



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

November 2025

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## 1. INTRODUCTION

In September 2017, Cabinet adopted an updated Highway Asset Management Plan 2017 - 2032 (HAMP). This sets out the Authority's approach to maintaining the highways for which the Authority is responsible over a 15 year period and responds to the Elected Mayor and Cabinet's policy direction around highways. It also responds to feedback from residents which has consistently told the Authority that the maintenance of roads and footpaths is a top priority. This is reflected in the Our North Tyneside Plan including a commitment to invest additional capital funding in repairing roads and pavements. A well-maintained highway network is vital for supporting the local economy and general wellbeing of the Borough.

## 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 mobility scooter users etc. The network is used by a range of people including, young and old, disabled persons and by groups such as cyclists and equestrian users. The highway network therefore needs to perform in different ways for different users 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 which promotes the use of best asset management practices and the effective management of risk.

The local highway network is the responsibility of the Authority, which acts as the Highway Authority. It is the largest, most valuable and most visible infrastructure asset for which the Authority is responsible. As of September 2024, the value of the highway asset was calculated as **£1.520 Billion**. 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.

The Authority's highway network is 898.37km in length and comprises of:

- Principal Roads – 104.4km
- Classified B Roads – 37.75km
- Classified C Roads – 34.29km
- Unclassified Roads – 684.73km
- Back Lanes – 37.2km

The Authority is also responsible for the following major asset groups:

Drainage – 36,118 gullies

Bridges and structures as shown below:

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, the Authority does 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**

In terms of roads, the current focus of investment is on main strategic A roads. Some routes such as the A1058 Coast Road have now reached a condition where structural maintenance is required. This requires a considerable allocation from the roads budget. Work continues on estate roads with a strong focus on preventative maintenance to extend the life of the assets. Additionally, we have been trialling new products such as “Roadmender” which is a rubberised asphalt patching product designed for more permanent and higher quality pothole repairs.

The Authority continues to invest substantially in footway improvement work focusing on key urban routes and residential areas often in streets 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 Local Transport Plan (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 5 years. We will continue to monitor these and will work with partners to identify additional funding if this is available.

Day to day reactive repairs are undertaken using a combination of revenue and smaller capital budgets. The current programme is focussed and prioritised on locations and schemes which have been identified as requiring general 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 Authority'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 2024/25 financial year, the highway maintenance schemes for the current 2025/26 financial year were finalised in accordance with the Authority's works prioritisation procedures. 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 best value for money the Authority uses a blend of maintenance treatments to maximise the life of roads. These treatments are in the following 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 the Authority will have completed the following works:

##### Road and Footpath Work to be Undertaken in North Tyneside in 2025/26 (and comparison with previous years)

<b>Treatment Group</b>	<b>Area Covered in 22/23</b>	<b>Area Covered in 23/24</b>	<b>Area Covered in 24/25</b>	<b>Area Covered in 25/26</b>
<b>Preventative Maintenance</b>	42,647 m <sup>2</sup> (3.93 miles)	47,167 m <sup>2</sup> (4.85 miles)	12,160 m <sup>2</sup> (1.18 miles)	41,075 m <sup>2</sup> (3.53 miles)
<b>Structural Maintenance</b>	70,357 m <sup>2</sup> (5.68 miles)	75,357 m <sup>2</sup> (6.51 miles)	80,476 m <sup>2</sup> (6.64 miles)	53,938 m <sup>2</sup> (4.42 miles)
<b>Patching Sites</b>	67 No.	36 No.	12 No.	23 No.
<b>Footway Improvement Schemes</b>	13 No.	15 No.	12 No.	15 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.

#### **4.2. DRAINAGE WORKS**

In June 2025, following a review of the gully cleansing service, the Authority entered into a long term gully cleansing contract with a specialist company. The Authority's two gully vehicles were transferred to the company and the entire operation is now managed by the company through this contract.

Performance to date has been very good. The backlog of blocked gullies was cleared within a month and the contractor is now proceeding with cyclic gully cleansing at pace. The number of gullies cleaned per day is considerably higher than when the service was operated directly by the Authority. At the end of October, around 23,000 gullies have been cleaned since the contract started in June, some 200 per day.

The company also provides a range of other services such as CCTV investigations, pipe repair, root cutting etc which can be readily accessed allowing drainage services to be delivered more quickly and efficiently. By the end of the current 2025/26 year, around £190k 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 2025/26 year:

A total of 14 Principal Inspections will be carried out in 2025/26 in line with what is required under the bridges Inspection regime.

<b>Structure Type</b>	
<b>Footbridges</b>	<b>2</b>
<b>Underbridges</b>	<b>0</b>
<b>Overbridge</b>	<b>4</b>
<b>Culverts</b>	<b>0</b>
<b>Subways</b>	<b>1</b>
<b>Tunnels</b>	<b>0</b>
<b>Retaining Wall</b>	<b>7</b>
<b>Total</b>	<b>14</b>

A total of 45 General Inspections will also be carried out in 2025/26.

<b>Structure Type</b>	
<b>Footbridges</b>	<b>4</b>
<b>Underbridges</b>	<b>0</b>
<b>Overbridge</b>	<b>9</b>
<b>Culverts</b>	<b>10</b>
<b>Subways</b>	<b>8</b>
<b>Tunnel</b>	<b>0</b>
<b>Retaining Wall</b>	<b>14</b>
<b>Total</b>	<b>45</b>

The following bridges work has also been carried out in within the last 12 months or is planned to be completed by the end of the current financial year.

- Design of Wallsend Road Bridge substructure repairs
- Minor repairs to Borough Road Bridge
- Structural assessment of Borough Road Bridge
- Structural assessment of the subway at Moor View
- Around £195k of minor subway and bridges improvements on various structures across the borough
- Inventory survey of vehicle crash barrier across the Borough

## 5. INVESTMENT IN THE HIGHWAY ASSET

The following table provides a summary of the budgets that have been allocated to highway and bridges in 25/26 and a comparison with the previous financial years:

Budget	Budget Type	Type of Work	2023/24	2024/25	2025/26
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	£1,114,000
Housing Revenue Account	Revenue	Housing footway improvement schemes	£150,000	£203,000	£150,000
Local Transport Plan Maintenance Block	Capital Grant	Road resurfacing, planned footway schemes, drainage repairs, dropped kerb programme, bridges schemes, bridge design work	£1,253,000	£1,253,000	£1,253,000
Additional Highway Maintenance	Authority Capital	Additional road resurfacing and footway schemes	£2,000,000	£2,000,000	£2,000,000
DfT Highway Maintenance Incentive Fund	Capital Grant	Additional road resurfacing and footway schemes	£313,000	£313,000	£313,000
DfT Pothole Fund allocation	Capital Grant	Additional road resurfacing and work to prevent potholes forming in the future	£1,253,000	£1,253,000	£1,253,00
DfT / regional additional funding	Capital Grant	Additional road resurfacing and footway schemes	£501,000	£358,000	£537,000
DfT / NECA Uplift	Capital Grant	Additional road resurfacing and footway schemes	-	-	£1,171,251
		<b>Total Investment</b>	<b>£6,584,000</b>	<b>£6,494,000</b>	<b>£7,791,251</b>



## 6. PERFORMANCE

Between November 2012 and December 2024, a suite of performance indicators was used as part of the Technical Services Partnership between the Authority and Capita, to monitor aspects of the Partner's performance in relation to the management and condition of the network. These indicators were reviewed on an annual basis. Technical Services were brought back in-house in January 2025 and indicators to replace the Capita performance indicators are currently in development.

With reference to the condition of our carriageway network, independent condition surveys are undertaken, and the data is used to calculate a performance indicator called the 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	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
ENG 1.4 (RCI)	Percentage of A class roads that should be considered for structural maintenance	<b>12%</b>	2%	2%	3%	14%	15%	TBC
ENG 1.5 (RCI)	Percentage of B and C class roads that should be considered for structural maintenance	<b>5%</b>	2%	2%	3%	5%	4%	TBC
Not an indicator	Percentage of unclassified (residential) roads that should be considered for structural maintenance	N/A	4%	5%	6%	10%	8%	TBC

The independent surveys are usually carried out during August of each year and the results are usually available in time for the publication of this annual update. This year, due to supplier issues, there has been a delay in the delivery of these surveys, so the results for the year 2025/26 will be added at a later date.

Previously, the above figures illustrated a slight increase in the percentage of defective A roads and a slight decrease in the percentage of defective roads in other classifications. Although we are hoping that there will be an improvement in the condition of A roads (following sustained investment) it is not expected that there will be much movement in the overall position once the 2025/26 results are obtained. The reasons are:

- Levels of funding have not significantly changed over the years

- The amount of improvement work that can be done now is less each year due to inflation
- The number of highways assets increases each year as new estates are adopted
- There is a backlog of repairs that is difficult to reduce under current funding arrangements

## 7. CONDITION OF HIGHWAY NETWORK

The Authority uses a specialist computer system provided by XAIS-PTS to model the condition of roads and footpaths. The Authority also uses XAIS-PTS to undertake the detailed condition surveys of carriageways and footways.

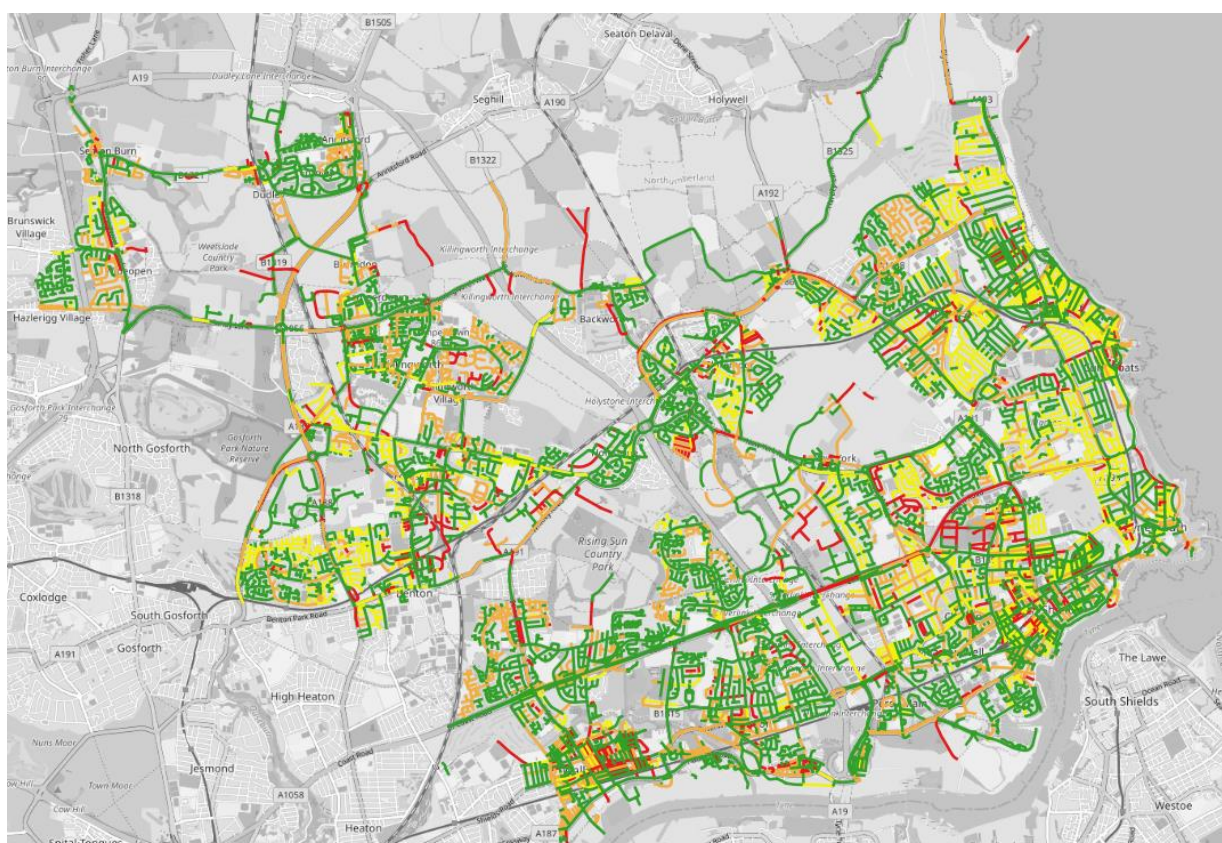
The service standards developed for the Authority's infrastructure assets are 'good', 'early life', 'mid-life' and 'late life'.

- Good - These roads and footpaths are coloured **green** on the condition maps and this shows that the asset is in as new condition, and no or very small amounts of minor defects have been identified in the 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 section 41 of the Highways Act 1980.
- Early Life - These are roads and footpaths are coloured **yellow** on the condition maps and this shows that the asset has minor defects in small quantities which have been identified in the 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 section 41 of the Highways Act 1980.
- Mid Life - These roads and footpaths are coloured **amber** on the condition maps and this shows that the asset has large quantities of minor defects and small quantities of major defects which have been identified in the annual condition surveys. These assets require planned preventative maintenance 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 section 41 of the Highways Act 1980.
- Late Life - These roads and footpaths are coloured **red** on the condition maps and this shows that the asset has large quantities of major defects which have been identified in the annual condition surveys. These assets require planned structural (major) maintenance. They are monitored through safety inspections to ensure the Authority maintains its duty of care under section 41 of the Highways Act 1980.

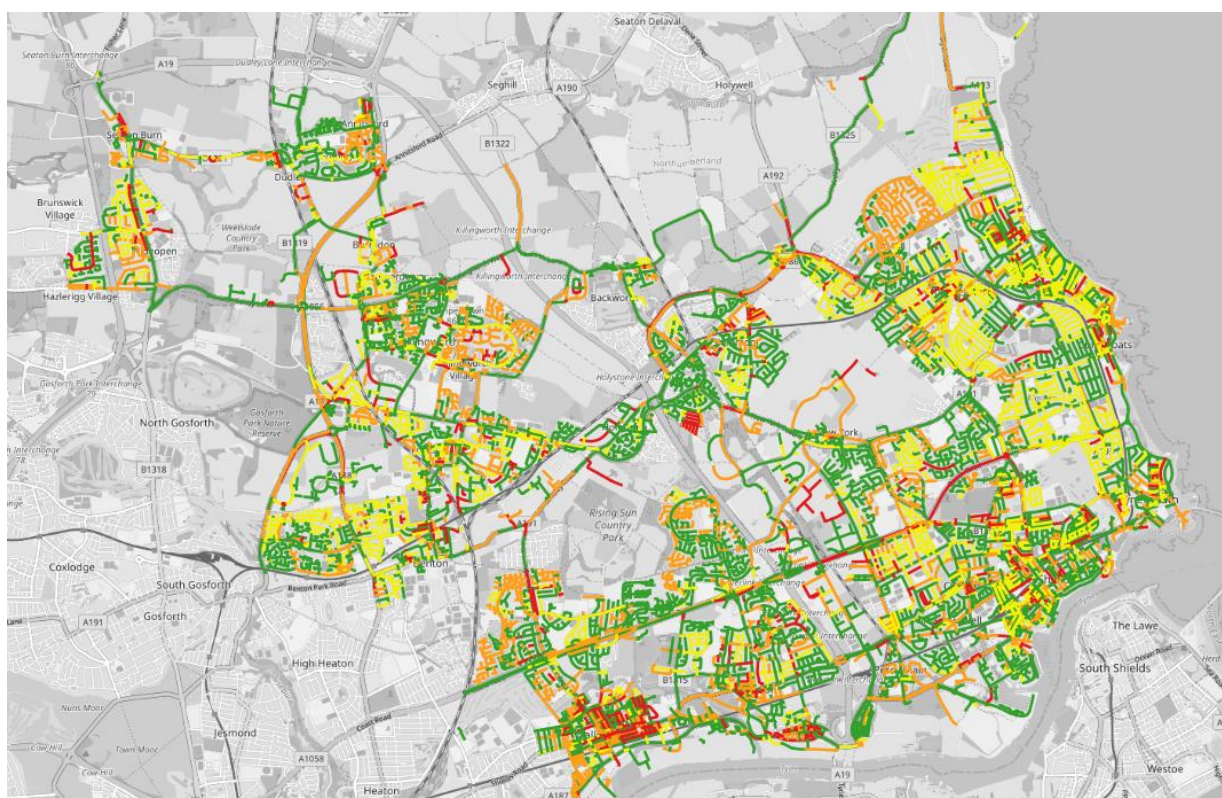
## **7.1.CURRENT CONDITION OF THE ROAD NETWORK**

The independent surveys to assess road condition are usually carried out during August of each year and the results are usually available in time for the publication of this annual update. Unfortunately, there has been a delay in the delivery of these surveys, so the results for the year 2025/26 will need to be added at a later date.

The following plans show the most up to date road condition data and the change in condition between 2023 and 2024. This showed that, as a result of the continued investment and the application of asset management principles, the percentage of red routes remained the same. The Authority's additional £2m investment had made a significant contribution to maintaining the Network but, there was still an increase in the number of green roads shifting into the yellow and amber poorer condition categories. With regard to red roads, these remained constant. However, it should be noted that the percentage of red "A" class roads requiring repair remained outside of the target condition score. This indicated that there will need to be an increased focus on the "A" class roads over the next few years. The 2025 survey results are expected to show a further slight decline in the overall condition of the road network as funding levels have remained relatively static.



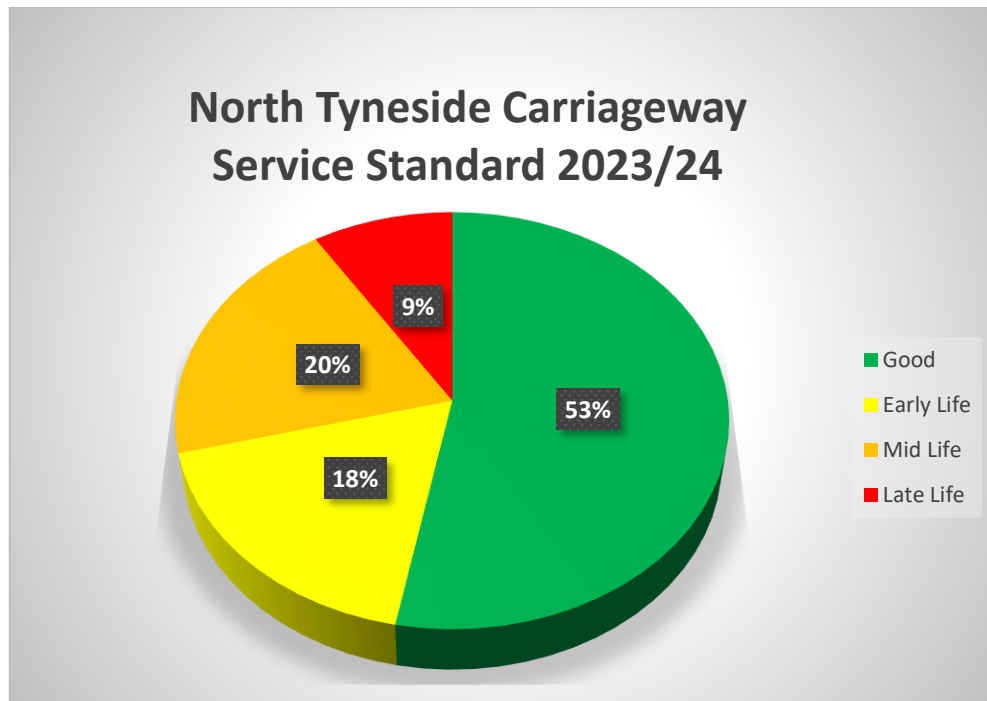
Plan showing condition of highway network – **August 2023**



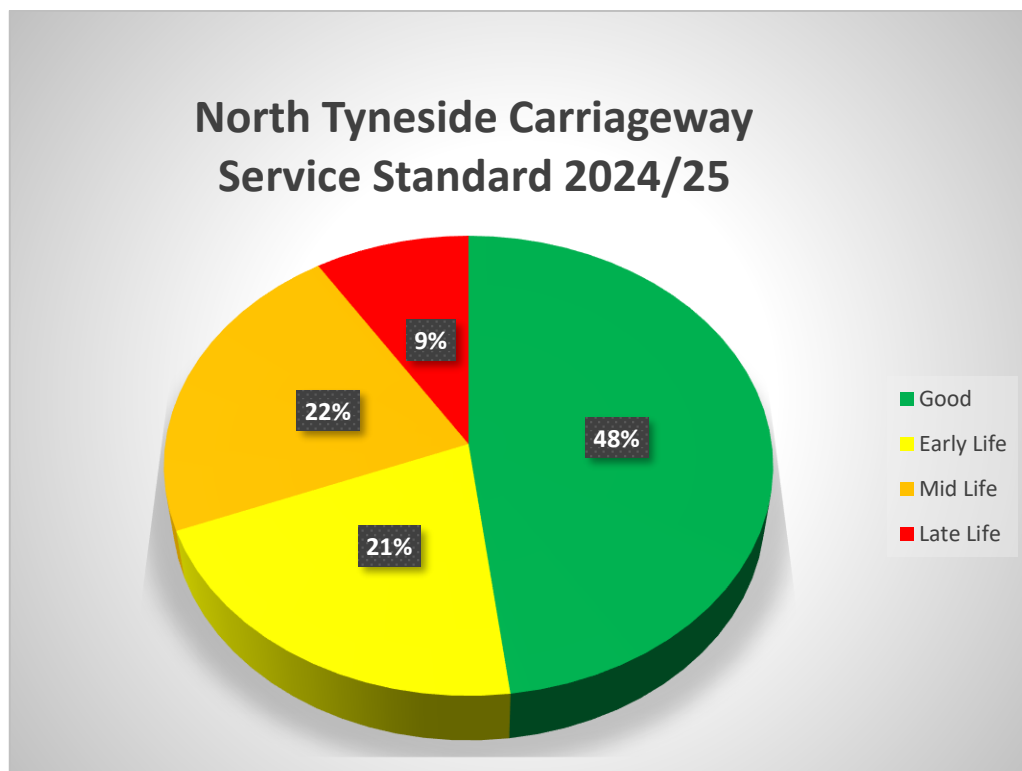
Plan showing condition of highway network – **August 2024**



The pie chart below demonstrates that under current funding arrangements, in 2024 21% of the road asset was good. However, 79% of the network required some form of maintenance.



Service Standard – Carriageway 2023/24

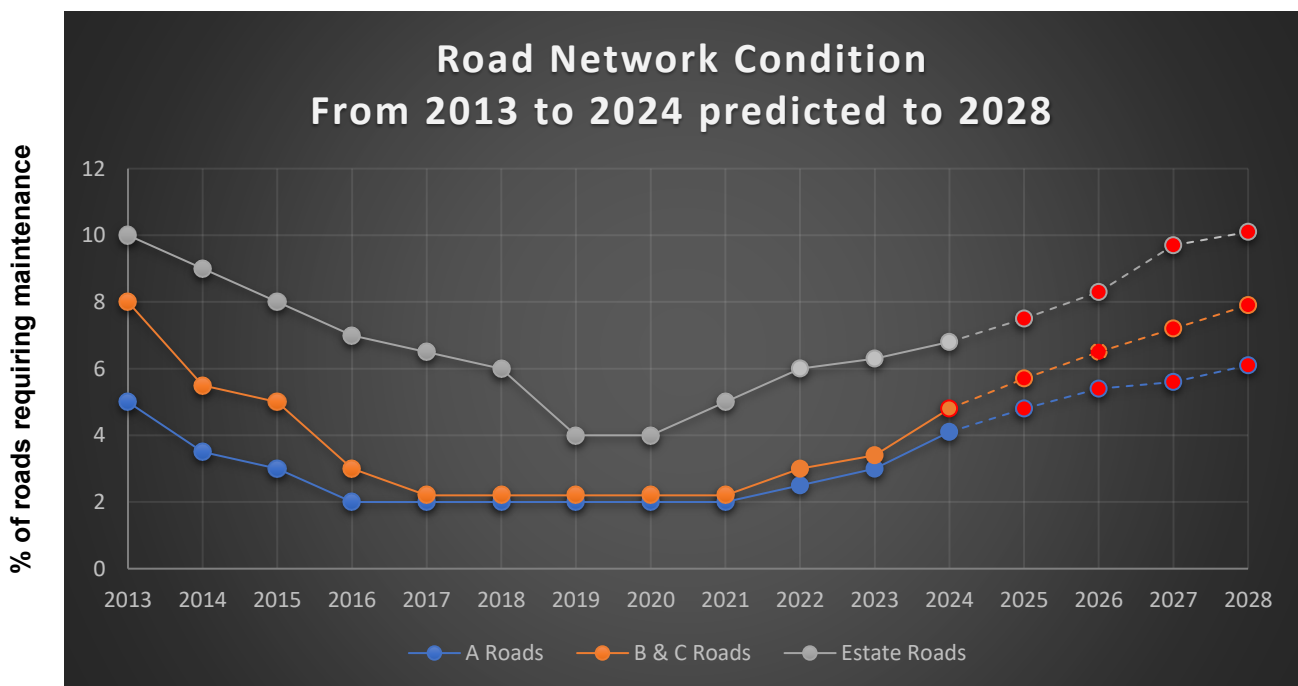


Current Service Standard – Carriageway 2024/25

The key to achieving best use of resources to ensure that the majority of the road asset is in good condition is to target early and mid-life roads with preventative maintenance treatments to prolong their life. By carrying out preventative cost-effective surface treatments the Authority will stop further deterioration and keep mid-life roads from moving into the red band at which point maintenance work is far more expensive.

## 7.2 FORECASTED CONDITION OF THE ROAD NETWORK

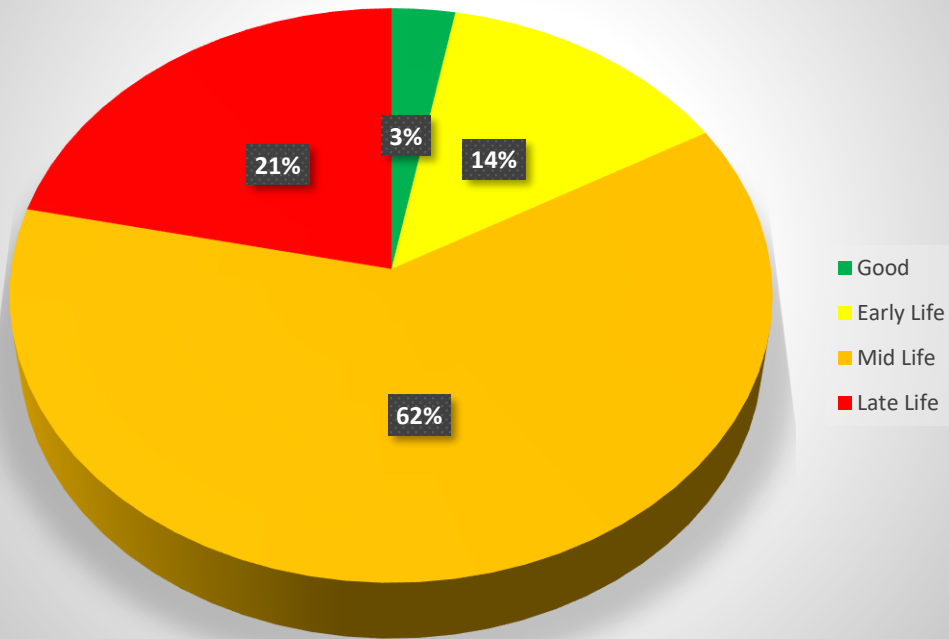
The Expert Assets system can accurately predict future highway condition under different funding scenarios. Given the concerns around early indications that the network is facing challenges around funding, the Authority has undertaken a condition modelling exercise to determine how the network will look up to 2028 if current investment levels remain unchanged. The modelling assumes an ideal asset management system is being applied and does not factor in potential unexpected events such as abnormally severe winters. The graph below shows that under current investment conditions, there will be a sustained increase in the percentage of roads requiring maintenance across all road types.



## 7.3 CURRENT CONDITION OF THE FOOTWAY NETWORK

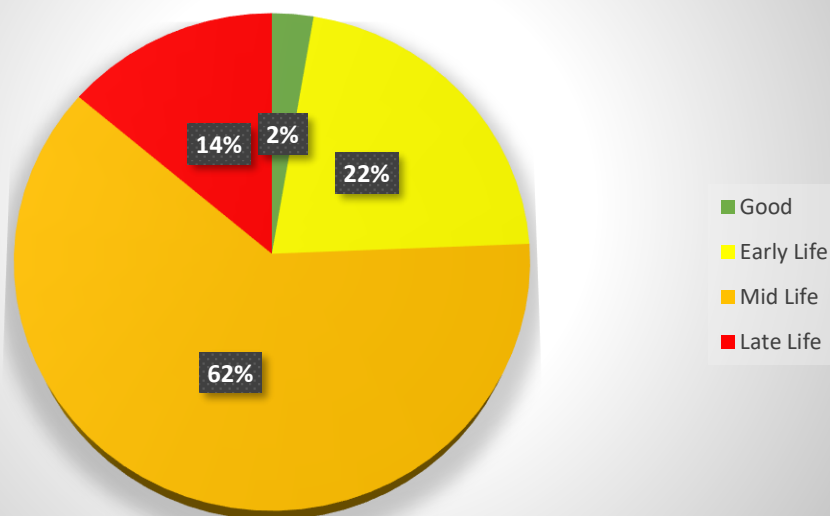
The DfT recommendation is to undertake a detailed condition survey of the footway network every 4 years on 100% of the footway network. The latest 4 year survey was completed in 2024/25. As such, the graphs below show the change in footway condition between 2020/21 and 2024/25.

### North Tyneside Footway Service Standard 2020/21



Footway Service Standard as of 2020/21

### North Tyneside Footway Service Standard 2024/25



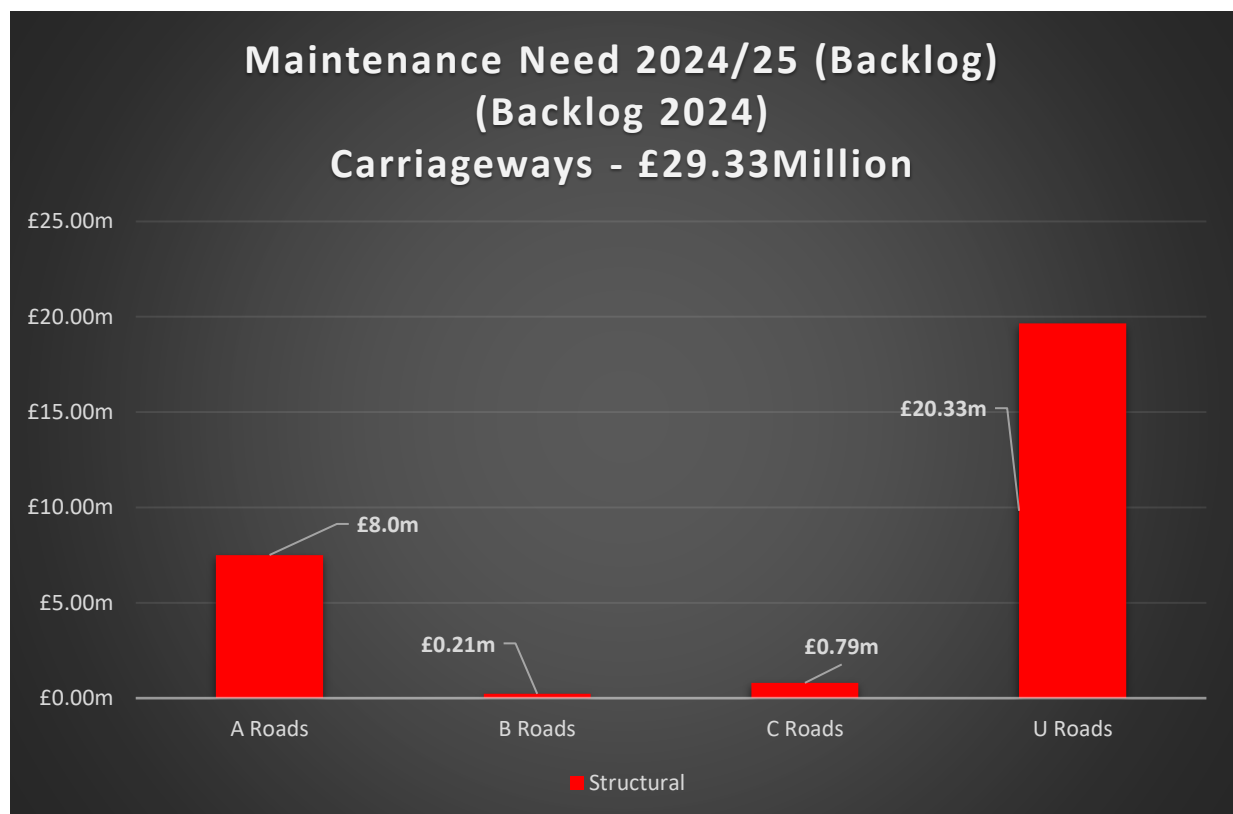
Footway Service Standard as of 2024/25

It is encouraging to note that the latest results show that the service standard (condition) has improved over time and there has been a noticeable reduction in the number of red late life footways.

## 8 HIGHWAY MAINTENANCE BACKLOG

The Expert Assets system can also be used to calculate the current backlog of highway repairs i.e., the one-time theoretical investment required to turn all red roads back to green condition. However, it is important to note that the backlog calculation only considers roads that are already structurally defective (red) and does not include amber roads that require preventative maintenance to avoid them slipping from amber into red.

The last carriageways maintenance backlog calculation was undertaken in 2024. This is shown on the graph below and the figure was £29.33m. This is expected to increase if current funding arrangements remain as they are. The next backlog calculation will be undertaken in December and presented in the 2026 HAMP report.



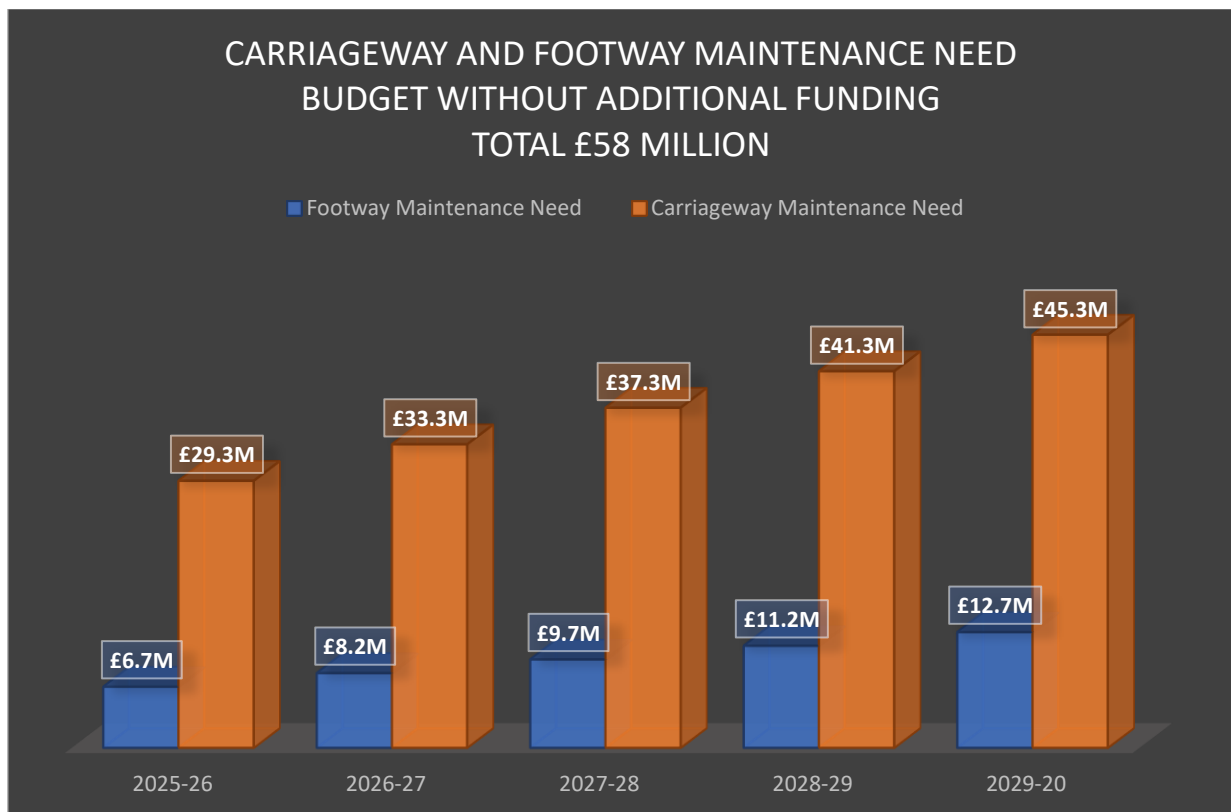
The maintenance backlog figure for footways has recently been calculated and is currently £6.7m. The figure in 2021 was also £6.7m. This shows that the money which has been spent on footways across the network over the 4 year period has been maximised through good asset management and has been able to arrest any serious deterioration. It should be noted that the survey methodology has changed since the last survey was undertaken. Footway condition has been collected via a treatment based Annual Engineering Inspection (AEI) rather than a Footway Network



Survey (FNS). As a consequence, future reporting figures and maintenance backlogs could change slightly.

## 8.1 STATE OF THE NETWORK - PREDICTED

Deterioration will always occur in infrastructure assets, and the aim of effective asset management is to target investment to slow the rate of deterioration or keep it in check. The following table has been produced by the Expert Assets system and shows predicted backlog increases 2025/26 up to 29/30 if current funding conditions remain unchanged.



## **9 FUTURE PLANS AND SERVICE IMPROVEMENTS**

This section outlines plans for the next 12 months and new service improvements. A major change to have occurred since the last HAMP information report was the return of core highway maintenance services to the Authority from Capita. This took place in January 2025 and the first six months were focused on dealing with a range of personnel and operational issues required to reintegrate the services.

### **9.1 HIGHWAY & DELIVERY TASK AND FINISH GROUP**

In summer 2024, the Overview & Scrutiny Co-ordination & Finance Committee established a Highway & Delivery Task and Finish Group to review the operation of the highway maintenance service delivered by the Authority's previous technical partner, Capita. The objective of the Task and Finish Group was to gain a greater understanding of how the service operated prior to services returning to the Authority in January 2025 and to make recommendations for future service improvements. The recommendations identified by the Task Group have been taken into account over the months following the return of services and have since translated into service improvements.

### **9.2 TECHNICAL SURVEYS**

As mentioned in previous reports, we continue to use cutting-edge road condition surveys using 360-degree cameras to capture highway assets condition data. Artificial intelligence technology is then applied to detect, measure and highlight defects and data is then uploaded and accessible in the Authority's Expert Assets System. 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. This year we have extended the technology to include surveys of road markings and to gather inventory information as to the locations of vehicle crash barrier.

### **9.3 ROADMENDER TRIAL**

In autumn 2025, the highways team undertook a pilot scheme using a new type of patching product called Roadmender which is a rubberised asphalt product providing more permanent pothole repairs to a high quality. The pilot was successful and well received by residents. As such, plans are in place to roll out a larger scale rolling programme of work targeting mainly estate roads where repeat potholes have occurred.

### **9.4 NEW GULLY SERVICE**

As referred to in Section 4.2, the highways team greatly improved the gully cleansing service by partnering with a specialist drainage company. There has been an instant and noticeable improvement in performance and the contract provides for a much strengthened emergency response capability making us more resilient when dealing with storm events.

## 9.5 PROACTIVE FOOTWAY REPAIRS

In spring 2025, a pilot project was carried out to identify works around trees in flagged footways and proactively carry out repairs by installing flexible ‘inserts’ that will cope with the movement of the tree roots without failing. This pilot was successful and is being followed up with a more extensive programme that will also be extended to include frequent vehicle override locations. In this way, these problem areas will now be dealt with via programmed works, rather than by reacting to damage after the event, reducing the reactive maintenance workload, improving efficiency and enhancing footway safety.

## 10 CONCLUSIONS

The following conclusions can be drawn from this report:

- The highway network is the most valuable asset in the Authority’s ownership
- The latest calculated value of highway assets is **£1.520 billion**
- The successful implementation of the HAMP policy and investment strategy is demonstrating that, over the years, the adoption of asset management principles by the Authority has kept the condition of the road network in a serviceable state. However, the Authority is now at a point where the network will continue to deteriorate if current investment levels and priorities remain unchanged.
- The current roads maintenance backlog is £29.33 million but is forecasted to increase year by year. Whilst the additional funding and good asset management principles have slowed the deterioration, it is expected that the network will continue to deteriorate in future years under current investment conditions as more roads are moving from good and early life into the mid-life category.
- Latest data shows that there has been an improvement in the condition of footways and the maintenance backlog has remained stable in recent years. However, the backlog figure is still considerable (£6.7m) and achieving further improvement may be challenging.
- Consideration now needs to be given to increasing investment or changing maintenance priorities / maintenance treatments. Highway officers will continue to work with the Elected Mayor and Cabinet and the Senior Leadership team around what options might be available for managing the network in the most effective way and addressing any backlogs on road and footway maintenance.
- Bridge maintenance is currently 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 Highways Service is supporting the Authority in its carbon reduction efforts and has introduced new ways of working to improve efficiency and quality of services.