



North Tyneside Council

Working in partnership with

**CAPITA**



# Highway Asset Management Plan 2012 to 2017

## Annual Information Report

November 2016



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## 1) EXECUTIVE SUMMARY

Resident surveys show that a well maintained highway network is a high priority for our customers.

North Tyneside Council's Highway Asset Management Plan 2012 to 2017 (HAMP) was formally adopted in December 2011 and was implemented on 1<sup>st</sup> April 2012. This set out the Council's strategic approach to highway and infrastructure maintenance. In order to provide regular information about the highway and infrastructure the HAMP contains a commitment to provide an annual information report to Cabinet. The report provides information on work undertaken within the last 12 months (November 2015 – November 2016), future planned activities and other items of general interest.

The report shows that within the last 12 months:

- The backlog of highway repairs remains under control
- Performance is good with KPIs being met
- Customer satisfaction has risen
- The work programme has been completed successfully.

The report states that in the next 12 months we will need to:

- Develop a new HAMP from 2017
- Introduce a Highway Asset Management Framework to support the new HAMP
- Consider the Department for Transport (DfT) Self-Assessment Questionnaire and how this impacts on funding
- Change our highway inspection regime in line with new DfT Codes of Practice.

We are currently operating within a challenging national financial climate and in recent years the investment in highway infrastructure and its performance has been increasingly under the spotlight. Asset management has been widely accepted by central and local government as a means to deliver a more efficient and effective approach to management of the highway infrastructure assets through long term planning.

All highway and infrastructure services are delivered by Capita Property and Infrastructure under the Council's Technical Services Partnership arrangements.

## 2) THE IMPORTANCE OF HIGHWAY INFRASTRUCTURE

The national highway network comprises the strategic network of motorways and trunk roads and both major and minor local roads. It totals some 235,000 miles and includes assets such as carriageways, footways, cycle-tracks, structures, highway lighting, street furniture, traffic management systems and similar highway infrastructure.



The vast majority of the national network is the responsibility of local highway authorities. The local highway network is the largest, most valuable and most visible infrastructure asset for which the Council is responsible. Well maintained and accessible highway infrastructure is vital and fundamental to the economic, social and environmental wellbeing of the communities of North Tyneside. The aim to maintain a good highway network is complementary to the Our North Tyneside Council Plan and our commitment to making North Tyneside a great place to live, work and visit.

North Tyneside Council is responsible for maintenance of the following assets:

### **North Tyneside Highway Assets**

Asset Item	Quantity (Approx)	Asset Item	Quantity (Approx)
<b>Carriageway (Km)</b>		<b>Street Lighting</b> (managed separately through PFI)	
Principal Roads	101.7 Km	Lighting Columns	28491
B Roads	39.2 Km	Illuminated Signs and Bollards	2200
C Roads	25.2 Km		
Unclassified Roads	660 Km		
<b>Total Network Length</b>	<b>826.1 Km</b>		
Total Road Gullies (Approx)	40,500		
Total Footways & Cycleways (Km)	1700		
Total Public Rights of Way (Km)	143.74		
<b>Bridges and other Structures (Number)</b>			
Road Bridges	47		
Retaining Walls	70		
Footbridges (inc Public Rights of Way))	46		

## **3) CURRENT MAINTENANCE PRIORITIES**

### **3.1 Highway Maintenance**

The current priority is to protect and improve, where possible, the strategic road network (main classified roads). These are the roads that carry the vast majority of local and through traffic. Whilst the strategic highway network remains a high priority, additional Council funding invested in recent years has allowed more resources to be allocated to dealing with estate roads. The improvement of estate roads remains a challenge but they have benefitted from the additional funding that the Council has provided through the Additional Highway Maintenance capital allocation. Most estate road resurfacing work is now undertaken using this funding stream. This funding has allowed the Council to allocate more Local Transport Plan (LTP) funding to footway improvement schemes.



## 3.2 Bridges and Infrastructure

This area of work is undertaken mainly using LTP funding. Maintenance priorities for major work for the next 5 years are set out in the HAMP. At present the work can be accommodated provided future LTP allocations remain relatively constant. Day to day reactive repairs are undertaken using a revenue budget which is managed by Capita. The current programme is focussed and prioritised on locations and schemes which have been identified as requiring maintenance work or have been identified as requiring work in the next 12 – 18 months following statutory general and principal condition inspections of the Council’s bridges and other infrastructure assets. These inspections are critical in ensuring that the Council’s bridge stock remains in a safe and usable condition.

## 4) SUMMARY OF WORK UNDERTAKEN DURING THE LAST 12 MONTHS

During the last quarter of the 2015/16 financial year, the highway maintenance schemes for the current 2016/17 financial year were finalised in accordance with our works prioritisation procedures and in consultation with the lead Cabinet Member. The following is a summary of the work that has been done to date and what will be achieved by the end of the current financial year.

### 4.1 Carriageway Improvement Works

In order to achieve better value for money we have continued to use alternative construction products including micro-asphalt surfacing treatments on the highway network. By the end of this financial year we will have completed the following works:

#### Road Repair Work Undertaken in North Tyneside

<b>Treatment Type</b>	<b>Area Covered in 14/15</b>	<b>Area Covered in 15/16</b>	<b>Area Covered in 16/17</b>
<b>Micro Asphalt</b>	170,843m <sup>2</sup>	190,778m <sup>2</sup>	119,951m <sup>2</sup>
<b>Full Resurfacing</b>	81,360m <sup>2</sup>	44,627m <sup>2</sup>	62,759m <sup>2</sup>
<b>Patching Sites</b>	122 No.	123 No.	123 No.
<b>Footway Improvement Schemes</b>	102 No.	105 No.	90 No.

It can be seen that micro-asphalting has decreased in 2016/17 in favour of structural resurfacing due to the work identified from condition surveys which can change from year to year. Overall the network is performing well as demonstrated by the graph shown on page 11. The following micro asphalt resurfacing works have been completed within the current financial year, all in accordance with the agreed programme:



- Alston Close, North Shields
- Ancaster Avenue, Longbenton
- Ann Drive, Palmersville
- Arran Place, North Shields
- Balmoral Gardens, Whitley Bay
- Bannister Drive, Palmersville
- Barr Close, Battle Hill
- Beal Drive, Forest Hall
- Beckenham Gardens, Battle Hill
- Bellingham Close, Battle Hill
- Belmont Close, Battle Hill
- Bigges Gardens, Wallsend
- Bolam Road, Killingworth
- Boscombe Drive, Battle Hill
- Broomlee Road, Killingworth
- Chirton Hill Drive, North Shields
- Clipsham Close, Longbenton
- Coldstream Way, North Shields
- Craster Avenue, Forest Hall
- Crossley Terrace, Forest Hall
- Cumberland Street, Willington Quay
- Delaval Road, Whitley Bay
- Dene Crescent, Whitley Bay
- Doulting Close, Longbenton
- Edwards Road, Whitley Bay
- Eleanor Street, Cullercoats
- Elgin Close, North Shields
- Elmfield Gardens, Wallsend
- Fitzsimmons Avenue, Wallsend
- George Street, Willington Quay
- Gladstone Street, Willington Quay
- Halton Drive, Backworth
- Hamilton Crescent, North Shields
- Harlow Avenue, Backworth
- Hartside Crescent, Backworth
- Havelock Road, Backworth
- Haydon Gardens, Backworth
- Hesleyside Road, Wellfield
- Hexham Close, North Shields
- Hollington Avenue, Longbenton
- Holywell Avenue, Whitley Bay
- Ketton Close, Longbenton
- Kielder Place, Wellfield
- Kings Road, Whitley Bay
- Lanark Close, North Shields
- Langholm Avenue, North Shields
- Margaret Drive, Palmersville
- Margaret Road, Whitley Bay
- Mills Gardens, Wallsend
- Moffat Close, North Shields
- Monkseaton Road, Wellfield
- Nater Street, Whitley Bay
- Norman Terrace, Willington Quay
- Patience Avenue, Seaton Burn
- Peebles Close, North Shields
- Perth Close, North Shields
- Purbeck Road, Longbenton
- Queens Road, Whitley Bay
- Redesdale Close, Forest Hall
- Reid Avenue, Wallsend
- Renfrew Close, North Shields
- Rockcliffe Street, Whitley Bay
- Rookwood Drive, Seaton Burn
- Rothley Court, Killingworth
- Seatonville Road, Whitley Bay
- Selkirk Way, North Shields
- Sherwood Close, Murton Village
- Station Road, Benton
- Stirling Drive, North Shields
- Strawberry Gardens, Wallsend
- Tynedale Avenue, Whitley Bay
- Weldon Road, Longbenton
- Wellington Avenue, Wellfield
- Windsor Avenue, Whitley Bay
- Windsor Gardens, Whitley Bay



By the end of the financial year the following structural resurfacing works (full renewal of the road surface) will also have been completed:

- Bedford Avenue, Wallsend
- Blyth Road, Whitley Bay
- Brighton Grove, Preston
- Clifton Terrace, Benton
- Denbigh Avenue, Howdon
- Ferndale Avenue, Wallsend
- Front Street, Benton
- Great Lime Road, Longbenton
- Heaton Terrace, North Shields
- Links Avenue, Cullercoats
- Mast Lane, Cullercoats
- Mead Way, Palmersville
- Millfield Gardens, Tynemouth
- Monmouth Gardens, Howdon
- Northumberland Street, Wallsend
- Ridley Avenue, Howdon
- Southgate, Killingworth
- Tyne View Terrace, Riverside
- Union Road, North Shields
- York Road, Whitley Bay

## 4.2 Footway Improvement Work

By the end of the current financial year the following footway refurbishment schemes will have been completed, all in accordance with the agreed programme:

- Bedale Road, Battle Hill
- Blackfriars Way, Longbenton
- Bolam Road, Killingworth
- Bracken Avenue, Battle Hill
- Eastward Grove
- Grasmere Terrace
- Holywell Avenue, Whitley Bay
- Hoylake Avenue, Longbenton
- Links Avenue, Tynemouth
- Portrush Way, Longbenton
- Queens Road, Whitley Bay
- Rocket Way, Forest Hall
- Stamfordham Avenue, North Shields
- Station Road bollards, Backworth
- Victoria Avenue, Benton
- Wallsend Road, North Shields

## 4.3 Drainage Works

Two new multi-purpose gully wagons were purchased and made operational in spring 2016. The new vehicles have enabled a much improved gully cleansing service across North Tyneside and with additional functions, including a high pressure jetting facility. The newest addition to the maintenance fleet will prove invaluable and provide additional resilience in the event of localised flooding.

By the end of the current financial year the following drainage schemes will have been completed, all in accordance with the agreed programme:

- Camera surveys; Killingworth Lake, Beamish Close and West Lane
- Repairs to drainage systems at Front Street, Benton
- Additional gullies at Southgate, Killingworth



- Root cutting and Camera Survey, Great Lime Road
- Survey and manhole inspections of drainage, Whitley Road, Benton
- Installation of new gullies in the vicinity of Victory cottages, Dudley
- Culvert cleaning and removal of debris, Brierdene, Whitley Bay
- Camera survey, Ivy Road, Forest Hall
- Killingworth Lake root cutting.

#### 4.4 Bridges and Infrastructure

Below is a summary of bridges work undertaken or planned for the current 2016/17 year:

- Wallsend Road Bridge refurbishment, Stage 1 – major concrete repairs to the bridge substructure commenced in November 2016 with a 37 week construction programme.
- Norham Road Bridge Replacement – scheme to replace existing bridge is estimated to start in early 2017 with a 12 month construction period.
- Weetslade Colliery Railway Bridge – design work associated with major concrete repairs has been completed. Construction to start 2017.
- Bridge inspections 2016/17 – 27 principal and 45 general inspections undertaken.

In summary, all the planned highway maintenance work for the 2016/17 year will have been successfully delivered by the end of March 2017, with the exception of Wallsend Road bridge refurbishment scheme which started later than planned due to network management considerations and value for money testing. Delivery and finances have been reprogrammed accordingly.

### 5) INVESTMENT IN THE HIGHWAY ASSET

The following tables provide a summary of the budgets that have been allocated to highway maintenance schemes over the last 5 years.

#### Highway Maintenance

Budget	Description of Work	2012/13	2013/14	2014/15	2015/16	2016/17
Revenue	Day to day highway repairs (e.g. potholes), patching programme, small planned road and footpath improvement schemes, drainage repairs	£1,049,000	£1,049,000	£1,049,000	£1,049,000	£1,049,000
Local Transport Plan Capital	Annual resurfacing programme, annual surface dressing and micro-asphalting programmes, footways	£944,000	£1,098,000	£924,000	£996,000	£884,000
Council Capital	Additional Council Capital investment in highway maintenance	-	£674,000	£2,000,000	£2,000,000	£2,000,000
Other Capital	Additional DfT budget	-	£326,000	-	-	-
Other Capital	Additional DfT budget – National Pothole Fund	-	-	£324,000	-	£138,000
Other Capital	Additional DfT budget – Severe Weather Recovery Fund	-	-	£251,000	-	-
<b>TOTAL</b>		<b>£1,993,000</b>	<b>£3,147,000</b>	<b>£4,548,000</b>	<b>£4,045,000</b>	<b>£4,071,000</b>



**Bridges and Infrastructure Maintenance**

Budget	Description of Work	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Revenue	Day to day bridge repairs, emergency work, graffiti bus partnership, minor planned schemes	£67,000	£67,000	£67,000	£67,000	£67,000	£67,000
Local Transport Plan Capital	Major structural schemes (e.g. bridge replacement / refurbishment)	£683,000	£579,000	£770,000	£900,000	£900,000	£972,000
<b>Total</b>		<b>£750,000</b>	<b>£646,000</b>	<b>£837,000</b>	<b>£967,000</b>	<b>£967,000</b>	<b>£1039,000</b>

**6) PERFORMANCE**

As part of the Technical Services Partnership between the Council and Capita, a suite of performance indicators has been produced, monitoring aspects of the Partner's performance in relation to maintenance and condition of the highway network. These indicators have been in place since November 2012 and are reviewed on an annual basis. The tables below outline recent data in accordance with the performance indicator methodology. It can be seen that performance is strong, both in terms of the condition of the highway network and delivery of core services.

With reference to the condition of the main classified roads, independent condition surveys are undertaken and the data is used to calculate a performance indicator figure. The results for recent years are shown in the table below (note: a lower figure is better).

**Performance Indicators Relating to Condition of the Council's Carriageway Network**

KPI/PI Reference	Performance Indicator	Target	2012/13	2013/14	2014/15	2015/16	2016/17
ENG 1.4	Percentage of A class roads that should be considered for structural maintenance	5%	4%	3%	3%	3%	2%
ENG 1.5	Percentage of B and C class roads that should be considered for structural maintenance	5%	3%	4%	5%	3%	3%

These figures demonstrate excellent performance and an improving A class network with a steady state for B and C roads. This suggests that the implementation and adoption of asset management principles by the Technical Services Partnership on behalf of the Council has had a positive impact on the condition of the A, B and C road network.

The other performance indicators within the Engineering service relevant to this report are detailed in the table below. ENG 2.5 is a new indicator introduced in 2016/17 to ensure that the quality of day to day highway repairs is to the correct standard:



Performance Indicators Relating to the Delivery of Highway Maintenance Core Services

KPI/PI Reference	Performance Indicator	Target	2016/17 Apr - Sept
ENG 2.1	Percentage of routine street care safety inspections carried out on time	97%	100%(to date)
ENG 2.2	Percentage of CAT 1 (hazardous) highway defects that were compliant within 24 hours	98%	100%(to date)
KPI/PI Reference	Performance Indicator	Target	2016/17 Apr - Sept
ENG 2.3	Percentage of CAT 2 (non-urgent) highway defects that were made compliant within 10 working days	98%	99% (to date)
ENG 2.5	To measure the quality of maintenance works carried out on the highway	85%	91% (to date)

The figures in the above table demonstrate the Technical Services Partnership is achieving and exceeding, in many instances, its agreed prescribed performance targets with regard to undertaking the Council's statutory maintenance duties and undertaking repairs in a safe and timely manner, reducing the risk of any harm occurring to users of the highway network.

## 7) VALUE OF THE HIGHWAY ASSET

Under the Whole of Government Accounting (WGA) procedure, all local authorities are required to submit an annual detailed valuation of their highways and infrastructure assets. The valuation returns for 2016/17 are required to be submitted by 31 May 2017 and we are on track to achieve this. Each year, independent condition surveys of roads, footways and structures are necessary to assess their condition. Depreciated Replacement Cost is used for measurement purposes and will be disclosed as a separate class of asset on the Council's Balance Sheet.

The most recent submission made in July 2016 showed the following valuations:

Roads: £972 million  
Footways: £148 million  
Bridges: £194 million

The total value of highway assets is therefore **£1,314,000,000**



## 8) CONDITION OF CARRIAGEWAYS (ROAD SURFACES)

The Council uses a specialist computer system called ExpertAssets to model the condition of roads under different funding scenarios.

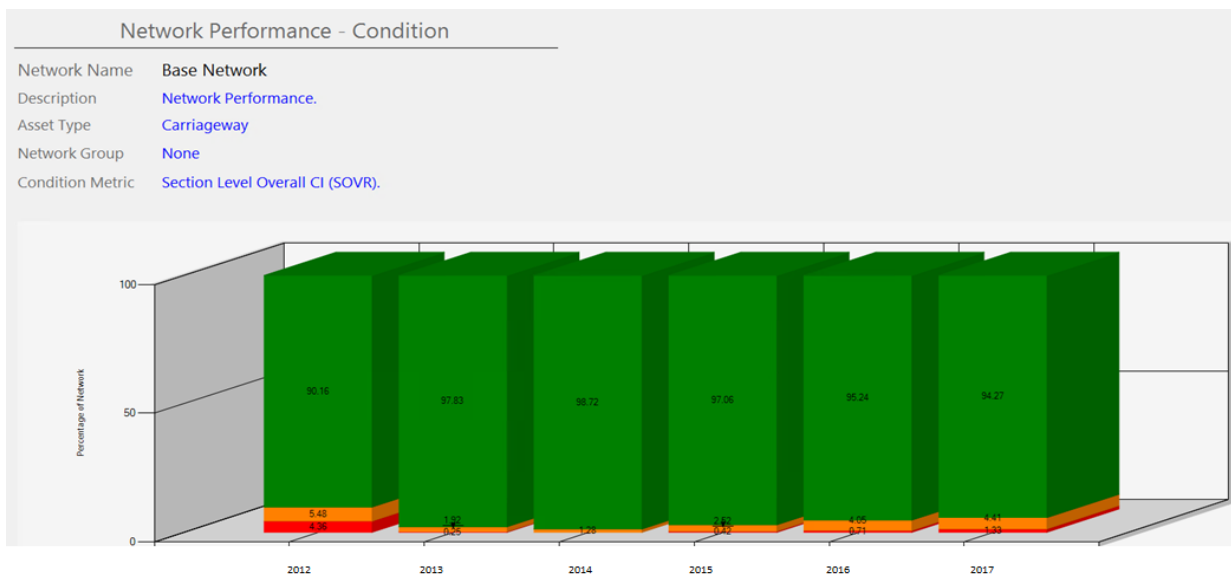
The system assigns each road in the Borough with a red, amber or green (RAG) rating as follows:

- Green roads have minor defects and require no structural maintenance.
- Amber roads are in a condition where maintenance needs to be considered and the life of these roads can be extended by undertaking preventative maintenance, such as micro asphaltting which will avoid much costlier structural repairs further down the line.
- Red roads are structurally defective, they are beyond the point where their life can be extended by preventative maintenance.

The section of the report demonstrates the positive effect that additional investment in highways has made in recent years and how it compares to the position had the investment not been made. The following illustrates two alternative budget scenarios based on the lifetime of the current HAMP (2012 to 2017).

### 8.1 Scenario 1: Actual Investment - LTP plus additional £2m Council contribution in the Investment Programme

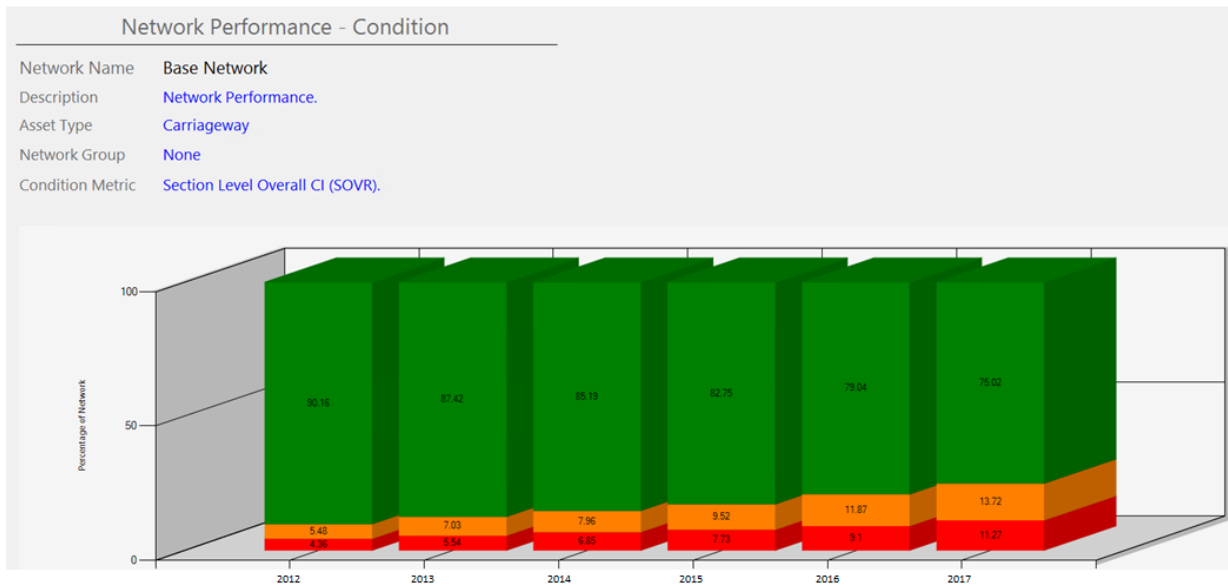
Graph showing condition of roads over the lifetime of the current HAMP (2012 -2017) with the agreed annual £2m investment on top of regular LTP funding





The graph demonstrates that under current funding arrangements, the quality of the highway asset has been maintained at a manageable level and with a good proportion of roads in acceptable condition (green or amber) by the end of the 2017.

### 8.2 Scenario 2: Regular LTP funding (£750k only) without the additional annual £2m Council contribution

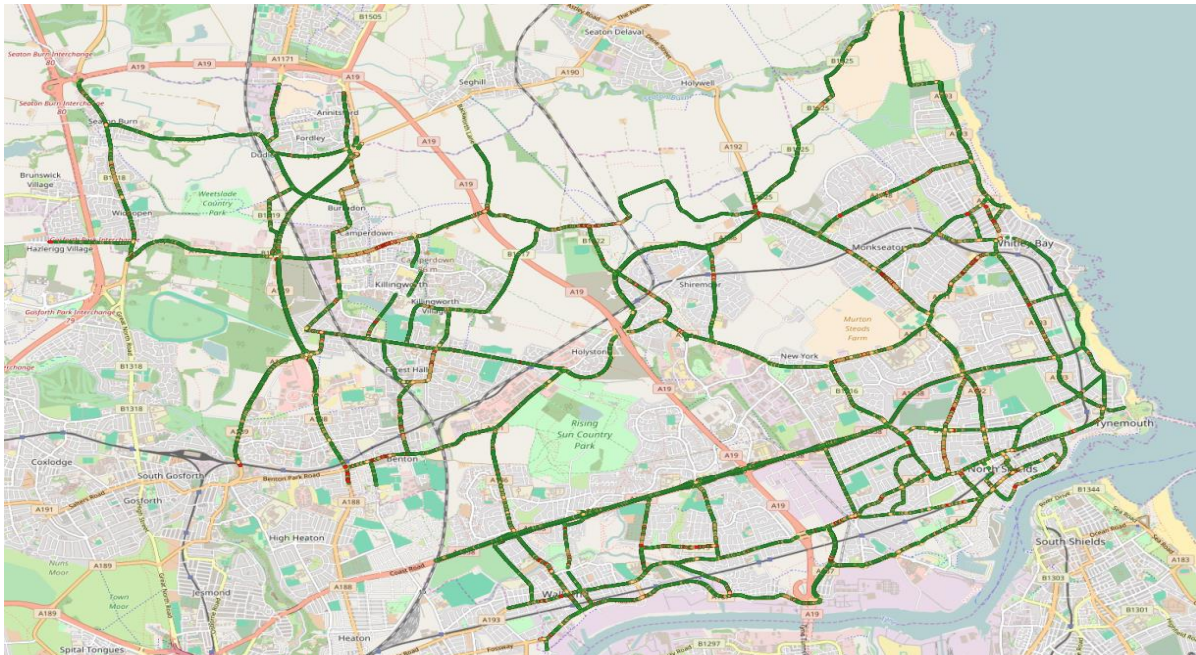


The above graph shows that with LTP funding only (a yearly investment of around £750K) there would have been a deterioration of the highway asset with many more roads being structurally defective. In summary, the additional investment has made a significant positive difference to the condition of the Borough's roads.



## Plan showing condition of highway network – October 2016

The plan below illustrates the current condition of the A, B and C classified network. As a consequence of the continued investment and the application of asset management principles the percentage of defective roads (red roads) is minimal.



## 9) **CONDITION OF FOOTWAYS**

A Footway Network Survey (FNS) and inventory data collection is currently being undertaken by a specialist contractor. The data extracted will be used to complete the Whole of Government Accounts (WGA) return and identify future footway schemes in line with the advocated asset management principles.

The findings of the FNS will be reported in the revised HAMP from 2017 and will determine priorities and future maintenance schemes for the footways of North Tyneside. Improvement of footways is a Mayoral priority and will be considered accordingly during the development of the new HAMP.

## 10) **HIGHWAY MAINTENANCE BACKLOG**

The ExpertAssets system can also be used to calculate the current backlog of highway repairs i.e. the one-off cost of rectifying all highway defects and bringing the network back to an “all green” condition.

In 2015 an assessment was completed to identify the carriageway maintenance backlog. The estimated maintenance backlog was £20.7 million and can be attributed mainly to the level of investment in highways over the past twenty years. This was a decrease of £300K compared to the figure from 12 months previous, which was £21



million. This decrease is a modest but notable achievement. It was the first time within the lifetime of the HAMP that the backlog had fallen. This is due to the additional highways capital investment made in recent years and the increasing use of preventative maintenance treatments which have been funded through this investment.

This year's condition survey data is currently being analysed with early indications suggesting the carriageway repairs backlog has reduced. This assumption is based upon the improving condition of A class roads and steady state condition of other classified roads. This is further evidence to support the continued implementation of good asset management practices and an appropriate investment strategy which will be outlined in the new HAMP (further detail of which is contained in section 12).

Detailed data in relation to the calculation of the footpath network maintenance backlog is also being gathered and developed for inclusion in the new HAMP.

## **11) CUSTOMER ENGAGEMENT**

In recent years, corporate resident satisfaction surveys have shown that a well maintained highway network is very important to our residents and customer satisfaction in this area has proved to be a challenge. The Highway Asset Management Plan (HAMP) recognises that improvement to the network will always be constrained by available resources and so there is a need to prioritise.

Ipsos MORI is a leading full service UK research company, which carried out the 2015 Residents' Survey on behalf of the Council. The survey aims to assess residents' perceptions of, and satisfaction with, their local area, council services and health and wellbeing issues.

From a random sample of 4,350 addresses, 1,228 valid responses were received – a response rate of 28%. Although there has been a modest improvement in satisfaction, residents continue to say that roads and pavements need improving (57% compared to 58% in 2014). However, the importance of road and pavement repairs as a priority has decreased (30% compared to 34% in 2014).

In 2016, a new customer feedback form was introduced by the Highways Team which is delivered to areas where road resurfacing works have been carried out. It aims to gain views on how the works were communicated and delivered as well as the quality of the finished scheme.

Improved information about highways asset management is to be introduced on the Council's website, [www.norhtyneside.gov.uk](http://www.norhtyneside.gov.uk), in 2016.

The Council recognises the need to regularly monitor customer satisfaction and take this into account when developing maintenance policy and standards. To ensure we capture our customers vital feedback we have expressed an interest in partaking in the National Highways and Transport (NHT) survey. Currently there are over 100 highway authorities in England who participate in the annual survey. The NHT



Network is a leading performance improvement organisation for members that share a common interest in measuring and comparing their performance in order to improve.

## **12) FUTURE PLANS AND ISSUES**

This section of the report advises of future activities within the Highway Maintenance Service and emerging issues which the Council needs to be made aware of.

### **12.1 The Introduction of a revised HAMP from 2017**

We are currently in the process of reviewing the current HAMP 2012 – 2017 and introducing a revised HAMP from 2017. The revised HAMP is currently being worked upon and will be finalised within the next 6 months.

The revised HAMP will consist of a suite of documents:

- Part 1 – The Policy. This will describe the Council’s commitment to highway asset management and will set out the principles of the HAMP.
- Part 2 – The asset management strategy. This will set out how the long term objectives and vision for managing the highway infrastructure.
- Part 3 - A HAMP annual update report which will provide an update on progress and the condition of our highway assets over the past 12 months.

### **12.2 The Introduction of a Highway Asset Management Framework**

In addition to the Policy document, it is proposed to introduce a “Highway Asset Management Framework” document which will provide an overarching framework for highway asset management in the Borough. This will include all asset management activities undertaken and will be accessible via our website. The Framework will include a “Highway Management Plan” setting out how the Council will maintain its infrastructure assets.

In summary, the framework will contain all the detailed plans and processes which the Highways Team will use to operate highway maintenance services.

### **12.3 The Introduction of the Self-Assessment Questionnaire by the Department for Transport**

To encourage local authorities to adopt good asset management practices, DfT have introduced changes to the highway maintenance formula funding mechanism. As a consequence each highway authority is required to complete a self-assessment questionnaire against a set of criteria aimed at assessing performance in relation to asset management, resilience, customer engagement, benchmarking and efficiency and operational delivery.



The self-assessment places local authorities in bands depending on how well they undertake highway asset management. These are:

- Band 1 – has a basic understanding of key areas and is in the process of taking it forward.
- Band 2 – can demonstrate that outputs have been produced that support the implementation of key areas that will lead towards improvements.
- Band 3 – can demonstrate that outcomes have been achieved in key areas as part of a continuous improvement process.

Our first assessment was validated by the Council's Section 151 officer and submitted to the DfT in January 2016. As a result of this exercise, the Council assessed itself to be a Band 2 authority. This is similar to most local authorities who assessed themselves at Band 2 or below. Only a small number of authorities assessed themselves at Band 3.

Significant time and resources are required to move from Band 2 to Band 3. We therefore estimate we will achieve Band 3 by 2018/19. For example, the Council will need to develop a more rigorous quality assurance systems, be able to demonstrate continued improvement and collaborative working.

The need to get to Band 3 is important because it has an impact on funding. Details of the 'incentive bands' and funding percentages for future years are shown below:-

**National Percentage Allocations for Incentive Element of DfT Funding**

Year	Band 1	Band 2	Band 3
2015/16	100%	100%	100%
2016/17	90%	100%	100%
2017/18	60%	90%	100%
2018/19	30%	70%	100%
2019/20	10%	60%	100%
2020/21	0%	30%	100%

It can be seen that funding from DFT reduces from 2017/18 for those local authorities that have not achieved Band 3.

The annual funding allocations for the Council are presented in the table below. This information was extracted from the DfT's website.





**Incentive Funding Allocations for North Tyneside Council by Band**

		Total needs/formula allocation (£) announced in December 2014 excluding incentive	Indicative incentive element by "band" of self-assessment ranking (£)		
			Band 3 (highest band = 100% of maximum incentive) <sup>1</sup>	Band 2 (medium band =100% of maximum incentive) <sup>1</sup>	Band 1 (lowest band = 90% of maximum incentive) <sup>1</sup>
2016-17	North Tyneside	2,070,000	125,000	125,000	113,000
2017-18	North Tyneside	2,007,000	188,000	169,000	113,000
2018-19	North Tyneside	1,817,000	378,000	265,000	114,000
2019-20	North Tyneside	1,817,000	378,000	189,000	38,000
2020-21	North Tyneside	1,817,000	378,000	114,000	0

Should the Council not consider itself to be a Band 3 authority the funding implications are highlighted blue in the following table.

**Incentive Funding Reduction for North Tyneside Council if Band 3 not Achieved**

		Total needs/formula + band 3 monies	Total needs/formula + band 2 monies	Loss of funding if band 3 is not achieved for NTC
2016-17	North Tyneside	2,195,000	2,195,000	0
2017-18	North Tyneside	2,195,000	2,176,000	19,000
2018-19	North Tyneside	2,195,000	2,082,000	113,000
2019-20	North Tyneside	2,195,000	2,006,000	189,000
2020-21	North Tyneside	2,195,000	1,931,000	264,000

**12.4 Changes to Codes of Practice (CoP) Guidance and Implementation**

In October 2016, DfT published the new codes of practice in relation to the inspection and management of highway assets. There have been some fundamental changes including the move to a risk based approach to the procedures which manage the highway infrastructure. This will, in particular, affect the Council's highway inspection regime which will be revised so that streets are inspected according to the level of risk. The revised highway inspection regime will be incorporated into the new HAMP.



## **13) OTHER INFORMATION**

This section of the report outlines items of general interest in relation to highway maintenance services.

### **13.1 Annual Service Plan – Action Plans**

The following are key achievements that the Technical Services Partnership has undertaken in the last 12 months.

- In 2016 the Technical Services Partnership successfully attained British Standard accreditation in its Quality (ISO 9001), Occupational Health and Safety (OHSAS 18001) and Environmental (ISO 14001) management.
- More than 1,000 people subscribed to a regular e-bulletin about the Coast Road Improvement Project.
- A new visitor car park was created next to the Spanish City Dome.
- Supporting the Elected Mayor's campaign to help school children walk and cycle safely.
- A number of projects to reduce the risk of flooding were completed. They included culvert improvements in Shiremoor and culvert repairs in Wellfield.
- The annual roads resurfacing and maintenance programmes and the footpath improvement programme were completed.
- A number of initiatives were introduced to raise safety standards; a new Personal Protective Equipment policy across all construction projects that made wearing safety glasses and gloves mandatory, and the roll out a new near miss and accident reporting system at all sites.

Through 2016/2017 the Technical Services Partnership intends to continue to deliver the following Strategic Objectives;

- Remain co-located within the Authority at Council offices.
- Continued Service Improvements measured through our Performance Regime.

### **13.2 Highways Maintenance Efficiency Programme (HMEP)**

HMEP is a sector-led initiative set up by DfT several years ago. It is designed to help local authorities deliver efficiencies and transform highway services by promoting collaborative working and developing common guidance and specifications for highway asset management. It has recently been announced that HMEP will receive further funding support from the DfT. The Council will continue to utilise HMEP services to support our ongoing highway asset management.

### **13.3 North East Highways Alliance**

The North East Highways Alliance brings together the 12 north east highway authorities and the aim is to work collaboratively in order to share best practice and



improve efficiency. The Council continues to be an active member. There are a number of theme groups that report to the Board including the Knowledge Sharing Group. This is supported by a website called the Knowledge Hub which allows group members to share information. Since its inception, positive work has been undertaken in relation to highway maintenance including the development of common materials specifications and joint procurement initiatives.

### **13.4 Highway Inspection Regime**

Every street in the Borough receives a prescribed number of routine highway inspections per year at which point any localised necessary safety repairs are attended to. The changes to the codes of practice in relation to the inspection and management of highway assets will mean that the frequency of inspections will be reviewed and incorporated into the new HAMP.

## **14) CONCLUSIONS**

The following conclusions can be drawn from this report:

- The highway network is the most valuable asset in the Council's ownership. The current total value of highway assets is **£1,314,000,000**.
- The continued additional capital investment in highway maintenance has continued to improve the overall condition of the network. This fact is illustrated by the current "Road Condition Indicator" calculation results.
- The successful implementation of the HAMP policy and investment strategy is demonstrating that the adoption of asset management principles by the Council has significantly improved the condition of the highway network.
- The Council is performing particularly well in relation to the maintenance of classified main roads. This would indicate that the increased use of preventative maintenance treatments and financial investment in main roads is producing the expected benefits.
- Cabinet will be required to give consideration to the level of future investment for highway maintenance as part of the authority's overall investment strategy.
- The Technical Services Partnership is continuing to achieve its KPI targets and through its Annual Service Plan is identifying innovative ways of working, service improvements and efficiencies.
- Continued customer engagement is providing better intelligence on what the public want us to focus our highway maintenance efforts on. These include continuing our improvements of residential and strategic roads and footways,



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improving the gully cleaning service and addressing issues of parking on footpaths.

- Bridge maintenance is currently under control and is being managed within existing LTP budgets.
- The DfT's new incentive fund and the need to achieve a Band 3 self-assessment is an important issue as it impacts on funding.
- With the imminent publication of the revised Code of Practice for Well-managed Highways, the Technical Partnership has begun working on a strategy to implement the Code of Practice within the 2-year implementation period.