

Highway Asset Management Plan

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Highways Asset Management Introduction



City data

Population 266,000

143,000 jobs with 80,000 workers commuting into Newcastle

Highway network:

Valued at an estimated £3.0billion

- **1,000Km of roads**
 - **'Built up' - 960Km (96% of network)**
- **2,000Km of pavements**
- **45,000 gullies**
- **35,000 street lights**
- **300 traffic signal installations**
- **20,000 signs**
- **40Km of safety fencing**
- **50Km of guardrail**
- **10,000 bollards**
- **Around 3,500 streets in the City covering an area of around 12 million sq m of roads and pavements**

History of the HAMP

**Good inventory data on Street Lighting
was instrumental in delivering a joint
Street Lighting PFI, signed March 2004**

Started HAMP in April 2004

Supported by OPUS Consultants

Published October 2006

Data held in Insight from Symology

HAMP

Asset data

Inventory

- 95% of carriageways
- 95% of footways
- 100% of structures
- 100% of traffic signals
- 30% of signs, barriers and street furniture
- 90% of highway drainage

Condition

- 100% of carriageways
- 95% of footways
- 75% of structures
- 100% of traffic signals
- 30% of signs, barriers and street furniture
- 0% of highway drainage

Use of the HAMP

All highway maintenance based on asset management process

Approach recognised by

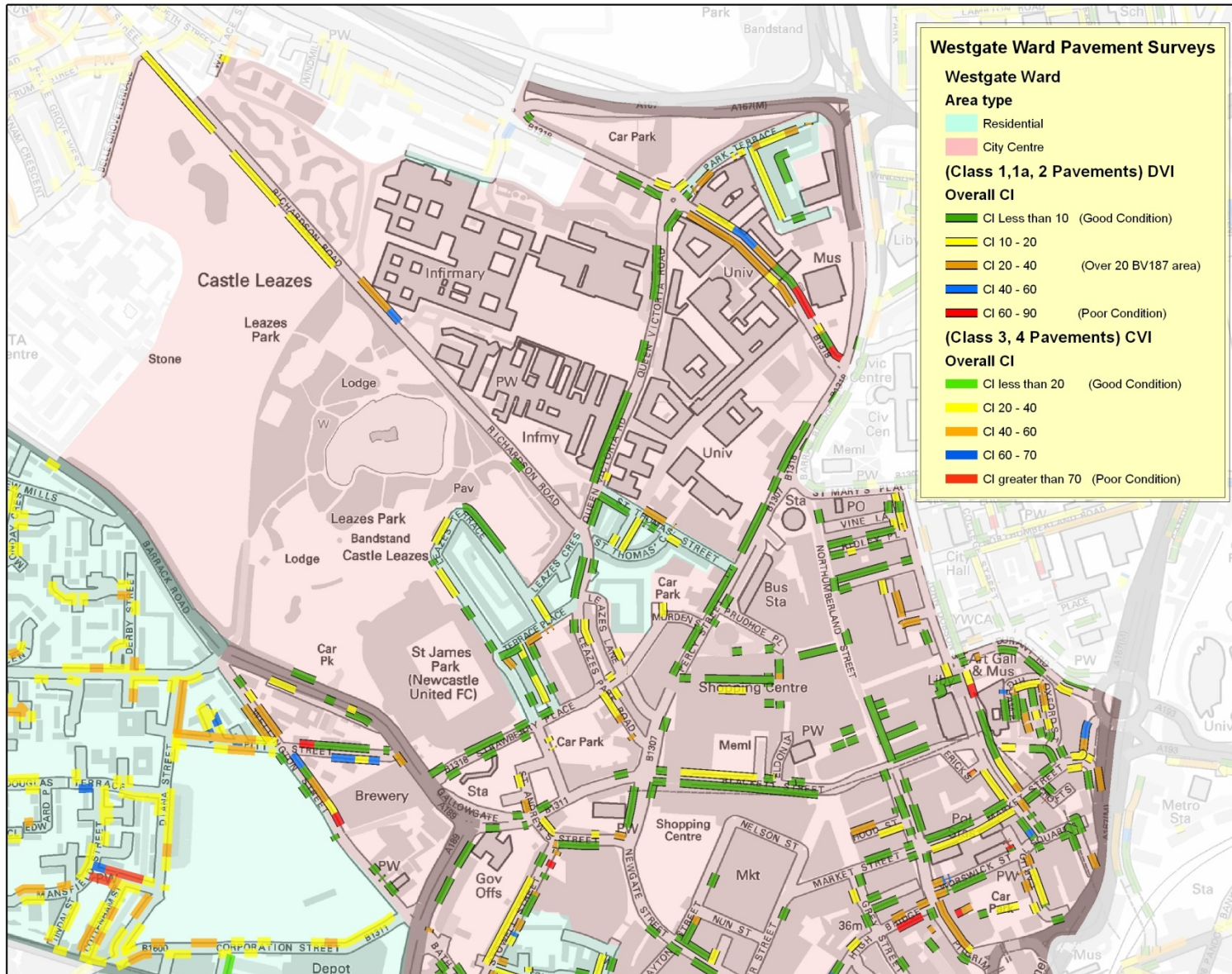
- **Council Executive**
- **Ward Members**
- **Highway maintenance professionals**

Use of the HAMP

Increased local democracy through informed choice – true community engagement

- **fully integrated 3 year rolling programme of highway improvement works in consultation with councillors**
 - roads and pavements
 - traffic management projects
 - structures
- **balances technical needs with local priorities**

Local priorities



Dwg No: 001

Title:

Key:

0 40 80 160 Meters

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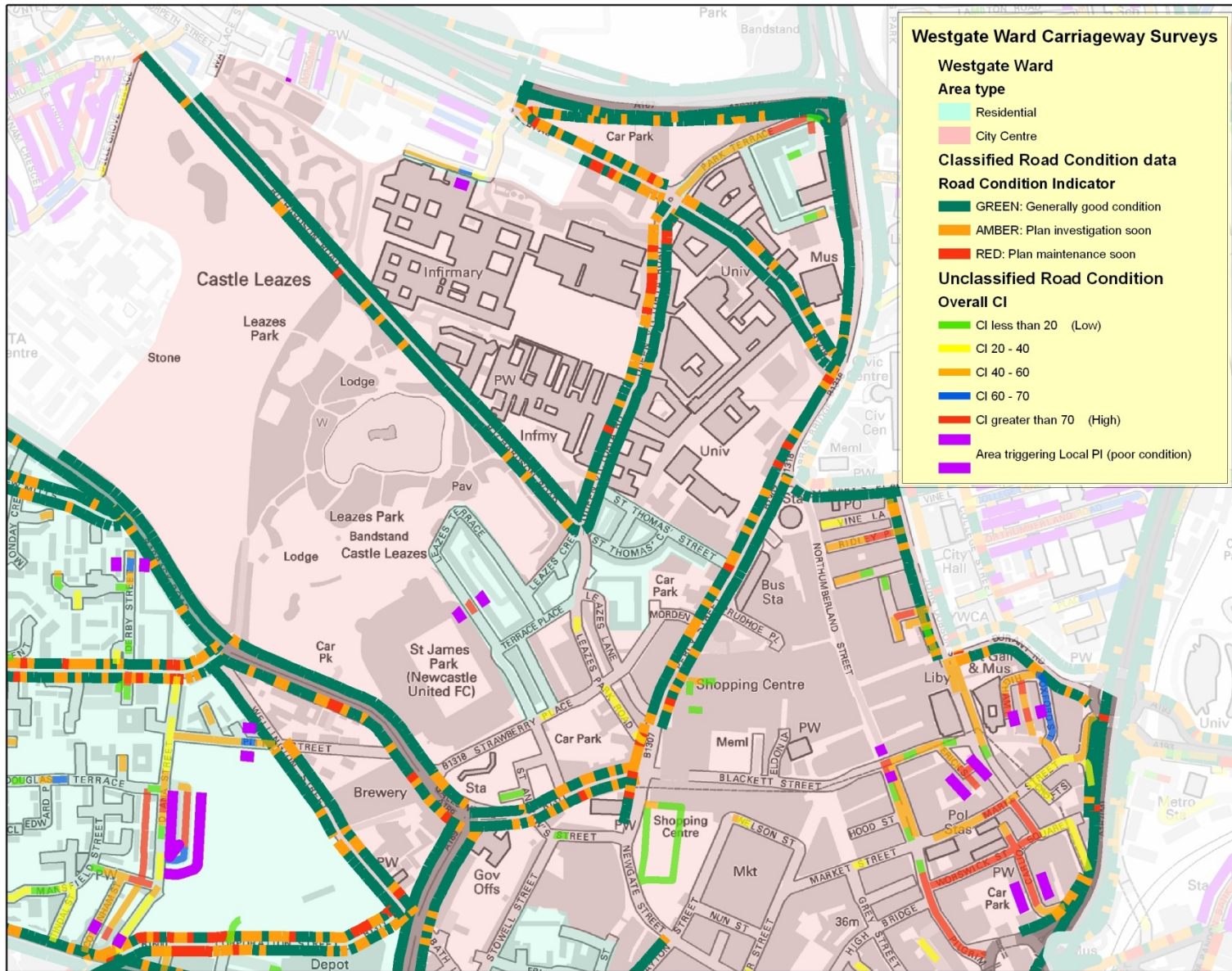
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Notes:
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Approved for the Client by: [Name]
 Approved for the Council by: [Name]

October 7th 2009

HM



Orig No: 001
Title:
Key:
<p>Newcastle City Council <small>Mark Murphy B.Sc (Hons) C.Eng. M.I.C.E. General Manager</small> <small>Technical Services, Engineering and Regeneration Directorate</small> <small>2, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200</small> <small>© Newcastle City Council. All rights reserved. Newcastle City Council, 2009</small></p>
Scale 1:7,250
<small>Notes: Produced by RB Street Management Section, Technical Services rchad@ncc.ncc.gov.uk</small>
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Increased Highway Funding

Identifying maintenance backlog helped support the political case for additional funding for highway maintenance and improvement:

- **2004/05 to 2008/09 extra £2m per annum**
- **2009/10 to 2010/11 increased to an extra £4m per annum - and no Medium Term Plan cuts!**
- **2011/12 planned extra £4m**

Better use of our existing money

Informed choice – better use of existing budgets

- **Improved the condition of roads and pavements**
- **Reduced Public Liability claims**
 - From 1,200 in 2000/01 to 300 in 2007/08
 - Insurance from £1.9m to £1.2m - £700k extra budget
- **Reduced repair costs**
 - Down from £1.2m in 2004 on pavements to £600k in 2008

The Strategic Approach to Highway Maintenance and Management

- 2003**
 - 1. Introduced Highway Maintenance Strategy and start to investigate investment needs in more detail**
 - 2. Engaged Members in prioritising of Planned Maintenance programmes**
- 2004**
 - 3. Signed and started Joint Street Lighting PFI**
 - 4. Secured additional funding of £6.0m over 3 years (£2.0m p.a.) from corporate funds for improving roads and pavements**
 - 5. Collected sample of highway inventory to support Highways Asset Management Plan (HAMP) & Highways Maintenance PFI bid**
 - 6. Procured Highway Consultancy and Construction framework contracts**
- 2006**
 - 7. Published and implemented Newcastle Highways Asset Management Plan (HAMP)**
 - 8. Made expression of Interest for Highways Maintenance PFI funding**

The Strategic Approach to Highway Maintenance and Management

- 2007 9. Secured further capital funding of £4.0m over 2 years**
- 2008 10. Procured Highways Construction Services frameworks**
- 2009 11. Secured further capital funding of £8.0m over two years**
 - 12. Produced 3 year integrated Highway/Traffic Works Programme**
 - 13. Reviewed improvement actions from HAMP**
 - 14. Secured £116k from DfT for Highways Asset Management**
 - 15. Secured £400k funding from DfT for developing asset management capability for highway assets. Will be Regional Champion and disseminate improvements in highway maintenance through better use of data.**
 - 16. Participated in National Highways and Transport Public Satisfaction and Public Representative Surveys (HELG & DfT).**
- 2010 17. Completed full Inventory of Highway Assets**

Sharing Best Practice

- **Published HAMP**
- **Recognised as Best Practice example by CIPFA**
- **Hosted highway asset management conference**
- **Individual visits to and from authorities in UK**
- **Involved in wide range of groups –**
 - **Tyne & Wear Highway Maintenance theme group;**
 - **North of England Highway Authorities and Utilities Committee;**
 - **North of England Traffic Managers Group,**
 - **Regional Traffic Signals Group;**
 - **Regional UTMC project; and**
 - **Traffic Management Systems Maintenance Management steering group**

Summary

Asset management and the HAMP have:

- **Raised profile with Councillors & secured £17m additional funding**
- **Co-ordinated works programmes with Sustainable Community Strategy**
- **Reduced insurance and highway repair costs**
- **Balanced stakeholder aspirations with risk and technical needs assessments**

Treasurer's View

- **Importance of good quality Data was clear through Street Lighting PFI Contract.**
- **Extra capital investment in 'Roads and Footpaths' is a priority for Newcastle – particularly at a local ward level**
- **Better quality data on need and evidence of reducing insurance costs helped give me confidence to respond with increasing amounts of one-off capital funding**
- **Asset Management data required for PFI bid**

Treasurer's View

- **Extra one-off capital funding was easier to justify than extra base revenue funding.**
- **Sourced funds initially from Capital Receipts, then from prudential borrowing serviced by income from a council tax increase 2009/10.**
- **Public and member view of priorities and satisfaction.**
- **Future government funding is expected to be cut significantly. Data on need will inform local decisions on budget reductions.**

Treasurer's View

- **Balance costs of Condition Surveys, Assessment and providing accounting data against opportunity to invest in fixing roads and footpaths.**
- **Need a better understanding of long term cost/benefit of highway investment**
- **Need additional options for raising infrastructure funding to meet a major investment gap – PFI, ADZ(TIF), CIL, tolls? etc**

Next steps

Complete collection of asset data

Review and update HAMP

- **Risk based approach to prioritisation of schemes and affordable levels of service**
- **Reflect an outcomes based approach - NHT Customer Satisfaction Survey**
- **Recognising 'Oneplace' and the results of CAA**
- **Carbon Reduction Commitment**
- **Impact of climate change inc. drainage and flooding**

Develop HAMP into TAMP – at Tyne and Wear level.

Build case for funding through 2001/12 and beyond.

Share best practice at a local and national level

- **Develop stronger national links with HAMFIG**

Invitation – Contact Details

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