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Appendix



Highway Asset Management Plan (HAMP) 2012 to 2017

Annual Information Report

November 2017



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2) EXECUTIVE SUMMARY

Residents' surveys and other feedback show that a well-maintained highway network is a high priority for our customers. In response the Mayor and Cabinet have prioritised additional investment including a focus on footpaths.

That policy priority is reflected in The Highway Asset Management Plan (HAMP) which sets out the Council's strategic approach to highway and infrastructure maintenance, aligned to the North Tyneside Transport Strategy. 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 2016 to October 2017), future planned activities and other items of general interest.

The report shows that within the last 12 months:

- An updated HAMP was approved by Cabinet
- The backlog of highway repairs remains static and under control
- Performance is good with Key Performance Indicators (KPIs) being met
- Customer satisfaction continues to improve evidenced by the Council's Ipsos MORI 'Residents' Annual Survey'
- The work programme has been completed successfully; and
- A customer survey has been developed and the responses analysed to help improve delivery of the road resurfacing programme.

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

- Complete a Highway Asset Management Framework to support the new HAMP.
- Work towards attaining band 3 status for the Department for Transport's (DfT) Self-Assessment Questionnaire by introducing an action plan; and
- Change our highway and bridge 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 under the Council's Technical Services Partnership arrangements.



3) THE IMPORTANCE OF HIGHWAY INFRASTRUCTURE

The national highway network comprises the strategic network of motorways and trunk roads as well as 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 local highway 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 well-being of North Tyneside's communities. The aim to maintain a good highway network is important to delivering the Our North Tyneside Council Plan and the Mayor and Cabinet's commitment to making North Tyneside a great place to live, work and visit.

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

Asset Item	Quantity (Approx)	Asset Item	Quantity (Approx)
Carriageway (Km)		Street Lighting (managed separately through PFI)	
Principal Roads	136.7 Km	Lighting Columns	28,491
B Roads	70.9 Km	Illuminated Signs and Bollards	2,200
C Roads	38.4 Km		
Unclassified Roads	699.6 Km		
Total Network Length	945.6 Km		
Total Road Gullies (Approx)	40,500		
Total Footways	1,206 Km		
Total Dedicated Cycleways	6km		
Total Public Rights of Way	143.74 Km		
Bridges and other Structures (Number)			
Road Bridges	46		
Retaining Walls	73		
Footbridges (inc PROW)	46		
Bridleway Underbridge	1		
Bridleway Overbridge	1		
Culverts	41		
Subways	25		
Tunnel	1		
Underpass	1		
Total	235		



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4) CURRENT MAINTENANCE PRIORITIES

4.1 Highway Maintenance

In the last 12 months, the priority has been 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. 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.

More focus is now being given to improving footways, in accordance with meeting the policy priority of the Elected Mayor, following feedback from North Tyneside residents. Additional monies have been invested by the Council and a programme of improvement works, focusing on areas such as town centres and key routes to and from North Tyneside Living older people's accommodation schemes, is to be delivered by March 2018.

4.2 Bridges and Infrastructure

This area of work is undertaken mainly using Local Transport Plan (LTP) funding. Maintenance priorities for major work for the next five years are set out in the HAMP and its supporting framework documents. At present, the work can be accommodated if 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. This follows 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.



5) SUMMARY OF WORK UNDERTAKEN DURING THE LAST 12 MONTHS

During the last quarter of the 2016/17 financial year, the highway maintenance schemes for the current 2017/18 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.

5.1 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 in 2017/18 (and comparison of previous years)

Treatment Type	Area Covered in 14/15	Area Covered in 15/16	Area Covered in 16/17	Area Covered in 17/18
Micro Asphalt	170,843m ² (13.15 miles)	190,778m ² (14.67 miles)	119,951m ² (9.23 miles)	69,422m ² (5.34 miles)
Full Resurfacing	81,360m ² (7.12 miles)	44,627m ² (3.43 miles)	62,759m ² (4.83 miles)	87,124m ² (6.70 miles)
Patching Sites	122 No.	123 No.	123 No.	60 No.
Footway Improvement Schemes	102 No.	105 No.	90 No.	112 No.

It can be seen that micro-asphalting has continued to decrease over the years in favour of structural resurfacing due to the work identified from condition surveys which can change from year to year.

Structural resurfacing is carried out when the road surface or its underlying layers have deteriorated to the point that they need to be replaced. The damaged layers are removed and new material is laid. Micro-asphalt, which is cold-applied and seals the road to prevent the intrusion of water, a major cause of deterioration.

Overall the network is performing well as demonstrated later in this document by the 'Plan showing condition of highway network. – September 2017',

The following micro-asphalt resurfacing works have been completed within the current financial year, all in accordance with the agreed programme:



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Ward	Street	Ward	Street
Benton	Myrtle Crescent, Forest Hall	Monkseaton South	Melbourne Crescent, Monkseaton
Benton	Percy Gardens, Forest Hall	Monkseaton South	Seatonville Crescent, Monkseaton
Camperdown	Hudson Avenue, Annitsford	Monkseaton South	Seatonville Grove, Monkseaton
Camperdown	Wardle Drive, Annitsford	Northumberland	Chicken Road, Wallsend
Chirton	The Quadrant, North Shields	Northumberland	Grace Gardens, Wallsend
Chirton	Deleval Street, North Shields	Northumberland	Mulcaster Gardens, Wallsend
Chirton	Ripley Avenue, North Shields	Northumberland	Primrose Gardens, Wallsend
Cullercoats	Torver Way, Marden	Northumberland	Sherwood View, Wallsend
Cullercoats	Thirlmere Avenue, Marden	Riverside	St Johns Green, Percy Main
Howdon	Cragside Gardens, Howdon	St Mary's	Collingwood Road, Wellfield
Howdon	Craster Gardens, Howdon	St Mary's	Nevis Way, Whitley Lodge
Howdon	Dovecrest Court, Howdon	St Mary's	Rodney Way, Whitley Lodge
Howdon	Edward Road, Howdon	St Mary's	Woodburn Square, Whitley Lodge
Howdon	Engine Inn Road, Howdon	Valley	Castle Square, Backworth
Howdon	Firtrees Avenue, Howdon	Weetslade	Aidan Close, Brunswick Green
Howdon	Lesbury Avenue, Howdon	Weetslade	Wardle Drive, Annitsford
Howdon	Newton Avenue, Howdon	Weetslade	Beacon Drive, Brunswick Green
Howdon	Octavia Court, Howdon	Weetslade	Elvet Close, Brunswick Green
Howdon	Rothbury Gardens, Howdon	Weetslade	Hornsea Close, Brunswick Green
Howdon	Simonside Avenue, Howdon	Weetslade	Mayfield Place, Brunswick Green
Howdon	Woodman Street, Howdon	Weetslade	Norham Close, Brunswick Green
Monkseaton North	Davison Avenue, Whitley Bay	Weetslade	Remus Close, Brunswick Green
Monkseaton North	Grasmere Crescent, Whitley Bay	Weetslade	Seaton Place, Brunswick Green
Monkseaton North	Shaftesbury Avenue, Whitley Bay	Weetslade	Torver Close, Brunswick Green
Monkseaton South	Crawford Place, Monkseaton	Weetslade	Melness Road, Hazelrigg

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

Ward	Street	Ward	Street
Benton	Carlton Road, Benton	Riverside	Nelson Terrace, Percy Main
Benton	Eastfield Road, Benton	Riverside	Millers Bank, Rosehill
Benton	Crescent Way South, Forest Hall	St Mary's	Woodburn Drive, Whitley Lodge
Benton	Mead Avenue, Forest Hall	Tynemouth	Bell Street Bell Street, North Shields
Benton	Mowbray Road, Forest Hall	Tynemouth	Church Way, North Shields
Benton	Station Road North, Forest Hall	Tynemouth	East George Street, North Shields
Camperdown	Killingworth Way, Killingworth	Tynemouth	East Percy Street, North Shields
Camperdown	Northgate, Killingworth	Tynemouth	George Street, North Shields
Camperdown	West Bailey, Killingworth	Tynemouth	Union Quay, North Shields
Howdon	St Peters Road, Howdon	Tynemouth	Upper Camden Street, North Shields
Killingworth	Elizabeth Drive, Palmersville	Tynemouth	Beach Road, Tynemouth
Longbenton	Edenbridge Crescent, Longbenton	Tynemouth	Hotspur Street, Tynemouth
Monkseaton North	Claremont Gardens, Whitley Bay	Tynemouth	The Broadway, Tynemouth
Monkseaton North	Hastings Avenue, Whitley Bay	Valley	Earsdon Road, Shiremoor
Monkseaton South	Belvedere Avenue, Whitley Bay	Valley	Lesbury Avenue, Shiremoor
Monkseaton South	Dowling Avenue, Whitley Bay	Valley	Park Avenue, Shiremoor
Monkseaton South	Kingsley Avenue, Whitley Bay	Wallsend	Beech Grove, Wallsend
Monkseaton South	Priory Avenue, Whitley Bay	Wallsend	Buddle Street, Wallsend
Monkseaton South	The Nook, Whitley Bay	Wallsend	Hadrian Road, Wallsend
Preston	Preston Road, North Shields	Wallsend	Lilian Avenue, Wallsend
Preston	Tudor Avenue, North Shields	Wallsend	North Road, Wallsend
Preston	Walton Avenue, North Shields	Whitley bay	Percy Road, Whitley Bay
Preston	North Road, Preston Village		



5.2 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:

Ward	Street
Battle Hill	Warkworth Avenue, Wallsend
Benton	Forest Hall Shops, Benton
Benton	Rocket Way, Benton
Benton	The Oval, Benton
Collingwood	St Anslem Road, Collingwood
Howdon	St Peter's Road, Wallsend
Killingworth	Great Lime Road, Palmersville
Monkseaton North	The Fold, Monkseaton
Monkseaton North	Hillcrest, Monkseaton
Monkseaton North	Holywell Avenue, Monkseaton
Monkseaton North	The Links, Whitley Bay
Monkseaton South	Kensington Gardens, Monkseaton
St Mary's	North Ridge, Monkseaton
Valley	Park Lane, Shiremoor
Wallsend	Lilian Avenue, Wallsend

We will also be carrying out approximately 15 additional footway schemes which will be completed before March 2018 using the additional footway funding.

5.3 Drainage Works

There are two gully wagons, which operate across the borough carrying out gully maintenance and dealing with reported flooding problems on the highway. Gully services are operated on a new system from Kaarbontech called Gully Smart. Gully Smart provides a more complex recording system for collecting information on site to inform future programmes of work.

The type of information the Gully Smart can record is; the type of asset (i.e. gully or manhole), if it is blocked or broken and, most importantly, the silt level. The silt level is the key element required to generate an intelligence-led maintenance programme and with this information a risk-based gully cleaning programme can be developed for the borough.

Since implementing the Gully Smart system approximately 40,000 assets have been cleaned.

In addition to gully cleansing, by the end of the current financial year the following drainage schemes will have been completed, all in accordance with the agreed



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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.
- Rear of Chicken Road, investigate and repair collapse.
- Angus Close, root cut west pipeline.
- West Lane, camera survey.
- Washington collapse, 10" pipe repairs 2.5m depth.
- The Villas, lower gully frame.
- Fish Quay collapse, lower gully frame.
- South Croft gully, renew gully as cast iron pot sunk.
- Walton Avenue, investigate collapse and repair.
- Briar Vale, investigate collapse and repair.
- Edgefield, ongoing investigation.

5.4 Bridges and Infrastructure

Below is a summary of the bridge improvement works undertaken or planned for the current 2017/18 financial year:

- Wallsend Road Bridge refurbishment, Stage 1 – major concrete repairs to the bridge substructure were completed in October 2017. Phase 2 (deck replacement) will take place at a future date.
- Norham Road Bridge Replacement – scheme to replace existing bridge commenced in Spring 2017 with a 12-month construction period. This project is ongoing and is due for completion in Spring 2018.
- Weetslade Colliery Railway Bridge – design work associated with major concrete repairs has been completed. Construction work will be programmed within the next two years.

Below is a summary of bridge maintenance works:

- Bridge inspections 2017/18 – by March 2018, 27 principal and 43 general inspections will have been completed. Inspections began in Summer 2017.
- Borough Road Footbridge - public engagement for the removal of the bridge will commence soon. If the proposal is progressed, demolition works would take place in 2018/19.



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In summary, all the planned highway maintenance work for the 2017/18 year will have been successfully delivered by the end of March 2018.



6) INVESTMENT IN THE HIGHWAY ASSET

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

Highway Maintenance

Budget	Description of Work	2013/14	2014/15	2015/16	2016/17	2017/18
Revenue	Day-to-day highway repairs (e.g. potholes), patching programme, small planned road and footpath improvement schemes, drainage repairs	£1,049K	£1,049K	£1,049K	£1,049K	£1,049K
Local Transport Plan Capital	Annual resurfacing programme, annual surface dressing and micro-asphalt programmes	£1,098K	£924K	£996K	£600k	£750k
Council Capital	Additional Council Capital investment in highway maintenance	£674K	£2m	£2m	£2m	£2m
Other Capital	Additional Department for Transport (DfT) budget	£326K	-	-	-	-
Other Capital	Additional DfT budget – National Pothole Fund	-	£324K	-	£138k	£191k
Capital Footway Work	Footway improvement works funded through LTP and additional Council contributions	£431k	£200k	£255k	£284k	£936k
Other Capital	Additional DfT budget – Severe Weather Recovery Fund	-	£251K	-	-	-
TOTAL		£3.578m	£4.748m	£4.300m	£4.071m	£4.926m

Bridges and Infrastructure Maintenance

Budget	Description of Work	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Revenue	Day-to-day bridge repairs, emergency work, graffiti bus partnership, minor planned schemes	£67k	£67k	£67k	£67k	£67k	£65k
Local Transport Plan Capital	Major structural schemes (e.g. bridge replacement / refurbishment)	£579k	£770k	£900k	£900k	£972k	£1,389k
Total		£646k	£837k	£967k	£967k	£1,039k	£1,389k



7) PERFORMANCE

As part of the ongoing Technical Services Partnership between North Tyneside Council and Capita, a suite of performance indicators has been produced, monitoring aspects of the Partner's performance in relation to the management and condition of the 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.

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 (Road Condition Indicator (RCI)). The results for recent years are shown in the table below (note: a lower figure is better).

KPI/PI Reference	Performance Indicator	Target	2013/14	2014/15	2015/16	2016/17	2017/18
ENG 1.4 (RCI)	Percentage of A class roads that should be considered for structural maintenance	5%	3%	3%	3%	2%	2%
ENG 1.5 (RCI)	Percentage of B and C class roads that should be considered for structural maintenance	5%	4%	5%	3%	3%	3%

These figures illustrate the percentage of maintenance backlog required to improve the road network and it is evident the figures demonstrate a continued steady reducing trend. This demonstrates that the implementation and adoption of asset management principles by the Technical Services Partnership 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:

KPI/PI Reference	Performance Indicator	Target	Average performance over the last 12 months. From September 2016 to September 2017
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)
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)



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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 harm to users of the highway network.



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8) VALUE OF THE HIGHWAY ASSET

Under the Whole of Government Accounting (WGA) procedure, all councils are required to submit an annual detailed valuation of their highways and infrastructure assets. Each year, independent condition surveys of roads, footways and structures are necessary to assess their condition. Depreciated Replacement Cost is used for measurements purposes and are disclosed as a separate class of asset on the Council's Balance Sheet.

The most recent values are as follows:

Roads: £1,023 million
Footways: £135 million
Bridges: £189 million

The total value of highway assets, as of July 2016, equates to **£1,347,000,000**



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9) CONDITION OF CARRIAGEWAYS (ROAD SURFACES)

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

The service standards developed for North Tyneside's roads are 'good', 'early life', 'mid-life' and 'late life'.

- Roads classed as 'good' (colour coded green) are defined as roads which are as new with no defects or cracking identified. These roads do not require structural maintenance and are not defective.
- Roads classed as 'early life' (colour coded yellow) are defined as roads which have minor chip loss, fretting, cracking and minor fatting. These roads have minor defects.
- Roads classed as 'mid-life' (colour coded amber) are defined as roads which have moderate local settlement, major chip loss, cracking and major fatting. The roads have moderate defects but can be saved by preventative maintenance.
- Roads classed as 'late-life' (colour coded red) are defined as roads which have severe local settlement, major wheel track cracking, whole carriageway major cracking and whole carriageway major fretting. These roads require full resurfacing and cannot be saved by preventative maintenance treatments.

This section of the report demonstrates the positive effect that the additional investment in highways has made in recent years.

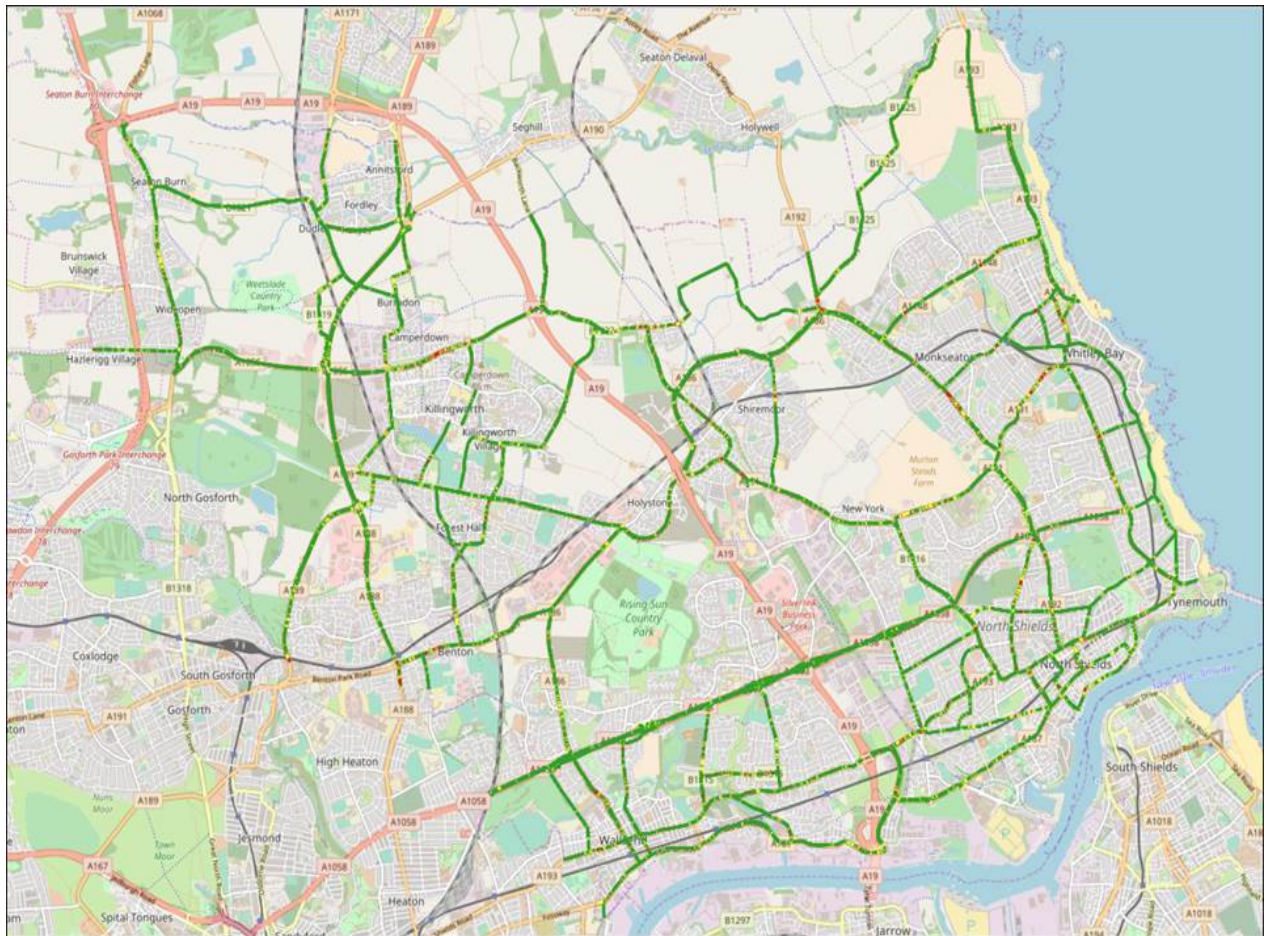
Plan showing condition of highway network – September 2017

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 red routes has significantly reduced.



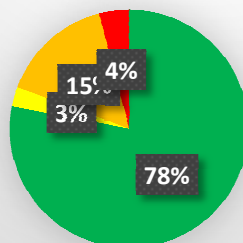
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The pie chart below demonstrates that under current funding arrangements, the quality of the highway asset is good. This is evidenced by the majority of the roads being in good condition and only a minimal percentage of roads being in late-life.

Carriageway Service Standard Distribution 2017/18



- Good
- Early Life
- Mid Life
- Late Life

The key to continuing the year-on-year good condition of our highways is to target our early and mid-life roads with preventative treatments to prolong their life. Carrying out



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preventative cost effective surface treatments will halt further deterioration of mid-life roads.

To ensure early and mid-life roads are targeted, annual condition survey data is gathered and inputted into ExpertAssets which will identify the roads in early and mid-life state. It is this information which is used to inform the forward works programme for improvement works on the highway.



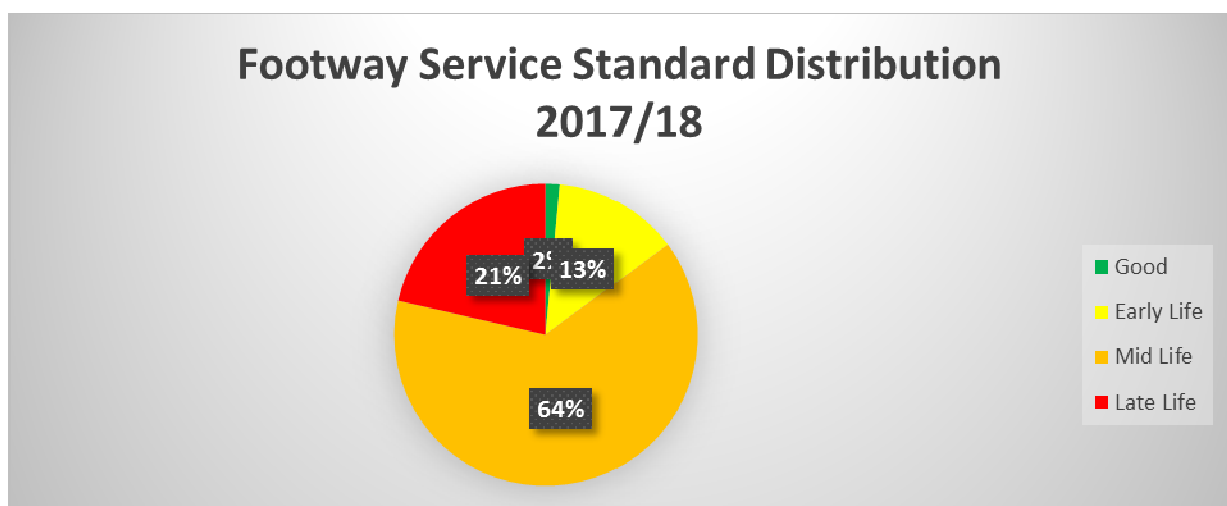
10) CONDITION OF FOOTWAYS

A Footway Network Survey (FNS) has been completed on 100% of the footway network and the condition presented in the pie chart below. As with carriageways, the data is held in ExpertAssets and 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. Improvements to the footways is a policy priority of the Elected Mayor and is being considered accordingly as part of future work programmes.

The service standards developed for North Tyneside's footways are 'good', 'early life', 'mid-life' and 'late life'.

- Footways classed as 'good' (green) are defined as new, no defects or cracking identified.
- Footways classed as 'early life' (yellow) are defined as having minor defects with only localised repairs required
- Footways classed as 'mid-life' (amber) are defined as having more serious defects and large areas of repair required
- Footways classed as 'late-life' (red) are defined as having severe defects and are beyond localised repairs

The pie chart below shows the current condition of footways across the Borough.



Footways do not deteriorate at the same rate as roads. This is due to the significantly less weight-bearing traffic movement undertaken on a daily basis. The above pie chart shows that, overall, 79% of the footways in North Tyneside are in an acceptable condition.



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11) HIGHWAY MAINTENANCE BACKLOG

The Expert Assets 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.

The current maintenance backlog is calculated to be circa **£20million**.



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12) CUSTOMER ENGAGEMENT

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

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. The responses received over the last 12 months have been analysed. The findings illustrated that the overall the majority of our residents are very satisfied with the delivery of our works programmes on the highway network. A lessons learnt workshop was held in September 2017 which identified some further improvements to the service which will be taken forward next year.

North Tyneside Council recognises the need to regularly monitor customer satisfaction and takes this into account when developing the maintenance policy and standards. To ensure customers' important feedback is captured, the Council has taken part 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. The Network shares experiences and good practice through member meetings, conferences, facilitated workshops, case studies and practice notes, all accessible via the web site. To attain Band 3 self-assessment funding, it is vital that the Council undertakes annual surveys and analyses trends, to measure, benchmark and diagnose performance with the intention to identify potential for improvement in all highway services.



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13) 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.

13.1 Response to Customer Feedback – Footway Improvement Works

Footway improvement work is a high priority for the Elected Mayor based on feedback from residents of North Tyneside. The Mayor and Cabinet is listening to this feedback and responding by investing more funding into improving footways.

13.2 The Introduction of the Self-Assessment Questionnaire by the Department for Transport

To encourage local authorities to adopt good asset management practices, the DfT has 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 Bands are based on the maturity of the authority in key areas, which are described in each question. The principle on which the levels of maturity for each question were determined is described as follows: 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. A local authority's Band will be based on their score in the self-assessment questionnaire.

North Tyneside Council's first assessment was validated by the local authority's s151 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.

The second assessment was submitted to the DfT in January 2017 and again the Council assessed itself to be a Band 2 authority but with higher scoring questions, i.e. closer to band 3 status.

The ambition is to achieve band 3 by 2018/19, which will require the need to work collaboratively to achieve best value. An action plan is in place and our third assessment is due to be submitted in January 2018.

Details of the 'incentive bands' and funding % for future years are shown below:-



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%

The funding allocation for North Tyneside Council is presented in the table below. This information was extracted from the DfT's website.

		Total needs/formula allocation (£) announced in December 2014	Indicative incentive element by "band" of self-assessment ranking (£)		
			Band 3 (highest band = 100% of maximum incentive) ¹	Band 2 (medium band =100% of maximum incentive) ¹	Band 1 (lowest band = 90% of maximum incentive) ¹
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 table below.

		Total needs/formula + band 3 monies	Total needs/formula + band 2 monies	Loss of funding if band 3 is not achieved for NT
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	2,081,000	114,000
2019-20	North Tyneside	2,195,000	2,006,000	189,000
2020-21	North Tyneside	2,195,000	1,930,000	265,000

13.3 The Changes to Codes of Practice (CoP) Guidance and Implementation

The revised Codes of Practice (CoP), Well-managed Highway Infrastructure has been released and currently all authorities responsible for the maintenance of highway infrastructure assets are reviewing their working practices. For all highway authorities,



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there is a two year transition period for implementation of the new CoP by October 2018. One of the fundamental changes in the CoP has been the move to adopting a risk-based approach to managing highway infrastructure.

A gap analysis was undertaken by the team to ascertain what was required to implement the revised CoP in October 2018. This work is ongoing with a number of asset specific working groups being set up to determine new working practices. The implementation of the revised CoP is on track and the team anticipate these will be in place prior to the go live date in October 2018.

Collaborative work across the North East authorities has been supported by expert advice to ensure the change in approach is understood and best practice showed.



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14) OTHER INFORMATION

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

14.1 Action Plan Update in 2016/17

As part of the Technical Partnership, Capita is committed to a number of service improvement plans and each has an action plan. Progress is summarised in the table below.

What we said we'd do	What we did
Update the Flood Action Plan and agree a formal reporting procedure for flood events	Revised Flood Action Plan produced and presented to the Emergency Response Leadership Group
Measure customer satisfaction of the road resurfacing programme	Developed a customer survey leaflet and collated responses to help improve the delivery of the resurfacing programme
Provide an improved and more efficient gully cleansing operation	Data has begun to be collected on the gully network which, once complete, will shape a new gully cleansing programme
Develop a new Highway Asset Management Plan	Developed a new Highway Asset Management Plan for review by the council
Introduce mobile working system for the highways team	Introduced handheld devices and ceased the previous paper-based system



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15) 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 **£1,347,000,000**.
- The additional capital investment in highway maintenance is continuing to improve the overall condition of the network. This fact is illustrated by the current "Road Condition Indicator" (RCI) calculation results.
- The successful implementation of the HAMP policy and investment strategy is demonstrating that the adoption of asset management principles by North Tyneside is significantly improving the condition of the road network.
- The Council is performing well in relation to the maintenance of classified main roads. This would indicate that the increased use of preventative maintenance treatments and a relatively healthy financial investment in main roads is producing the expected benefits. However, future performance will depend on investment and, particularly, those decisions taken by national government.
- The Technical Services Partnership continues to achieve and exceed its KPI targets and through its Annual Service Plan is identifying innovative ways of working, service improvements and efficiencies which is evident in the report.
- 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, improving the gully cleaning service and addressing issues of parking on footpaths.
- Bridge maintenance is currently under control and can be managed within existing LTP budgets.
- With the publication of the revised Codes of Practice, Well-managed Highway Infrastructure, the Technical Partnership has begun working on a strategy to implement the CoP within the two-year implementation period. The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment.