

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?	Yes
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.	11/2016
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – known informally.
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	No
	- Other (please specify)	No (if yes, please specify)
	- None of the above	No
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.	Yes
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?	Yes

B9.1.8 - Evidence Summary

We have widened the range of treatments that we conduct on our network to include more lower carbon approaches, particularly surface treatments such as rejuvenation, which help to extend the lifespan of roads using significantly less carbon. Similarly we are adapting material selection to take into consideration higher temperatures.

We are adapting to increased rainfall, through more targeted drainage slope stabilisation schemes, which are important in many of our rural areas where transport options are limited. This is a mixture of preventative and reactive works. Often the sudden nature of heavy rainfall can impact areas with no history of drainage issues.

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

Free text – optional - 200 words maximum

We are increasingly facing challenges related to network resilience because of climate change. To build resilience, we are implementing a range of measures including:

- Our winter maintenance budget is now a wider ranging severe weather budget, which allows us to respond to weather-based events.
- Recognition that weather-based events are becoming more prevalent during summer months such as localised extreme rainfall, high temperatures and associated risk of wildfire.
- climate risk assessments as part of our asset management planning process to identify vulnerable infrastructure and prioritise upgrades.
- addressing existing known issues on our network and dealing with unplanned events such as landslips and surface water flooding
- collaborating with key stakeholders to develop and implement plans to mitigate the impacts of river-based and surface water flooding.
- use of alternate materials and processes to help make our network more resilient

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

10.1.4 - Evidence Summary

The Council has an Innovations group, which includes representatives from our maintenance contractor NYH and our design consultants APS. Innovations are often “new to North Yorkshire,” where we look to implement new processes, materials, and system from elsewhere.

Key drivers for the Highways Innovation Group include:

- Reducing the whole-life cost of ageing highway infrastructure.
- Improving customer experience and network condition.
- Enhancing operational resilience.
- Supporting sustainable maintenance practices.
- Increasing productivity through efficient delivery models.

Innovation is included within procurement processes to ensure that contractors we work with are continually looking to improve service delivery and maximise efficiency.

B10.1.5 - Further context on your innovation activities

Innovation is not solely about introducing new materials and technologies. It is also about identifying smarter ways of working, challenging traditional approaches, and maximising value from available resources.

The initiatives reviewed range from the adoption of new maintenance materials and preventative treatments to improved asset management techniques, stronger contractor collaboration, and more efficient delivery methods.

By fostering a culture of continuous improvement, the Highways Service aims to support the Council's strategic objectives while ensuring the long-term management of highway assets remains efficient, resilient, and cost-effective.

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.

Examples of some of our trials are outlined below.

Reclamite Carriageway Rejuvenator

Reclamite is a preventative carriageway treatment designed to restore and protect asphalt surfaces that remain structurally sound but are approaching the stage where surface treatments would normally be considered.

The treatment involves the application of a specialist emulsion that penetrates the asphalt surface and replenishes the bitumen binder. This process restores flexibility within the carriageway, helping to slow the ageing process and reduce the likelihood of cracking and surface deterioration.

During the trial 161,000m² was treated over 5 days, to prolong the lifespan of the carriageway by a further 5 years at a cost less than 50% of standard surface treatments.

Elastomac Road Repair Material

Overview

Elastomac is a durable and environmentally sustainable road repair material manufactured using:

- 69% recycled aggregate
- Recycled bitumen
- Recycled polymers

The material is used to repair and seal a wide range of carriageway defects, providing a neat, squared-off finish that enhances both the appearance and durability of the repair. As a surface treatment it requires no excavation, as such repairs can be conducted much quicker with roads reopened sooner.

The material has performed well and will be rolled out more widely as a material and process for pothole repairs.

Highway Verge Management

We have carried out a range of trials looking at varying techniques for managing highway verges, primarily focussed on assessing the wider benefits of cut & collect highway verge cutting, primarily understanding if this approach can provide financial benefits as well as wider biodiversity benefits. We have linked in with North Yorkshire Moors National Park, to improve the bio diversity along the A170 corridor, helping to adjust cutting regimes and timings alongside carrying out cut and collect operations.

11 – 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

11.1.6 - Evidence Summary

North Yorkshire Council routinely monitors utility works through inspections, permit compliance, and enforcement activity. A senior-endorsed assessment concluded that a Lane Rental Scheme was appropriate, which was introduced on 5th May 2026. A full Traffic Sensitive Review was undertaken as part of the Lane Rental development, and the authority has completed and published a Permit Scheme Evaluation within the last three years. Utility companies are engaged through the Appendix D coordination schedule to identify collaboration opportunities, coordinate works, and minimise disruption, including programming utility works ahead of planned highway maintenance where possible.

B11.1.7 - Further context

The authority actively promotes collaborative working with utility companies to reduce disruption, although participation and the quality of forward planning information provided varies between organisations. The Appendix D coordination schedule is only as effective as the information submitted, and some utilities do not regularly provide sufficiently detailed or meaningful programmes. The introduction of Lane Rental is expected to strengthen collaboration by encouraging better planning, reducing occupation of the busiest parts of the network, and improving coordination. Alongside regular monitoring and enforcement of utility works, the authority continues to work proactively with promoters to identify opportunities to minimise disruption wherever possible.

B12 – Managing highways maintenance contracts effectively.

Only answer this sections if you use 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 highway's 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?	Yes

12.1.5 - Evidence Summary

We have a thorough performance management framework in place with our contractor NY Highways. Weekly and monthly performance reviews take place at an operational and strategic level to monitor performance. This alongside an open book approach to budget management helps NYC to understand costs of maintenance activities and where efficiency improvements can be made.

A joint annual report is produced by NY Highways and the council's highways team which reviews previous year's performance, identifying areas of strength, but also areas for improvement.

B12.1.6 - Further context

NY Highways is the council-owned Teckal company that acts as the council's highway service delivery partner. Working on behalf of NYC, NY Highways undertakes the operational activities needed to maintain and improve the network, including highway inspections, pothole repairs, carriageway and footway maintenance, drainage works, winter maintenance, vegetation management, road markings, structures maintenance and emergency response activities.

The relationship between both organisations allows for constructive challenge between partners as we strive to improve efficiency and get more value for money.

We have a similar relationship with APS (Align Property Services) who are a Teckal company like NYH and provide design and consultancy services to NYC.

Regular operational and strategic reviews are taken place to ensure that all delivery partners are working in partnership. Decisions on new policies and process are taken jointly between all partners, reflecting the role that each play in delivering our highways service.