

City of York Council Transparency report - Technical Annex

The following technical annex forms part of the wider City of York Council transparency reporting process, it is intended to provide a more detailed view of the Highways service and the outcomes that are delivered through its work.

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	£4,777	£4,423	£5,800
Other DfT capital funding utilised by local authority for highways maintenance	£	£	£
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£5,934	£7,514	£7,060
Total Capital funding allocated to highways maintenance	£10,711	£16,149	£17,295

B1.1.2 - Additional information on funding figures

The 2025-26 and 2026-27 Department for Transport funding is distributed via the York and North Yorkshire Combined Authority, allocations are made to the two Highway Authorities – City of York Council and North Yorkshire Council – based on network need and usage.

The funding is provided to deliver asset management activities across the full range of highways assets within the authority area – active travel routes, roads, footways, drainage, streetlighting etc.

B1.2 - Spending

B1.2.1 – Total spending

The information in this section (B1.2.1) is provided to evidence the conditions set out in the 2026–27 [local highways maintenance incentive funding requirements](#) and as such forms part

of the evidence required for City of York Council to meet this element of the incentivised funding allocation.

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	£10,711	£11,937	£12,860
Total highways maintenance revenue spend	£4,248	£4,212	£4,435
Total spend	£14,959	£16,149	£17,295

B1.2.2 – Additional information on total spending figures

City of York Council approves and publishes its [Highway Annual Maintenance Report](#) in March each year. The report details the range of highways assets that are managed by the Highways Asset Management service, the ways in which their needs-based maintenance is assessed and how the available funding is targeted to deliver the wide range of maintenance and renewal works completed by the service in 2026-27.

The report detailed approved funding based on previous years allocations from the combined authority, changes have been made in the allocations since these approvals and a further report will be published once the increased allocation has been approved. The above figures represent the increased allocation.

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 (£000)	Revenue 2025-26 (£000)	Capital 2026-27 (projected) (£000)	Revenue 2026-27 (projected) (£000)
Planned maintenance				
Preventative carriageway maintenance	£507	£	£764	£
Structural carriageway maintenance	£3,022	£	£4,364	£
Planned carriageway repair / patching programmes	£800	£	£1,262	£
Reactive carriageway maintenance				

Reactive carriageway repairs / patching (temporary repairs)	£1,443	£617	£1,152	£682
Reactive carriageway repairs / patching (permanent repairs)	£1,108	£	£988	£
Reactive carriageway repairs / patching (total)	£2,551	£ 617	£2,140	£682
Other carriageway-related spend	£583	£609	£651	£726
Total	£7,463	£1,226	£9,181	£1,408

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

Planned or Proactive highways works are identified following detailed condition survey of the entire road network each year. The condition of road surfaces is graded, this forms the basis on which programmes are then developed.

The condition is further analysed in specialist asset management software, priorities and weightings - presence of active travel routes, bus routes and traffic generators such as schools and retail areas – are used, alongside reactive maintenance needs and pressures, in the development of annual programmes and lifecycle planning.

These treatment location outputs provide a sound starting point for further review and (human) engineering assessment.

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	11.0 km	7.7 km	8651 m ²	5,716 m ² *	10,616 m ² *
2026-27 *April 26 to September 26 only	17.5 km	8.3 km	26518 m ²	3,472 m ² *	3,742 m ² *

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
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B2.1.2 – Further information and context

Preventative treatments have been increased in the 2026-27 programme to recognise the need to manage mid-life assets across the network and reduce further reactive maintenance need. Pre-surface dressing patching programmes are carried out to precede surface dressing programmes in following years and other techniques such as retexturing have been trialled on some parts of the network. Contour and profile patching is delivered to remedy some potholes delivering a more robust temporary fix when a permanent solution is not possible.

B3 – Pothole repairs

Potholes and other defects in carriageways can cause significant safety issues for all users, City of York Council carry out planned and reactive inspections to target basic maintenance funding to address these issues alongside the wider asset management led maintenance approach.

Prevention is better than cure: planned, preventative maintenance is essential to ensure City of York Council have a well-managed highway network and these programmes reduce the need for repeated reactive interventions, but reactive maintenance responses address other safety critical defects when they do arise.

B3.1 – Pothole/Defect intervention criteria

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
P1	Emergency	Refer to HSIM	2 hours	Refer to HSIM
P2	Urgent	“	24 hours	“
P3	Non - Urgent	“	7 days	“
P4	Non - Urgent	“	14 days	“
P5	Non - Urgent	“	28 days	“
P6	Planned	“	Planned	“

Our risk-based approach to manage potholes and road defects is explained in our [Highway Safety Inspection Manual](#) (HSIM). The document details the approaches taken to assign the risk-based inspection of defects and to assign repair response times once the inspection is complete and works are identified.

B3.2 – Number of potholes filled

B3.2.1 – Number of potholes filled in 2025-26 (estimate)	11,892
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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 in Causeway ALLOY system	No data held in Causeway ALLOY system	Summer 50% 2,972 Winter 80% 4,758	Summer 50% 2,973 Winter 20% 1,189

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

The volume of actional defects during winter months increases the need for temporary repairs significantly following periods of extreme temperatures, ice, snow and long periods of intense rainfall. Where possible, the service returns to replace the repair with a permanent solution.

All defects are assessed by trained asset inspectors to identify any works requiring intervention. Inspectors assign repair methodologies at the point of inspection and identify any highways permitting or street works approvals that may be needed to safely carry out the works.

Temporary repairs are carried out where road space cannot be secured within the assigned repair response times. Highway, utility and development works require careful consideration by Highway Regulation and Network Monitoring teams to ensure repairs are scheduled to ensure that the tightly constrained road network in York can continue to flow effectively.

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)	£78	Unit/average cost of a temporary pothole repair on your network (reactive)	£40
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B3.3.1 – Additional information on pothole prices

Potholes and other highway defect repairs are predominantly repaired through the in-house basic maintenance teams with support from framework contractors at times of significant workload.

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

All our repairs use Design manual for Roads and Bridges standards and specifications as a minimum and our materials are Highways Authority Product Approval Scheme approved. With almost 4000 works orders per year, it is not possible to check all, however, a random sample of repairs are checked by both Site Agents and Highway Maintenance Inspectors.

Before and after photographs of all repairs are recorded in our Causeway ALLOY electronic asset management system to help monitor/record quality of repairs in the defence of third-party claims.

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

We use Causeway ALLOY system of inspection and issuing of works orders to repair actionable defects, outcomes are feedback to customers via our Oracle CRM system.

There is also Causeway Horizons highway asset management system to help, we are developing ways to use maintenance outcomes and third-party claims to help identify network issues and help with prioritising future capital resurfacing and surface treatment programmes.

B3.5.4 - Tools used for reporting

City of York Council use an Oracle CRM based system to record reactive customer reports of highway defects this is inputted into our Causeway ALLOY system for inspection and producing works orders to repair actionable defects. Customer are notified of outcomes from these inspections.

Condition data is also made available to residents and businesses via York Open Data with Transport being one of many data topics containing a multitude of datasets relevant to the services the council provides.

B4 – Maintenance of highway structures

City of York Council manages and inspects its highway structures in accordance with recognised UK bridge management standards, principally CS 450 Inspection of Highway Structures within the Design Manual for Roads and Bridges (DMRB) and the Inspection Manual for Highway Structures. These standards require regular inspections ranging from routine visual General Inspections, typically undertaken every two years, through to more detailed Principal Inspections, normally carried out at six-year intervals, to assess the condition and performance of structural elements.

CYC's current asset inventory, held within the AMX asset management system, comprises 486 highway structures. This includes 148 highway bridges, 167 footbridges, 152 retaining walls, 13 buildings, four subways and underpasses.

Following each inspection, identified defects are recorded within AMX and assessed to determine their significance and associated risk. Defects are then extracted from the AMX database and prioritised according to a risk-based hierarchy of High, Medium or Low priority. This enables CYC to focus available maintenance funding and resources on the most critical safety and structural issues first, while programming less urgent works into future maintenance and capital investment programmes.

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	486
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	486
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	49
4.1.4	Number of General Inspections carried out in 2025-26	49
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	3
4.1.6	Number of Principal Inspections carried out in 2025-26	1

B5 – Asset Management

City of York Council utilise a range of processes to plan, prioritise and deliver highways maintenance programmes across all asset types. Funding 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 responses in this section (B5.1) are provided to evidence the City of York Council approach to the asset management condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#).

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. Link	
	The City of York Council Highway Infrastructure Asset Management Plan can be accessed via the below link: https://democracy.york.gov.uk/documents/s152734/Annex%20A%20-%20HIAMP_v7.pdf The HIAMP sets the policy and direction of City of York Council's Highway Asset Management service. This is closely aligned to the recently updated Local Transport Strategy which sets the future policy for network improvements and expectations over highway maintenance services with an enhanced focus on active travel maintenance.	
5.1.3	Please provide the date it was last reviewed or updated	October 2021
5.1.4	Please provide proof of the review or update.	
	The report was approved by the City of York Council Executive on the 14th October 2021. Link to report - https://democracy.york.gov.uk/documents/s152733/HiAMP%20V12%20Oct%202021.html?CT=2	
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.	
	Highway Asset Management policy and strategy has not been reviewed in recent years during the development of the updated City of York Council Local Transport Strategy. Additional work is ongoing to develop a Movement and Place Plan and updated Highways Design Guide informed by the strategy. A commission has been awarded to update the Highway Safety Inspection Manual utilised by the service, this will be completed early in 2027. This will immediately be followed by work to update the HIAMP and supporting documents to be completed by the 30 September 2027 target date.	

Key aspects of highways asset management approach

The City of York Council Highway Asset Management service is responsible for the maintenance of a wide range of asset types whose inspection, monitoring and repair often entails differing approaches to deliver best practice through work of a number of specialist teams.

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)
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Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Full	Full
Street lighting	Full	Full
Traffic signals	Full	Full

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 (<i>please set out in further context</i>)	

B5.3.2 – Further context

Asset management data is held across a number of dedicated asset management systems, core asset types – highway/footway/cycleway, lighting and drainage are managed within the ALLOY system fully integrated with the corporate customer management systems. Other asset types such as structures and signals as detailed above are managed through separate bespoke software solutions.

However, where possible, data is made available externally through the City of York Council website mapping tools or the York Open Data platform also via the website.

B5.4 – Lifecycle planning and investment decision-making

Lifecycle planning is used to inform maintenance investment decisions and target investment to prolong the life of the asset rather than relying solely on reactive demand or short-term pressures. City of York Council utilises this approach across a range of asset types.

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?	No
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	Yes

B5.4.4 – Evidence Summary

City of York Council uses lifecycle planning to understand how its roads and other assets age, when they need treatment and how to invest wisely. In 2026, these plans are being refreshed with new data and links to the latest Local Transport Strategy and it's supporting documents to keep the network safe, reliable and cost-effective.

B5.5 – Performance monitoring and continuous improvement

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

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	Yes
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	Yes
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	No
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

City of York Council Business Intelligence teams monitor and support a wide range of services through curated data management and review processes providing regular updates to service areas via monthly review meetings and dashboard led data analyses.

Links to the KPI data are used to review services across the Council Corporate Management Team, Executive and scrutiny commissions. External links are provided to key data via the York Open Data platform - <https://www.york.gov.uk/information-management/york-open-data>.

B6 – Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	1 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	8 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 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

The works identified in the above table are the current approved schemes, additional local schemes will be delivered in year in accordance with the additional approval process once all funding is released by the combined authority as detailed in B1.2.2.

City of York Council have identified a Key Cycle Route Network and allocated basic maintenance funding is being targeted towards this network further improving the condition of the asset. The updated Local Transport Strategy has formed an approach where highway maintenance schemes deliver localised active travel improvements alongside footway or carriageway works. As such the extent of schemes goes beyond the metrics detailed above with delivery of improvements of pedestrian crossings, dropped crossings, signage, road markings and other improvements whilst on site.

B6.1.7 - Evidence Summary

Link to approved and published [Highway Annual Maintenance Report](#) that includes Footway Schemes in Annex 3.

City of York Council allocated c. £1.5M or 15% of its total 2026/27 Highway Schemes Budget to Active Travel assets.

Link to Local Transport Strategy Implementation Plan:

<https://www.york.gov.uk/downloads/file/10167/local-transport-strategy-implementation-plan>

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	41%
	b) Planned maintenance (routine/cyclical and/or risk-based)	59%
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

City of York Council teams deliver a risk based targeted gulley cleansing service, teams record asset condition data on handheld electronic devices linked to the ALLOY database. Any assets that cannot be cleansed are revisited in a prioritised basis for further investigation, further engineering works are planned to ensure the issue is mitigated. A

reactive cleanse is scheduled following reports of drainage issues via the CRM system. A further allocated budget is assigned to the investigation of sink holes on the network.

Wider drainage capital budgets are allocated to highway and carriageway schemes to ensure the drainage system is renewed and maintained during the delivery of programmed works.

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?	No
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

The Highway Asset Management service has a dedicated Training and Compliance Officer responsible for development and management of training plans and records and supporting individual service managers in the development, and delivery, of training programmes for their teams. Competencies are identified for key roles through this work, and these are reflected in training and development programmes and recruitment processes.

The service has developed an apprentice programme to develop highways roles aligned to dedicated training via local tertiary colleges. Nearby Highway Authorities have been invited to provide further trainees, and the programme has grown to include them.

B9 – Adapting roads to withstand climate pressures

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.	04/2025
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	No
	- targeted slope / ground stability / landslip mitigation	No
	- Heat-resilient materials or surface treatments	No
	- Tree planting / shading for heat management	Yes
	- Other (please specify)	N/A
	- 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

B9.1.8 – Evidence Summary

City of York Council's Highways team actively manages climate and environmental pressures—including heavy rainfall, prolonged heat and freeze–thaw cycles— which directly affect deterioration rates, safety and long-term network resilience. Drainage and winter maintenance programmes are aligned to flood risk mapping and highway temperature monitoring at key locations across the city. Summer drainage standby crews are primed to respond to intense storm issues.

The service is responsible for flood risk response operations across the cities rivers and watercourses, roles and responsibilities are well developed with the emergency planning service and responders.

Active travel routes are maintained during extreme weather impacts and cleansed and readied for use after frequent flood events.

By integrating climate adaptation planning and flood-risk strategies into highways asset management, the Council can better predict vulnerabilities, reduce carbon impacts of maintenance activities and deliver whole-life value.

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

The Council's Climate Change Strategy and Action Plan is underpinned by a robust evidence base including a Net Zero Carbon Pathway and a climate change risk and vulnerability assessment (CCRVA). Through this City of York Council aims to reduce corporate carbon emissions to Net Zero by 2030 and is continually adapting operations and services to be climate ready.

The CCRVA identifies key risks posed to the highway network from climate change under various scenarios. Drier, hotter summers and wetter, warmer winters will bring increasing challenges, including fluvial and surface water flooding, extreme heat and drought.

75% of York's 20,000 streetlights are now converted to LED with replacement programmes ongoing for 12 years. More than half of the council fleet are ultra-low emission electric and hybrid vehicles.

The service continues to trial the use of cold lay materials from several suppliers to reduce our need for traditionally heated tarmac products and recycled planings are used as binder materials in footways and other low stress areas (patching).

The team has delivered a targeted increase in low-carbon preventative maintenance treatments with larger surface dressing programmes year-on-year and the service is developing the use of preservers and rejuvenators that enhance the durability of asphalt surfaces and reverse the detrimental impact of weather on our roads.

B10 – 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?	No
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

City of York Council's Highways team continues to enhance innovation and efficiency across its asset management practices. The upgraded asset management system supports multi-year programme development, investment scenario testing and the identification of defect clusters, helping reduce reactive maintenance and pressure on revenue budgets.

AI-enabled road condition surveys provide full-network coverage, accurate condition data and seamless integration with lifecycle planning tools.

The teams are working with local plant providers to trial and procure specific plant and tools better suited to the delivery of maintenance outcomes on the tightly constrained network in the city, specially aligned to the delivery of active travel outcomes and needs.

10.2 – Examples of innovations that have been adopted

No innovations detailed above have been widely rolled out aside from the innovative approach to asset management through the adoption and usage of remote survey and lifecycle planning software. These have not been formally assessed in terms of benefits and savings, all will be assessed later.

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

ID	Question	Yes / No
11.1.1	Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes

11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	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?	No
11.1.5	Have you conducted a traffic sensitive review in the last three years?	No

11.1.6 – Evidence Summary

Performance meetings are held with all utility statutory undertakers quarterly to discuss and review performance.

Inspectors and coordinators interrogate each permit submission in line with permit codes of practice/SROH/NRSWA. Relevant sanctions are issued for compliance failures/defects and overruns.

Coordination meetings chaired quarterly, all utilities invited alongside highway maintenance to discuss strategic ways to collaborate on major schemes and ensure works are programmed accordingly to avoid disruption or inefficient working. Utility schemes are coordinated to take place prior to resurfacing where possible through alignment of programmes of all partners.

B11.1.7 – Further context

There are significant demands on road space in York, coordinating growth-related works, utility repairs and the council's maintenance operations requires constant effort to ensure the normal day-to-day movement in the city is maintained and to minimise disruption from road and street works.

City of York council uses a street works permit scheme, requiring all works on public roads to obtain a permit. This allows for proactive management, including coordinating works, setting conditions on how and when they are carried out, and providing local notices. Additionally, the Council uses the national platforms Street Manager and One Network to plan and manage roadworks, further enhancing coordination and reducing disruption.

B12 – Managing highways maintenance contracts effectively

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
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12.1.5 - Evidence Summary

The Highway Asset Management Service has a dedicated officer assigned to scrutinise internal and external contracts and frameworks. The role coordinates and delivers monthly review meetings across all asset management programmes supported by the Head of Service and individual programme leads. Close linkages with procurement and legal teams are maintained throughout to ensure compliance across all parts of the service.

Programme development is coordinated through this approach to build on previous best practice and ensure upto date costs, contingencies and risks are built into schemes to ensure value for money and effective delivery of available budgets to deliver maximum outcomes.