

## APPENDIX 1



# Highway Asset Management Plan (HAMP) 2017 to 2032 Annual Information Report November 2021

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## 1. EXECUTIVE SUMMARY

The Highway Asset Management Plan (HAMP) sets 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, future planned activities and other items of general interest. Our residents have consistently told us that a well maintained highway network is a top priority. Highway maintenance therefore features prominently in the latest Council Plan including a commitment to invest additional capital funding in roads and pavements.

The report shows that within the last 12 months:

- The highway network is generally in a good state of repair, but recent condition modelling indicates this will be challenging to sustain in the future
- Performance is good with regard KPIs being met
- Highway asset work programmes have been completed successfully
- The Council again achieved Band 3 in the DfT Self-Assessment to ensure that it received its full budget allocation under the Incentive Fund
- Over the last 12 months we have completed extensive footway improvements in line with the Mayor's priorities. In addition, £250K of housing footway improvements were undertaken and a further £150k will be delivered by the end of this financial year
- The North Tyneside Council/Capita partnership successfully continued to adhere to its statutory duties for highways during the Covid – 19 lockdown periods and services have been delivered on a business-as-usual basis.

We are currently operating within a challenging national financial climate and in recent years the investment in highway infrastructure and its performance is continually 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. Although we have been able to maintain a steady-state condition of the highway network over recent years, latest condition modelling has indicated that this will become more challenging to sustain in the future.

All highway and infrastructure services are delivered by Capita Property and Infrastructure under the North Tyneside Technical Services Partnership arrangements.

The COVID-19 pandemic has had a terrible impact on the lives and health of many UK citizens. However, as reported last year, the Highways Service was able to adapt quickly to the crisis and has been able to continue with a normal level of service over the last 12 months.

## 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.

Almost every resident, worker and visitor within North Tyneside uses the highway network in some way on a daily basis, whether as a pedestrian; as a cyclist or motorcyclist, as a car, bus or commercial vehicle driver or passenger, or in other diverse ways such as a mobility scooter user, etc. The network is used by a diverse range of society, young and old, able-bodied, disabled persons, e.g., partially sighted/blind, etc, and by other specialist groups such as equestrian users. The highway network therefore needs to perform in different ways for different user and social groups each with their own needs and priorities.

A particular driver for the development of the HAMP is the infrastructure code of practice and the Department of Transport (DfT) Incentive Fund which promotes the use of best asset management practices and the effective management of risk.

The local highway network is the responsibility of North Tyneside, which acts as the Highway Authority. It 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 important to delivering the Our North Tyneside Council Plan and the Mayor and Cabinet's commitment to building a better North Tyneside.

North Tyneside Council's highway network is 899.15km and comprises of:

- Principal Roads – 105.18km
- Classified B Roads – 37.75km
- Classified C Roads – 34.29km
- Unclassified Roads – 684.73km
- Back Lanes – 37.2km

Within the highway network North Tyneside is also responsible for the following major asset groups:

Drainage – 32,678 gullies

Bridges and Structures

Bridges and other Structures	Number
Road Bridges	46
Retaining Walls	73
Footbridges (inc PROW)	46
Bridleway Underbridge	1
Bridleway Overbridge	1
Culvert	41
Subway	25
Tunnel	1
Underpass	1
<b>Total</b>	<b>235</b>

Within the highway network there is also street lighting. However North Tyneside do not manage this as part of the HAMP and the lighting assets are managed separately through a Private Finance Initiative (PFI) contract. As such, street lighting information is not included in this report.

### 3. CURRENT MAINTENANCE PRIORITIES

#### 3.1. HIGHWAY MAINTENANCE

As in previous years, 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 which carry the vast majority of local and through traffic. Whilst the strategic highway network remains a high priority, ongoing additional Council funding has gradually allowed more resources to be allocated to dealing with the condition of residential roads. The extensive improvements made to the classified network in recent years is now allowing more funding to be directed at estate roads. This year, investment in the classified road network has reduced as a proportion of the total resurfacing budget with £753,000 being spent compared to £1.1million on estate roads, a considerable increase. The maintenance of residential roads will however become more challenging if current funding conditions are maintained.

We have also continued to focus on improving the condition of our footways. In accordance with meeting the priority of the Elected Mayor, following feedback from North Tyneside residents, additional monies have continued to be been invested by the Authority in footways. A programme of improvement works has been implemented focusing on, key urban routes and residential areas where older flagged constructed footways, which are susceptible to damage, are replaced with lower maintenance bituminous construction.

### **3.2. BRIDGES AND INFRASTRUCTURE**

This area of work is undertaken mainly using LTP funding. Maintenance priorities for major work for the next 6 years are set out in a forward plan which is supported by a range of framework documents including Highway Structures – Risk-based Principal Inspections. At present the work can be accommodated provided future LTP allocations remain relatively constant. However, a number of structures have been identified which will require attention within the next 6 years. This may begin to put additional pressure on budgets.

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 Authority'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 previous 2020/21 financial year, the highway maintenance schemes for the current 2021/22 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 maintenance products. These treatments are in the following treatment groups:

Structural Maintenance – where renewal of the road is required because the underlying layers have failed and require replacement.

Preventative Maintenance – where the surface of the road has started to show signs of age and requires this maintenance technique to prolong its life, return a safe running surface and prevent water ingress which is a major cause of deterioration.

By the end of this financial year we will have completed the following works:



## Road and Footpath Work Undertaken in North Tyneside in 2020/21 (and comparison with previous years)

<i>Treatment Group</i>	<i>Area Covered in 18/19</i>	<i>Area Covered in 19/20</i>	<i>Area Covered in 20/21</i>	<i>Area Covered in 21/22</i>
<b>Preventative Maintenance</b>	19,813m <sup>2</sup> (1.65 miles)	46,425m <sup>2</sup> (4.39 miles)	41,831m <sup>2</sup> (3.96 miles)	42,665m <sup>2</sup> (3.91 miles)
<b>Structural Maintenance</b>	84,690m <sup>2</sup> (6.51 miles)	94,320m <sup>2</sup> (7.94 miles)	62,154m <sup>2</sup> (5.25 miles)	68,141m <sup>2</sup> 6.24 miles
<b>Patching Sites</b>	46 no.	52 no.	47 no.	72 no.
<b>Footway Improvement Schemes</b>	47 No.	38 No.	50 No.	11 No.

By the end of the financial year all structural, preventative and footway maintenance schemes will have been completed in accordance with the approved programme. The list of road resurfacing schemes for the 2021/22 year can be viewed at the following link:

[Road resurfacing | North Tyneside Council](#)

### 4.2. DRAINAGE WORKS

We have two gully wagons, one 18 tonne and the other 26 tonnes, which operate across the borough carrying out gully maintenance and dealing with reported flooding problems on the highway. We operate our gully services with the support of an ICT system from KaarbonTech called Gully Smart. Gully Smart provides us with a sophisticated recording system for collecting information on site to inform future programmes of work.

Gully Smart can record the type of asset i.e. gully, linear kerb drainage or manhole, whether it is blocked or broken and most importantly the silt level. The silt level is the key element required to generate an intelligence-led work programme and last year we introduced a risk-based gully cleansing regime which is now fully embedded. Gully wagons are now deployed to attend to gullies in locations where the silt data shows that cleaning is required. This ensures the best use of resources which can be targeted where most needed.

All gullies on our high-speed roads such as the A1058 Coast Road are routinely cleaned twice per year.

Each year a boroughwide programme of capital drainage improvements is developed based on information gathered during cleansing operations. This work typically involves CCTV surveys, localised drainage pipe repairs, jetting of drainage runs, replacing defective gully pots etc. By the end of the current 2021/22 year, around £150k of this type of work will have been completed.

### 4.3. BRIDGES AND INFRASTRUCTURE

Below is a summary of the bridge/highway structures maintenance inspections for the 2020/21 year:

Total of 21 Principal Inspections

<b>Footbridges</b>	<b>1</b>
<b>Underbridges</b>	<b>2</b>
<b>Culverts</b>	<b>3</b>
<b>Subways</b>	<b>8</b>
<b>Retaining Walls</b>	<b>7</b>
<b>Total</b>	<b>21</b>

Total of 44 General Inspections

<b>Footbridges</b>	<b>2</b>
<b>Underbridges</b>	<b>10</b>
<b>Overbridge</b>	<b>1</b>
<b>Culverts</b>	<b>9</b>
<b>Subways</b>	<b>6</b>
<b>Tunnels</b>	<b>1</b>
<b>Retaining Walls</b>	<b>15</b>
<b>Total</b>	<b>44</b>

Larger scale planned bridge maintenance work is summarised below:

- Pier Road structural strengthening scheme – completed in October 2021
- Borough Road Bridge demolition scheme – objections to demolition received. Decision required by Planning Inspectorate. Demolition planned to take place early 2022 subject to favourable decision from Planning Inspectorate.
- Weetslade Bridge Repair Scheme – Options study and design work being progressed. Construction work planned for 2022/23
- Harrow Street pedestrian bridge – special inspection undertaken in September 2021, strengthening work planned for 2022/23



## 5. INVESTMENT IN THE HIGHWAY ASSET

The following table provides a summary of the budgets that have been allocated to highway and bridges in 21/22 and a comparison with the previous financial year:

Budget	Budget Type	Type of Work	2020/21	2021/22
Service Budgets	Revenue	Day to day reactive minor repairs (e.g. potholes), gully cleansing, traffic management, sign repairs and road marking renewal	£1,114,000	£1,114,000
Housing Revenue Account	Revenue	Housing footway improvement schemes	£250,000	£150,000
Local Transport Plan Maintenance Block (including DfT Incentive Funding)	Capital Grant	Road resurfacing, planned footway schemes, drainage repairs, dropped kerb programme, bridges schemes, bridge design work	£2,195,000	£1,566,000
Additional Highway Maintenance	Council Capital	Additional road resurfacing and footway schemes	£2,000,000	£149,000
DfT Pothole Fund 20/21	Capital Grant	Additional road resurfacing and work to prevent potholes forming in the future	Reprofiled to 2021/22	£1,851,000
DfT Pothole Fund 21/22	Capital Grant	Additional road resurfacing and work to prevent potholes forming in the future		£1,000,000
		<b>Total Investment</b>	<b>£5,559,000</b>	<b>£5,830,000</b>

## 6. PERFORMANCE

As part of the Technical Services Partnership between North Tyneside Council and Capita, a suite of performance indicators is used, 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	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
ENG 1.4 (RCI)	Percentage of A class roads that should be considered for structural maintenance	5%	3%	2%	2%	2%	2%	2%
ENG 1.5 (RCI)	Percentage of B and C class roads that should be considered for structural maintenance	5%	3%	3%	2%	2%	2%	2%
Not an indicator	Percentage of unclassified (residential) roads that should be considered for structural maintenance	N/A	13%	14%	6%	4%	4%	5%

The above figures illustrate the percentage of structural maintenance required to improve the road network and it is evident the figures currently demonstrate a steady state of general good condition. This demonstrates that the implementation and adoption of asset management policies of North Tyneside Council has had a positive impact on the condition of the road network. However, it should be noted that our latest condition modelling is indicating that it will be a challenge to sustain this performance under current investment levels. Over the last 12 months there has been a slight increase in the percentage of estate roads requiring repair and this is forecasted to increase further.

The other performance indicators within the Highways Service relevant to this report are detailed in the following tables:

<b>CATEGORY 2 KPI's</b>			
<b>KPI/PI Reference</b>	<b>Performance Indicator</b>	<b>Target</b>	<b>Average performance over the last 12 months. From October 2020 to September 2021</b>
ENG 2.1	Roads and Pavements – Percentage of routine street care safety inspections carried out on time	95%	<b>98.28%</b>
ENG 2.2	Roads and pavements - Percentage of CAT 1 highway defects that were compliant within 24 hours	98%	<b>100%</b>
ENG 2.3	Roads and Pavements - Percentage of CAT 2 highway defects that were made compliant within 10 working days	98%	<b>98.47%</b>
ENG 2.5	Roads and pavements - Quality of maintenance repairs	93%	<b>97.15%</b>

<b>CATEGORY 1 KPI's</b>			
<b>KPI/PI Reference</b>	<b>Performance Indicator</b>	<b>Target</b>	<b>Average performance over the last 12 months. From October 2020 to September 2021</b>
ENG 1.2	Roads and Pavements – Permit scheme compliance of Capita workforce	90%	<b>93.1%</b>
ENG 1.4	Roads and Pavements – Percentage of pothole and footpath enquiries inspected within 3 working days	80%	<b>94.29%</b>

The above figures demonstrate that the Technical Services Partnership is achieving and exceeding, in many instances, its agreed prescribed performance targets with regard to undertaking the Authority'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 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 Costs are used for measurement purposes and are disclosed as a separate class of asset on the Council's Balance Sheet. For asset management, Gross Replacement Cost (GRC) and the Annual Depreciation are the key drivers.

Gross Replacement Cost (GRC) is the estimated cost of replacing an asset or property with the same quality of construction and operational utility. For carriageways it is replacement of the top 100mm. The most recent GRC values for North Tyneside are shown in the table below:

Asset Type	2017/18 Valuation	2018/19 Valuation	2019/20 Valuation	2020/21 Valuation
Roads	£1,065 million	£1,165 million	£1,205 million	£1,165 million
Footways and Cycleways	£144 million	£206 million	£221 million	£206 million
Bridges	£195 million	£461 million	£469 million	£469 million

As of **September 2021**, the total value of highway assets equates to **£1,840,000,000**.

The GRC changes are due to changes in unit rates and inventory and does not reflect changes in condition, just the gross cost in replacing the asset.

## 8. CONDITION OF HIGHWAY NETWORK

The Council uses a specialist computer system, XA©, to model the condition of roads and footpaths under different funding scenarios.

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

- **Good**
  - These are roads and footpaths which are coloured green on our condition maps and reflects that the asset is in as new condition, no or very small amounts of minor defects have been identified in our annual condition surveys. These assets do not require any maintenance, but they are monitored through safety inspections to ensure the Authority maintains its duty of care under S41 of the Highways Act 1980.
  
- **Early Life**
  - These are roads and footpaths which are coloured yellow on our condition maps and reflects that the asset has minor defects in small quantities which have been identified in our annual condition surveys. These assets do not require any planned maintenance, but they are monitored through safety inspections to ensure the Authority maintains its duty of care under S41 of the Highways Act 1980.
  
- **Mid Life**
  - These are roads and footpaths which are coloured amber on our condition maps and reflects that the asset has large quantities of minor defects and small quantities of major defects which have been identified in our annual condition surveys. These assets require planned preventative maintenance techniques to prolong the life and deliver acceptable service levels. They are monitored through safety inspections to ensure the Authority maintains its duty of care under S41 of the Highways Act 1980.
  
- **Late Life**
  - These are roads and footpaths which are coloured red on our condition maps and reflects that the asset has large quantities of major defects which have been identified in our annual condition surveys. These assets require planned structural (major) maintenance. They are monitored through safety inspections to ensure the council maintains its duty of care under S41 of the Highways Act 1980.

Over the summer of 2021, North Tyneside commissioned our expert partner, XAIS Asset Management Ltd, to undertake a comprehensive review to:

- assess the current state of the infrastructure on the highway network
- assess the funding required to sustain good performance
- review highways documentation to check it meets the requirements of the DfT Incentive Fund
- understand the effect of changes in budgets

XAIS have been heavily involved in pavement management since the early 1990's, were directly involved in the creation of specialist asset management systems and helped design the national framework which most systems are based upon in the UK. XAIS have been a specialist technical advisor to all the highway maintenance PFI contracts in the UK and several DBFO companies, creating working models for the lenders and banks in litigation and bidding for major works throughout the UK and Europe. XAIS are therefore well placed to help North Tyneside evaluate the current state of the highway network.

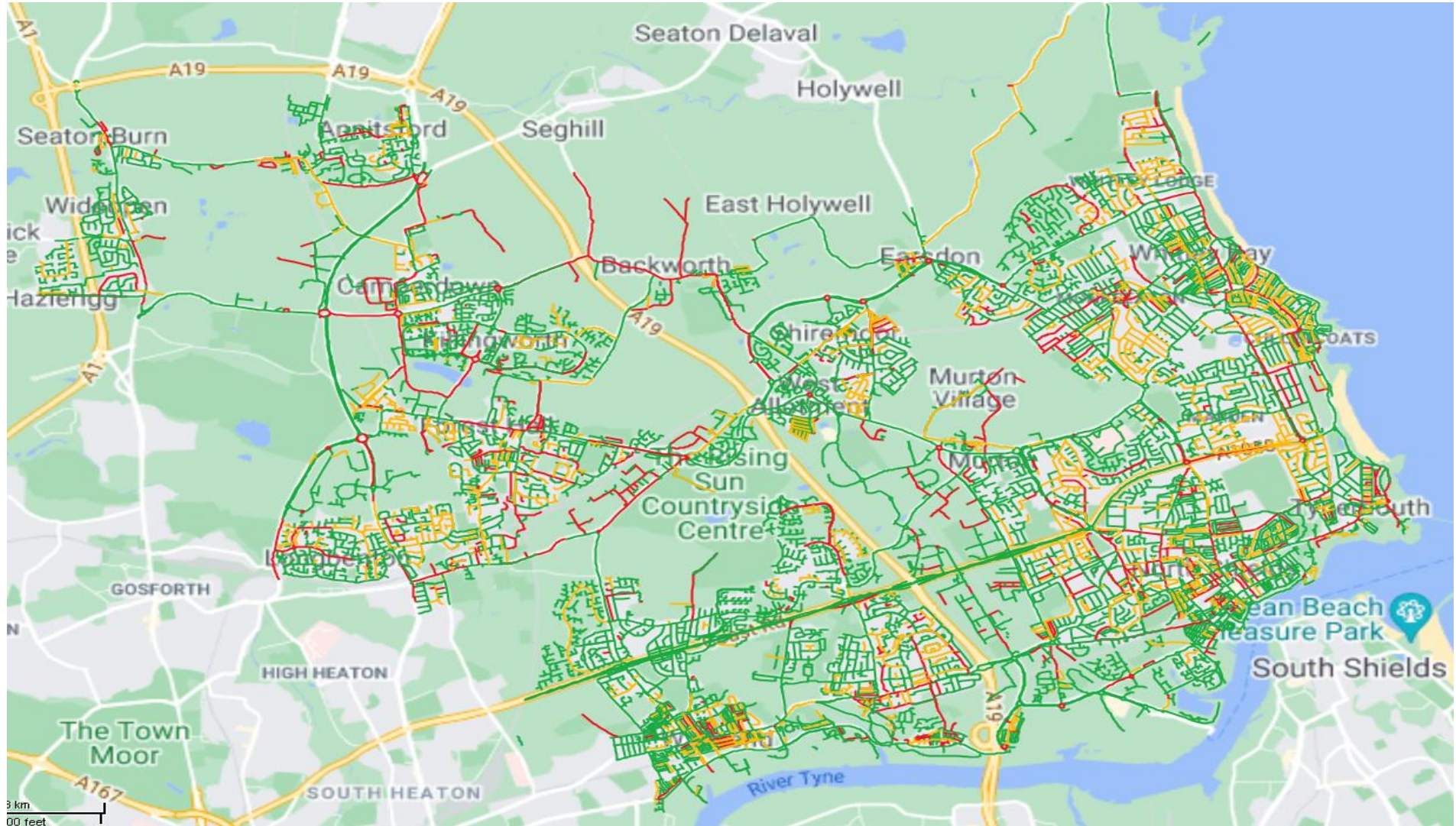
A major improvement this year is the use of 360-degree video surveys and artificial intelligence to help better understand the condition of the highway asset. Further details are given in Section 12.2 of this report.

The following section of the report sets out the findings of the condition assessment element of the XAIS review.

## **8.1. CURRENT CONDITION OF THE ROAD NETWORK**

The following plan illustrates the current condition of the whole of the road network. As a result of the continued investment and the application of asset management principles, the percentage of red routes has remained relatively steady since the £2m per year additional investment was introduced. Without this investment, our classified road network would have deteriorated at a considerably quicker pace resulting in many more red and amber roads.

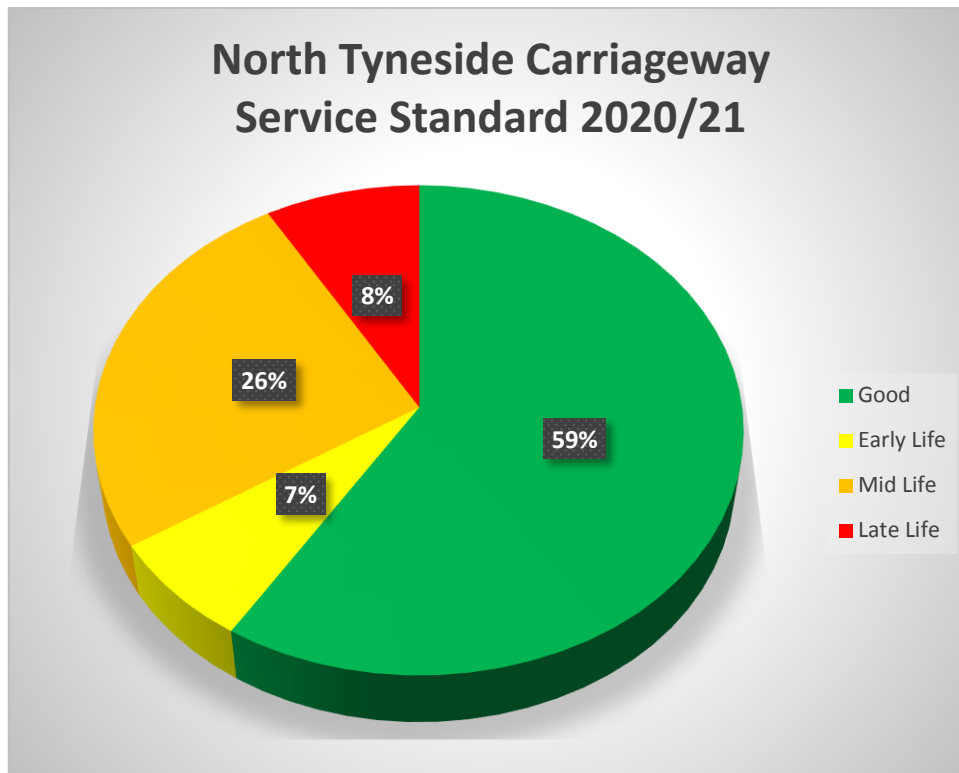




Plan showing condition of highway network – August 2021



The pie chart below demonstrates that under current funding arrangements, the quality of the majority of the road asset is good, with 59% of the network is in this condition band. However, 34% of the network requires some form of maintenance.



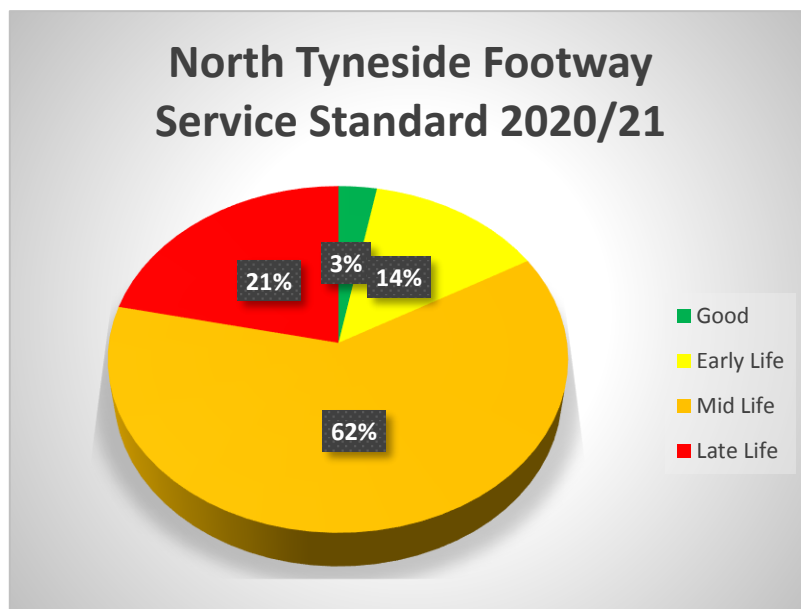
Current Service Standard - Carriageway

The key to continuing having the majority of the road asset in good condition is to target our early and mid-life roads with preventative maintenance treatments to prolong their life. By carrying out preventative cost-effective surface treatments we will stop further deterioration and keep mid-life roads from moving into the red band at which point maintenance work is far more expensive. As the above chart shows, 8% of the borough's roads are in a condition where structural resurfacing should be considered. This has slightly increased from 5% last year.

To ensure we target our early and mid-life roads we gather annual condition survey data and input this into XA© system which allows the identification of the roads in early and mid-life state. It is this information which we use to inform our forward works programme for improvement works on the highway.

A Footway Network Survey (FNS) was completed in 2020 on 100% of the footway network and the condition is presented in the pie chart below. As with roads, the data is held in XA© and is used to complete the Whole of Government Accounts (WGA) return as well as identifying future footway schemes in line with our asset management principles. Improvements to footways is currently a Mayoral priority and is considered accordingly as part of current and future work programmes.

The pie chart below shows the current condition of footways across the Borough for the period 2020/21. 79% of the footway network is at good to mid-life. This is a slight improvement on last year’s figure of 77% suggesting additional investment in footways has paid off.



Current Service Standard – Footway

## 9 HIGHWAY MAINTENANCE BACKLOG

The XA© system can also be used to calculate the current backlog of highway repairs i.e. the cost of rectifying highway defects.

At present the estimated cost for the carriageway maintenance backlog for carriageways identified as red category of repair is circa. **£27 million** which represents a generally steady state. This year a review of unit rates and carriageway widths (collected by 360 degree camera surveys) is being carried out to ensure the maintenance backlog calculation is as accurate as possible.

The footways maintenance backlog is currently **£6million** which is a similar figure to last year.

## **10 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.

The Highways service supports the ethos of the National Highways & Transport Network in seeking to continually improve.

The most recent residents' survey was carried out in 2019 and showed that while road and pavement repairs are regarded as areas for improvement – satisfaction with road maintenance had improved by four percentage points from 25% to 29%.

Feedback is also obtained from residents that have benefited from road resurfacing via a post-scheme survey that is carried out by contractors.

Following a successful trial, a member of Capita's communications team will provide engagement support in advance of selected road resurfacing schemes in the 2022/23 programme.

The Highways service is also exploring the introduction of ResponsEye, which will allow residents with a smartphone or laptop to submit live footage of defects, potentially enabling virtual inspections.

## **11 OTHER AREAS OF INTEREST**

This section of the report advises of other items of interest within the Highway Maintenance Service and emerging issues which the Authority needs to be made aware of.

### **11.1 SELF-ASSESSMENT QUESTIONNAIRE BY THE DEPARTMENT FOR TRANSPORT (DFT)**

Several years ago, to encourage local authorities to adopt good asset management practices, DfT introduced changes to the highway maintenance formula funding mechanism. 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, efficiency and operational delivery.

The self-assessment bandings 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.

North Tyneside successfully achieved Band 3 some years ago and has since maintained this position. It is important that Band 3 is sustained in order to receive maximum funding from the Government.

Details of the current 'incentive bands' and funding % over the last 5 years are shown below: -

Year	Band 1	Band 2	Band 3
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%
2021/22	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.

Year	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 ) <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	2,070,000	125,000	125,000	113,000
2017-18	2,007,000	188,000	169,000	113,000
2018-19	1,817,000	378,000	265,000	114,000
2019-20	1,817,000	378,000	189,000	38,000
2020-21	1,817,000	378,000	114,000	0
2021-22	1,253,000	313,000	94,000	0

## 11.2 MANAGEMENT OF SERVICES IN RESPONSE TO COVID-19

The Covid-19 pandemic was a major challenge for the whole of the Authority. However, as reported last year, the Highways Service was able to adapt quickly to the crisis and has operated a normal service over the last 12 months. Bespoke safe working measures and mitigation plans that were developed in the early stages of the pandemic have remained in place. The Service continues to operate on as business as usual basis.

## 12 FUTURE PLANS AND SERVICE IMPROVEMENTS

This section outlines plans for the next 12 months and new service improvements.

## 12.1 ACTION PLANS

The Technical Partnership is committed to continuous service improvement and a number of action plans are set out in the Partnership Annual Service Plan which can be viewed on request. A summary of the action plans is shown below:

- Full inventory collection of road markings along with a condition assessment and development of a renewal plan for delivery in 2022/23
- Improved road marking testing regime
- Introduction of improved procedures for dealing with vegetation overhanging the highway
- Introduction of improved procedures for income recovery following road traffic accidents

## 12.2 IMPROVEMENTS TO TECHNICAL SURVEYS

As mentioned in Section 8, within the last 12 months we have introduced new cutting-edge road condition surveys. 360-degree cameras capture data on all highway assets. Artificial intelligence technology is then applied to detect, measure and highlight defects – data is then uploaded and accessible in the Authority's XA© Asset Management System. This gives all users of the system an unparalleled overview of current infrastructure assets and condition. Keeping track of assets and preventing avoidable degradation is a must for local authorities. This technology produces very accurate data across the whole network and enables much more precise projection modelling to forecast the future condition of the network.

## 13 CONCLUSIONS

The following conclusions can be drawn from this report:

- The highway network is the most asset in the Authority's ownership
- The current total value of highway assets is **£1.84 billion**
- The successful implementation of the HAMP policy and investment strategy is demonstrating that the adoption of asset management principles by North Tyneside has gradually improved the condition of the road network and is now ensuring that the condition remains at a relatively steady state.
- The continued additional capital investment in highway maintenance is improving the overall condition of the carriageway network in line with HAMP principles.

- The Council is performing well in relation to the maintenance of classified main roads and has now reached a steady state of good road condition. This is evidence that the Authority's preventative maintenance principles and other HAMP principles are working effectively. The relatively healthy financial investment in main roads has so far yielded the expected benefits
- However, having applied improved condition modelling, the indications are that it may be difficult to sustain current levels of performance and consideration may need to be given to increasing investment or changing maintenance priorities. The road maintenance backlog is currently around **£27 million** which represents a generally steady state.
- The footways highway maintenance backlog is currently steady at around **£6 million**
- 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
- Bridge maintenance is under control and can be managed within existing LTP budgets. However, there are some emerging future schemes which may place a future pressure on budgets
- The Technical Partnership has managed to maintain its statutory duties for highway maintenance during Covid – 19 pandemic while ensuring that all staff remained safe and free from risk of Covid – 19. A business as usual service continues to operate.