

TITLE OF REPORT: Highway Asset Management Plan Update

REPORT OF: Peter Udall, Strategic Director, Economy, Innovation and Growth

Purpose of the Report

1. The report provides the annual update of the highway asset management plan (HAMP) 2018-30 which was initially approved at Cabinet in 2018 with subsequent updates in 2019 and 2020. It provides the latest performance information and details of progress with key targets in the plan.

Background

2. Gateshead's road network provides a fundamental resource, essential both to the economy of the area and for the quality of life for residents and visitors. Its effective management and maintenance have an impact on activity of all kinds, from day to day journeys to work, school, shopping or for leisure, through to the needs of the emergency services and the road freight industry. The HAMP provides the strategic framework for the management of this resource.
3. In order to meet the Department for Transport's (DfT) performance guidelines the HAMP is required to be updated regularly. Failure to carry out the update could affect the Council's rating with consequent impacts on funding allocations.

Proposal

4. The HAMP has been updated to reflect the outcome of the most recent monitoring and provide an update on progress with the key targets. These are summarised in appendix 2 and 3 respectively. The key points are that although there is significant progress in certain areas there remains concerns at the condition of the unclassified highway network (residential estates). The backlog of repairs on the unclassified network equates to over 140km (appendix 2 table 1). The HAMP policy of targeting resources onto the unclassified network is shown in table 3 in appendix 2 where last year's funding allocation is detailed. Several different cost-effective approaches and techniques are being used to address the backlog of work on the estate network (see appendix 2 table 3).
5. A high priority target set in the initial HAMP in 2018 and approved at Cabinet in 2019 was to review the Council's highway inspection and repair policy introducing a new risk-based code of practice. Apart from being recommended best practice the aim was to concentrate repairs in higher risk

areas whilst keeping the highway safe. An added benefit that we have seen since the introduction of the new policy in 2019 has been in a significant reduction in repair numbers and backlogs of repairs without any notable increase in third party claims (see appendix 2 table2).

- 6 In support of the Council's carbon reduction and climate emergency agenda we now have over 98% of Gateshead's street lighting assets converted to LED low carbon lighting and at the same time over 1090 new lamp columns have been erected as part of the replacement programme of old columns.
7. In the light of the above, minor revisions and updates to the targets for the HAMP are proposed in appendix 3. New targets specifically relate to footway condition, the management of traffic signals, the management of skidding resistance and highway drainage. These, together with updated information summarised in appendices 2 and 3 will be incorporated into a revised HAMP, the full version of which is available online at:
<https://www.gateshead.gov.uk/article/4502/Highways-Asset-Management-Plan>

8. **Recommendation**

It is recommended that Cabinet approves the updated HAMP targets 2018 to 30 as set in appendix 3.

For the following reasons:

- (i) To maximise investment in the local transport network.
- (ii) To provide the basis for improved management and maintenance of Gateshead's highway network and to ensure the effective use of resources.
- (iii) To maximise external funding streams awarded to authorities who carry out effective highway management.

Policy Context

1. The proposals support the pledges within Making Gateshead a Place Where Everyone Thrives. They also support the aims and objectives of the Tyne and Wear Local Transport Plan 3 and the Gateshead Highway Asset Management Plan (GHAMP).

Background

2. The total length of the highway network in Gateshead is more than 560 miles (900km). The road network reflects the mixed character of Gateshead, ranging from major urban routes carrying large volumes of traffic to more lightly used rural roads providing access to outlying villages and farms. It includes some 740 miles (1,191km) of footway, 32,000 streetlights, 289 bridges & other highway structures, and 170 traffic signalled junctions or crossings.
3. The purpose of the GHAMP is to ensure that available resources are directed to maximum effect. It seeks to identify the main difficulties and problems affecting maintenance of the network and how these should be tackled.
4. The Council's first HAMP was approved in 2014 and subsequently updated in 2016. In 2018 a new three-part strategy for the GHAMP was adopted by the Council for the period 2018 to 2030 comprised of the highway asset management framework (HAMF), the highway asset management plan (HAMP) and the highway maintenance plan (HMP). All three documents are published upon the Council's website. In order to meet the DfT's performance rating guidelines the HAMP is required to be updated regularly. Failure to carry out the update could affect the Council's rating with consequent effects on funding allocations.

Consultation

5. In preparing this report the Cabinet Member for Environment and Transport has been consulted and agrees with its contents. The Leader and Deputy Leader have also been consulted in preparing this report.
6. The Council's highway asset management policies are available to the public on the Council's website.

Alternative Options

7. There are no alternative options.

8. **Resources**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms that there are no financial implications arising directly from this report.
- b) **Human Resources Implications** – there are no human resources implications.
- c) **Property Implications** – no property implications have been identified.

9. **Risk Management Implications** – there are no risk management issues.

10. **Equality and Diversity Implications** – maintaining and improving the highway network through the schemes identified above will assist in reducing social exclusion by improving access for the young, elderly, unemployed/low waged and people with disabilities.

10. **Crime and Disorder Implications** – not applicable.

11. **Health Implications** – transport and highway improvements are vital in achieving Active and Healthy Gateshead.

12. **Climate Emergency and Sustainability Implications** – maintenance of highways, forms part of a sustainable transport system capable of supporting the borough's environmental, social and economic objectives sustainably. The Plan has specific targets related to carbon reduction.

13. **Human Rights Implications** – there are no human rights implications.

14. **Ward Implications** – the policy affects all wards.

Key Highway Performance Indicators

1 Annual Highway Maintenance Key Performance Indicators

(% of carriageway network needing immediate repair)

Table 1

Road Class	Length (km)	2017/18	2018/19	2019/20	2020/21
Principal	78	1	1	1	1
B & C	141	2	2	2	2
Unclassified	682	18	20	18	20

2 Annual Recorded Defects

(repairs carried out after inspections)

Table 2

Defects	2018	2019	2020	2021 estimate
Trips/footway kerb	7,456	5,576	4,023	3743
Potholes	4,740	3,191	2,628	3323
All defects	18,104	13,469	10,563 *	12,749

* Includes lockdown period in second quarter where no work was issued

3 Carriageway length treated 2020/21 (km)

Table 3

Type of treatment	A roads	B roads	C roads	Unclassified roads
Reconstruction	1.3	0.3	0.8	1.4
Overlay	0	0	0	0.4
Resurfacing	0.3	0.1	0.1	1.5
Surface dressing	0	0	1.8	2.7
Thin surfacing*	0	0	0	5.6
Programmed patching	3.1	1	7.7	17.1
Total	4.7	1.4	10.4	28.7

*Micro-asphalt

HAMP Targets and Progress 2020/1

	Action / Target	Priority	Progress 2020/21	Status
	Strategic/general			
1	The development of life cycle plans for different asset types in Gateshead.	High	Life cycle plans now completed for all major assets.2020/1	
2	Assessment of the impacts of climate change for future maintenance regimes.	High	Low carbon lighting piloted successfully. Conversion of lanterns to LED now at 98%. Experiments continue with lower carbon resurfacing.	
3	Review inspection and repair policy to reduce repair numbers utilising new risk-based code of practice.	High	New risk related highway inspection policy now achieving target to reduce repair numbers and improve repair times.	
	Maintenance programmes			
4	To arrest the declining condition of the Council's unclassified carriageway network (residential estate roads) to bring it in line with other North East authorities. This will require targeted funding prioritised for this network.	High	Extra funding has been targeted into this area. A variety of techniques and new materials have been tried to provide best value including micro asphalt.	
5	Deal with the increasing incidences of potholes in carriageways using new methods and techniques where appropriate.	High	External and internal funding provided to assist in 2020/21 with targeted structural patching.	
6	Replace obsolete traffic signals equipment.	High	Funding provided, and initial work phase completed. On-going maintenance linked to use of Imtrac asset management system	
7	Develop evidence-based programme for improving footway condition.	Medium	Extra funding provided. New FMS analysis to start in 2021.	

	Action / Target	Priority	Progress 2020/21	Status
8	Assess and where necessary act to remedy geotechnical problems.	High	Priority areas addressed.	
9	Tackle problems relating to vehicle restraint systems.	High	Full survey carried out and repairs addressed on large proportion of A184.	
10	Develop programme for the continuous replacement of older lighting columns.	High	1090 lighting columns have already been planted as part of the ongoing column replacement scheme	
11	Structural testing of lighting columns.	High	Structural programme well underway	
12	Tackle deteriorating condition of signs and road markings.	Medium	Extra funding provided and programme of works commenced 2020/1.	
13	Improve the management of highway gullies using a new risk-based approach.	High	New risk based computerised management system being procured	
	Information/analysis			
14	Improve links to actual cost information for schemes.	High	Some work completed.	
15	Link footway inventory data to asset database.	Medium	Completed.	
16	Identify future approach towards updating inventory information.	Medium	New asset information strategy completed.	
17	Develop new skidding resistance policy and work programme expanded to B and C roads.	High	Network analysis commenced remedial work started 2020/1.	
18	Update Imtrac traffic signals asset management system to manage performance and future maintenance programmes	High	Inventory requires full update. (21/22)	

Appendix 3 (continued)

	Action / Target	Priority	Progress 2020/21	Status
	Funding			
19	Review capital and revenue allocations in face of changing budget pressures and emerging priorities.	High	Situation continues with extreme pressure on revenue budgets.	
20	Assess options for meeting funding shortfalls.	Medium	Continue successful capital bidding.	
21	Improve benchmarking of costs for maintenance and improvement works.	Medium	Work completed with Tyne & Wear partners in this area.	
22	Develop business cases for funding repairs to specific asset types.	High	Street lighting and Traffic signals have had successful bids.	
23	Investigating possible sources of funding to meet longer term maintenance and renewal needs.	High	Continue successful capital bids.	