

TITLE OF REPORT: Highway Asset Management Plan Update

REPORT OF: Peter Udall Strategic Director
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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 a subsequent update in 2019. 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 the latest life cycle projections for the highway asset. These are summarised in appendices 2 and 3 respectively. The key points are that although there is significant progress in certain areas there remains concerns at the condition of both the unclassified highway network and the council's footpath network. Although the classified roads in Gateshead are in very good condition the unclassified network which makes up over 86% of the total network is showing high levels of deterioration. Also, of concern is the amount of resources available to deal with this problem. While the number of highway defects requiring repair in 2019 was not as high as those of the previous year, in part due to adverse weather conditions in 2018, longer term trends suggest a level of deterioration in the underlying condition of the network.
5. The effects of different levels of funding on the state of the network is examined in appendix 3. While current funding levels will sustain the state of the principal and classified network they will not reduce the backlog of repairs

on the unclassified network. Gaps are being covered to some extent through the Council's own capital programme, however this funding is dependent upon borrowing and therefore cannot continue indefinitely.

6. In the light of the above revisions to the targets for the HAMP are proposed in appendix 4. New targets specifically relate to the unclassified highway network, the footway network, 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>

7. **Recommendation**

It is recommended that Cabinet approves the updated HAMP targets 2018 to 30 as set in appendix 4.

For the following reasons:

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

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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.

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.

3. 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. It comprised the highway asset management framework (HAMF), the highway asset management plan (HAMP) and the highway maintenance plan (HMP). All three documents are published on 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

4. In preparing this report the Cabinet Members for Environment and Transport have been consulted.
5. The Council's highway asset management policies are available to the public on the Council's website.

Alternative Options

6. There are no alternative options.

7. **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.

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

9. **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.

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 Indicators

(% of carriageway network needing immediate repair)

Table 1

Road Class	2017/18	2018/19	2019/20
Principal	1	1	1
B & C	2	2	2
Unclassified	18	20	18

2 Annual Recorded Defects

(requiring repair)

Table 2

Defects	2018	2019	2020 (estimate)
Trips/footway kerb	7,456	5,576	4,329
Potholes	4,740	3,191	2,683
All defects	18,104	13,469	11,032*

*As the average cost to repair a defect is currently £95.86 this means that approximately £1,057,527 will be required to cover repair costs in 2020.

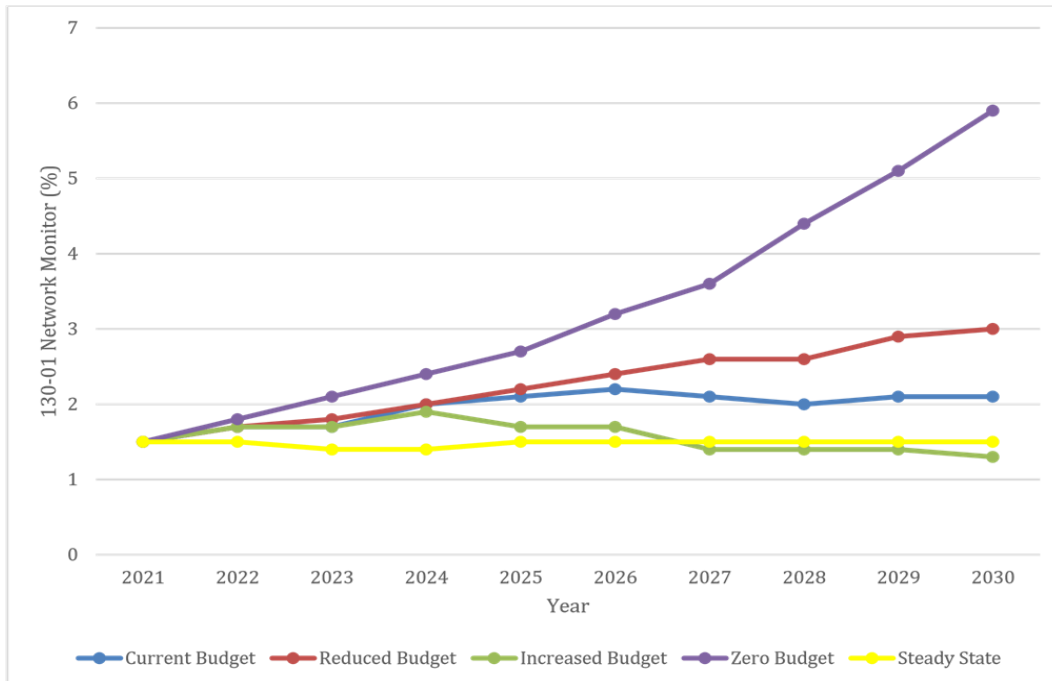
3 Footway Indicator

(% of network)

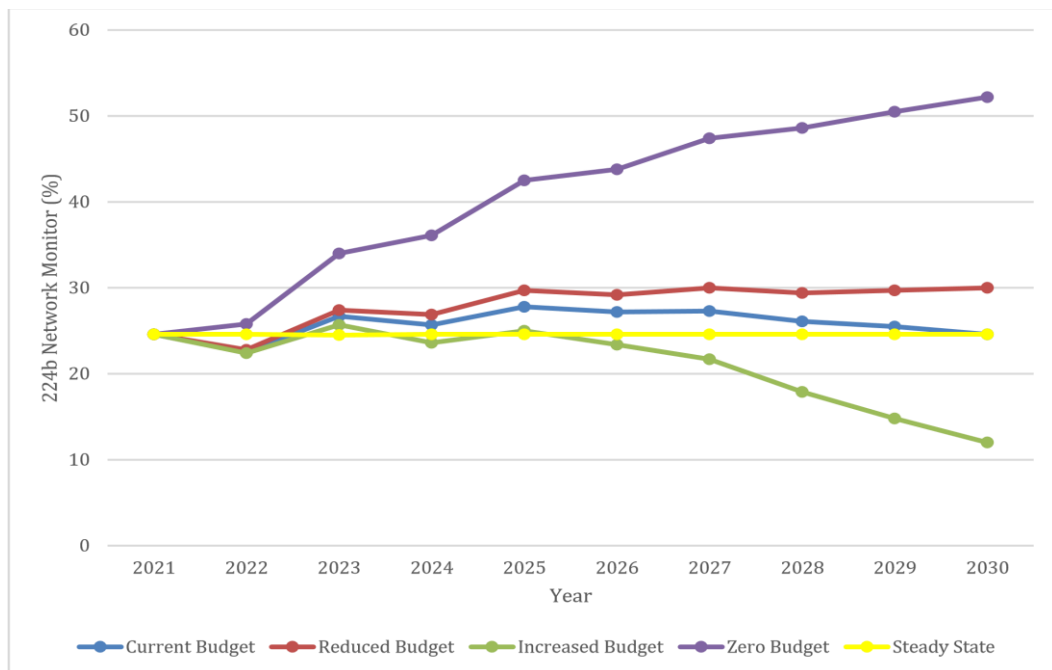
Table 3

Year	As new	Aesthetically impaired	Functionally impaired	Structurally unsound
2017/18	34	9	45	12
2018/19	34	8	42	16
2019/ 20	32	9	41	19

Revised Life Cycle Projections



Graph 1: percentage of principal roads in need of immediate repair with different funding scenarios



Graph 2: percentage of unclassified roads in need of immediate repair with different funding scenarios

HAMP Targets and Progress

Table 4

	Action / Target	Priority	Progress 2019/20	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.	
2	Assessment of the impacts of climate change for future maintenance regimes.	Medium	Low carbon lighting piloted successfully. 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 in place from January 2020 continuing to be monitored.	
	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	Extra funding from central government provided for 2020 Jet-patching and micro asphalt being used.	
6	Replace obsolete traffic signals equipment.	High	Funding provided, and work carried out.	
7	Develop programme for improving footway condition in line with Tyne & Wear partners. Use life cycle models to design works programmes.	Medium	Extra funding provided. Joint analysis proposed with Tyne & Wear HAMP group.	

Table 4 (continued)

	Action / Target	Priority	Progress 2019/20	Status
8	Assess and where necessary act to remedy geotechnical problems.	High	Priority areas addressed (embankments).	
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 replacement of older lighting columns.	High	Work well underway. All concrete columns replaced.	
11	Review regime for structural testing of smaller lighting columns.	High	Work underway	
12	Tackle deteriorating condition of signs and road markings.	Medium	Extra funding provided and programme of works commenced 2020.	
13	Improve the management of highway gullies using a new risk-based approach.	High	Analysis of sites completed and programme now defined into reactive and cyclic work.	
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 work programme using latest data. Update the council's policy in line with latest advice and guidelines.	High	2019 and 2020 data used to develop remedial work.	

Table 4 (continued)

	Action / Target	Priority	Progress 2019/20	Status
	Funding			
18	Review capital and revenue allocations in face of changing budget pressures and emerging priorities.	High	Situation continues with extreme pressure on revenue budgets.	
19	Assess options for meeting funding shortfalls.	Medium	Continue successful capital bidding.	
20	Improve benchmarking of costs for maintenance and improvement works.	Medium	Work completed with Tyne & Wear partners in this area.	
21	Develop business cases for funding repairs to specific asset types.	High	Street lighting and Traffic signals have had successful bids.	
22	Investigating possible sources of funding to meet longer term maintenance and renewal needs.	High	Continue successful capital bids.	