Northumberland
County Council

LTP Workshop

September 2025

Kris Westerby – Head of Highways

Agenda

- **Introduction- Councillor Mark Mather**
- **LTP 26/29 Capital Programme Development**
- **Breakout Discussion on Priorities**
    - Highway Maintenance
    - Integrated Transport

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LTP Capital Programme Development

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LTP 2026 - 2029 Capital Programme Development

- **Local Transport Plan for the Area**
  - North East Local Transport Plan 2025–2040 – to create a green, integrated transport network that works for all.
- **Key Areas of Focus**
  - Planning journeys, informing users & supporting customer
  - Ticketing and fares
  - Reach and Resilience of Infrastructure
  - Safety, especially of women and girls, and other improvements in service quality
  - Connections between different transport types

LTP Capital Programme Funding

Split into two allocations on a formula basis:

Allocation	Expected 26/27 Funding
Highway Maintenance	£24.548m
Integrated Transport	£1.645m

(Note this assumes CRSTS funding as per 25/26, NECA have stated in the latest NE TAMP that funding would remain the same for 26/27- awaiting further updates on any additional funding which may not come until after the Autumn Budget in November)

Annual LTP Capital Programme

- **Northumberland's annual capital investment**
  - Supports delivery of the Local Transport Plan
  - Funded by Government grant (via NECA)
- **Two Allocations**
  - **Highway Maintenance**
    - Maintenance of all highway assets
  - **Integrated Transport**
    - Road safety
    - Junction and highway improvements
    - Pedestrian & cycling improvements
    - Speed reduction & traffic calming
    - Parking restrictions

Highway Assets

- **Network Coverage**
  - 3,200 miles of roads
  - 1,600 miles of footways
- **Structures**
  - 3,500 total, including:
    - 1,134 bridges
    - 626 culverts
    - 1,698 retaining walls
- **Other Assets**
  - 51,000 streetlights & illuminated signs
  - 85,000 gullies
  - Drainage systems, safety fences, verges, trees, etc.
  - Car parks and EV chargers

LTP Highway Maintenance Programme Allocations 25/26

- **Major Roads / Resilient Network Surfacing** – 12%
- **Local Roads Surfacing** – 42%
- **Surface Treatment** – 13%
- **Footways, Cycleways, Rights of Way** – 6%
- **General Maintenance (Capital)** – 15%
- **Landslip** – 3%
- **Bridges** – 9%

LTP 2026-29 Programme Development

- **Intelligence Gathering**
    - Officers collect data and insights
    - Priorities requested from Members and Town & Parish Councils
- **Workshops – Sept 25**
    - Consider feedback, asset needs, and data
- **Programme Drafting**
    - Initial draft based on expected funding
    - Draft agreed with Portfolio Holder – Feb 26
    - Draft programme shared with Members & Town & Parish Councils – Feb 26
- **Final Programme**
    - Agreed – March 2026

LTP 2026-29 Programme Development

- **Annual Update Reports**
    - Delivery reports to Cabinet – March 27, March 28 & March 29

Process repeats in 2027 to develop next 3-year programme

- **Workshops – Sept 27**
    - Consider feedback, asset needs, and data
- **Programme Drafting**
    - Initial draft based on expected funding
    - Draft agreed with Portfolio Holder
    - Draft programme shared with Members and Town & Parish Councils
- **Final Programme for 2029/2032**
    - Agreed – March 2028 (for delivery April 29 onwards)

Programme Successes



- **Surface Dressing**
  - 420,417 m² completed
- **Additional Funding Schemes**
  - £2.5m Pothole Repair Fund and £6.786m DfT Uplift Fund (phase 1) progressing well
- **Major Resurfacing**
  - Two schemes on the A189 currently under way
- **Recycled Materials**
  - 4,860 tonnes already reused
  - 7,783 tonnes programmed to be used by end of September
  - Carbon savings: 250 tonnes – equivalent to 307 direct flights
  - from London to New York


Programme Successes

- Delivered **29 High-Risk / Route Action Schemes** plus numerous small-scale safety improvements
- Implemented **Average Speed Camera Pilot**
- Completed **Narrowgate Scheme**
- Completed **Curly Kews Safety Scheme**

- Installed **raised toucan crossing** outside the Old Fire Station, Ashington
- Introduced **raised zebra crossing and pedestrianisation** on Church Street, Rothbury

- Created **new car park** at the former library site, Newbiggin
- Installed **Steppy Lane Ramp** to improve bridge accessibility
- Resurfaced **bridleway at Duchess High School**, creating a safer pedestrian route to school

Programme Pressures

- **Programme delivery is not in isolation**
- **Challenges include:**
    - Severe weather events (flooding, ice, snow)
    - Deteriorating road surfaces
    - Mitford Land Slip
    - Swinhoe Crossroads
    - Blyth Relief Road
    - Northumberland Line
    - CRSTS Cycleway programme

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Highway Maintenance Programme Development

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Highway Maintenance Programme Development

Condition data

- **Scanner – Annual Survey**
  - 100% of A, B and C roads (in one direction)
- **CVI (Coarse Visual Inspection) – Annual Survey**
  - 25% of unclassified roads
- **FNS (Footway Network Survey) – Annual Survey**
  - 25% of footways/footpaths
- **Road AI – Regular Surveys**
  - Video data collected by inspectors during routine & reactive inspections
- **Griptester – Annual Skid Resistance Survey**

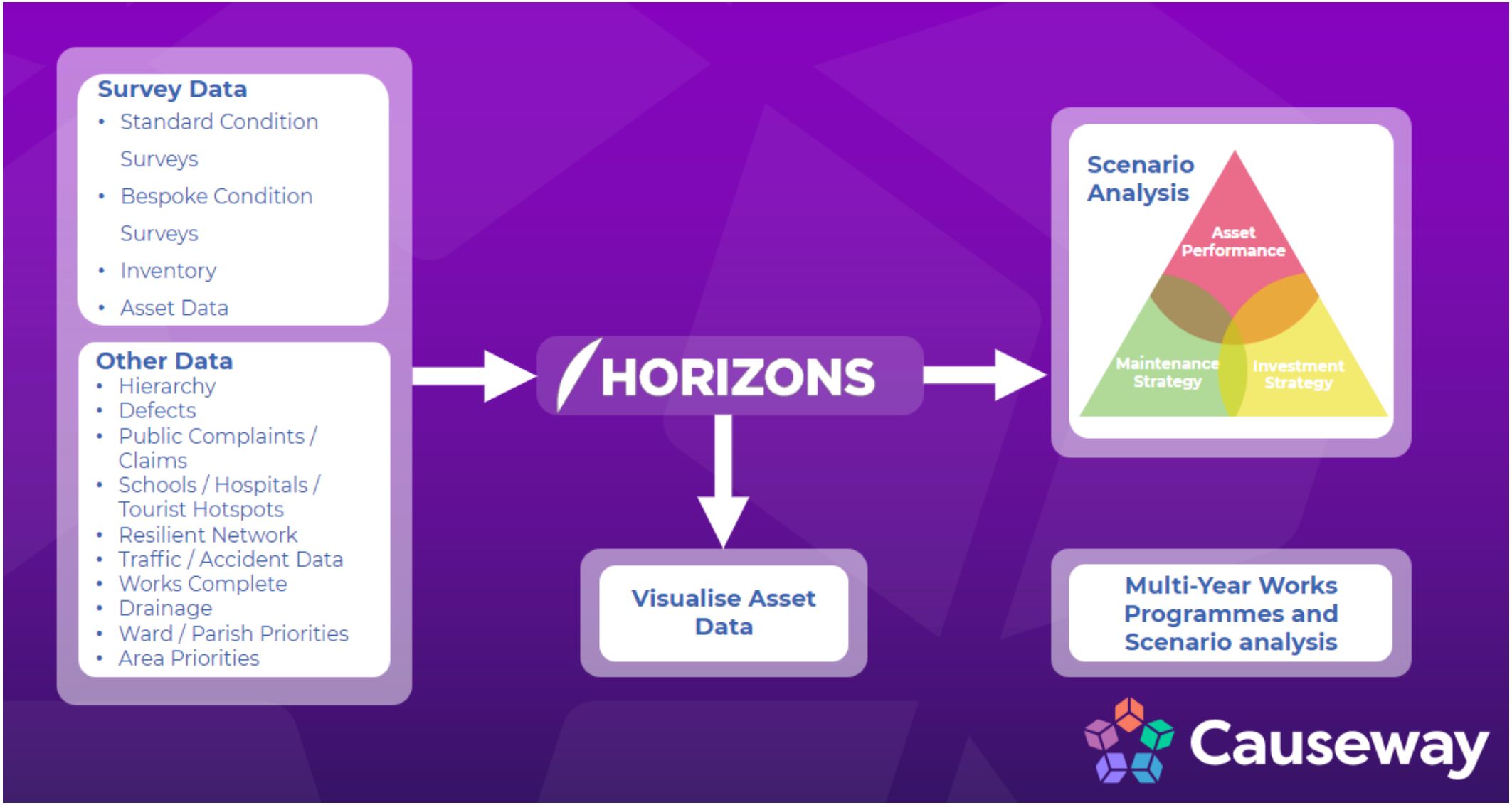
Highway Maintenance Programme Development

Pavement Management System – Data Sources

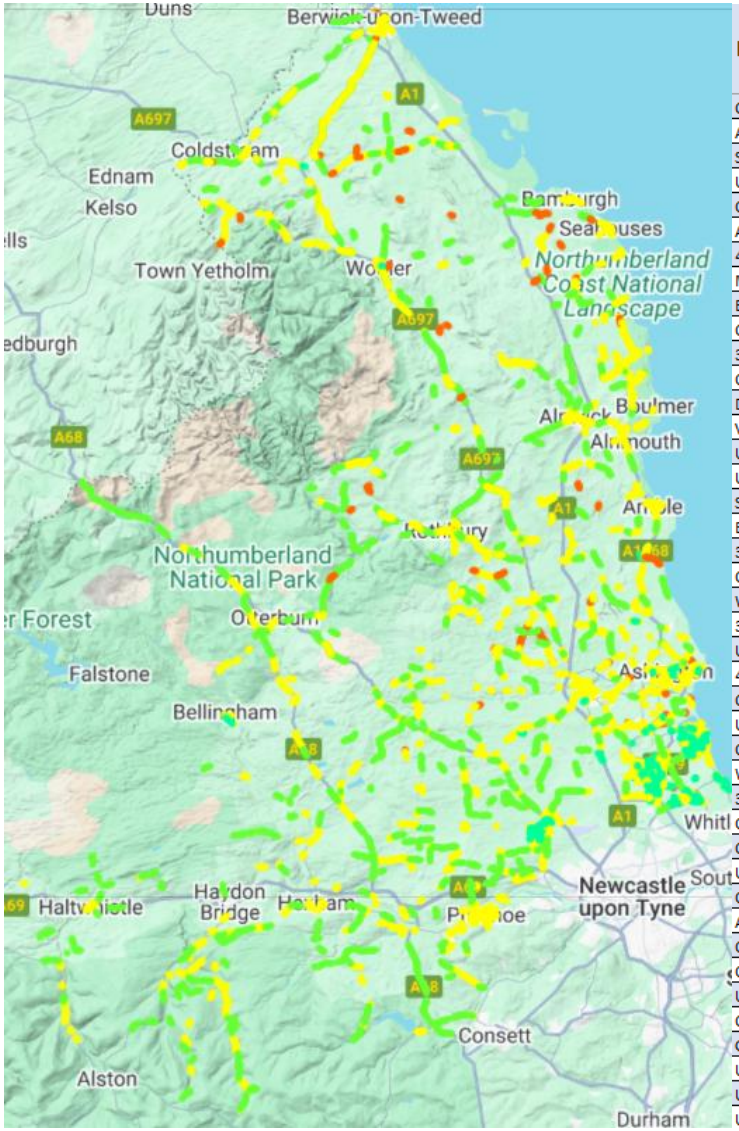
- **Condition Data**
    - Scanner: machine-based inspections (A, B, C roads)
    - Coarse Visual Inspection (CVI): manual inspection (U roads)
    - Footway Network Survey (FNS): manual inspections (Footways/Footpaths)
    - Road AI: Inspector driven video-driven surveys (A, B, C & U roads)
    - Griptester: machine-based skid resistance survey (Skid network)
- **Other Inputs**
    - Area Teams & Highway Inspectors
    - Third-party reports (Councillors, Parishes, Public)
    - Drainage issues
    - Traffic & accident data
    - Defects & claims
    - Network hierarchy

Programme developed using a scoring matrix – combining all factors for evidence-based prioritisation.

Data Driven Prioritisation Process



Prioritising the Works Programme using Data



Road Name	Treatment Description	Cliams	Defects	Condition Score	Accident Priority	Road Hiearchy	Ward/Parish Priority	Area Priority	Overall Priority Score
CARR STREET RBT TO 23RD AVENUE	Inlay 40mm								2.19
A697 JCT TO U1019 JCT YEAVERING	Surface Dressing								2.17
ST GEORGE'S ROUNDABOUT TO WHORRAL BANK R/A	Overlay 40mm								2.05
U8058 JCT TO U8060 JCT	Overlay 40mm								2.02
C73 JCT TO U3015 JCT	Overlay 40mm								2
A196 HALF MOON(E) TO 30/40 MPH STAKEFORD	Inlay 100mm								2
40MPH ULGHAM (S) TO 30MPH ULGHAM (S)	Inlay 40mm								1.99
MAIDENS WALK ROUNDABOUT TO WHITECROSS	Inlay 40mm								1.98
B6309 JCT TO 40MPH SIGN HARLOW HILL (W)	Overlay 40mm								1.98
C270 JCT TO C268 JCT	Overlay 40mm								1.96
30MPH WIDDRINGTON STN (N) TO A1068 RBT	Overlay 40mm								1.96
C51 JCT TO U1080 JCT	Overlay 40mm								1.95
DISTRICT BOUNDARY CRAGSIDE TO U4049 JCT	Overlay 40mm								1.94
VICTORIA TERRACE BACK LANE	Inlay 40mm								1.94
U9540 CRESCENT (E) TO U9544 BONNIVARD GARDENS	Inlay 40mm								1.94
U8293 STREET CUTHBERTS U8290 BEAUMONT STREET	Inlay 40mm								1.94
START OF DUAL TO 40MPH SPEED LIMIT N/BOUND	Overlay 40mm								1.93
B6318 JCT TO C264 JCT	Inlay 40mm								1.93
30MPH BLANCHLAND EAST TO C268 JCT	Overlay 40mm								1.92
C219 JCT TO C226 JCT	Overlay 40mm								1.91
WAVERLEY DRIVE	Inlay 40mm								1.89
30MPH LESBURY (NORTH) TO 40MPH SIGN	Inlay 100mm								1.89
U5028 JCT TO C195 JCT	Inlay 40mm								1.88
40MPH S/SLUICE (E) TO 30MPH SEATON SLUICE (W)	Inlay 40mm								1.87
C90/C92 JCT TO U3050 JCT	Overlay 40mm								1.85
U9532 DALE TOP TO U9532 TILMOUTH AVENUE	Inlay 40mm								1.84
C226 JCT TO C205 JCT	Overlay 100mm								1.84
WOODBINE STREET TO BEDE STREET	Inlay 40mm								1.84
30MPH ROTHBURY EAST JCT TO U4047 JCT	Overlay 40mm								1.84
C160 TO C158	Overlay 40mm								1.83
C322 JCT TO 30MPH BEARSBRIDGE NORTH	Inlay 40mm								1.83
U8215 JCT TO C261 JCT	Overlay 40mm								1.83
COUNTY BDRY (ALLENSFORD) TO U8214 JCT	Overlay 40mm								1.82
ALLENHEADS VILLAGE SIGN (S) TO C297 JCT	Inlay 100mm								1.82
C154/C155 TO U6034	Overlay 40mm								1.81
C266 JCT TO U8213 JCT	Overlay 40mm								1.81
U1056 JCT TO B6349 JCT	Overlay 100mm								1.81
C284 JCT TO 30MPH HEXHAM WEST	Overlay 40mm								1.81
GARDEN CITY VILLAS ASHINGTON	Inlay 40mm								1.8
U8276 JCT TO CASTLE ROAD	Inlay 40mm								1.8
U9570 ALEXANDRA CRESCENT TO ALBION WAY RBT	Inlay 40mm								1.79
U1016 JCT TO C30 JCT	Overlay 40mm								1.78

The map illustrates all roads selected for treatment in 2026/27 prior to budget confirmation. The chart shows the scoring matrix, incorporating all available data inputs.

Highways Programme Development Process

- **Data Collection** – Gather condition data and compile relevant inputs.
- **Initial Modelling** – Run treatment model in *Horizons*, incorporating all available data.
- **Site Assessments** – Conduct visual inspections of 500+ potential schemes.
- **Data Analysis & Prioritisation** – Analyse condition and inspection results to identify priority schemes.
- **Stakeholder Engagement** – Consult Members, Town and Parish councils to validate priorities.

Highways Programme Development Process

- **Draft Programme Development** – Formulate a draft 3-year programme of works.
- **Scheme Design & Costing** – Develop designs and assign costs to ensure accurate budgeting.
- **Budget Alignment** – Adjust the draft 3-year programme to reflect confirmed capital budgets.
- **Reassessment** – Review programme against potential accelerated winter deterioration.
- **Approval** – Portfolio Holder signs off the final programme.
- **Delivery Planning** – Issue approved schemes to area construction teams for scheduling.

Benefits of 3 Year Programme

- Greater focus on proactive treatments
- Improved co-ordination with utility companies
- Improved resource planning
- Supplier confidence
- More effective financial management
- Route management plans
- More time for investigations, design and statutory processes
- Ability to Co-ordinate works between teams

Challenges to Programme Development

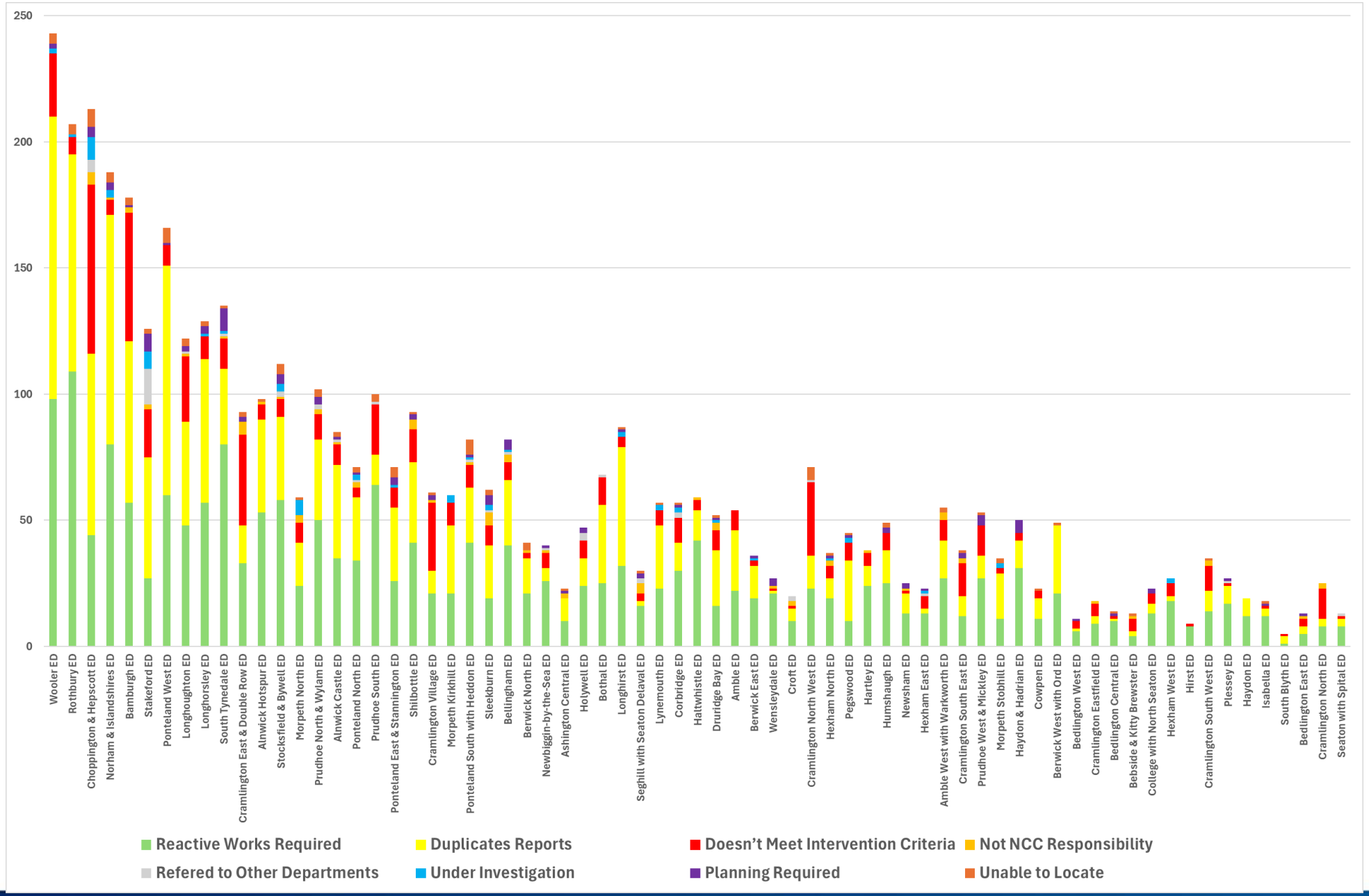
- **Predominantly Rural Network**
  - 68% of the network lies in rural areas
  - Sparsely populated with high travel distances
- **Skewed Population Distribution**
  - 70% of the population live and/or work on about 32% of the network
  - Creates significant pressure on limited, lower-tier roads
- **Complex Concrete Road Structures**
  - Certain sections require full reconstruction rather than resurfacing
  - Higher costs and extended disruption compared to standard resurfacing

Challenges in Programme Development

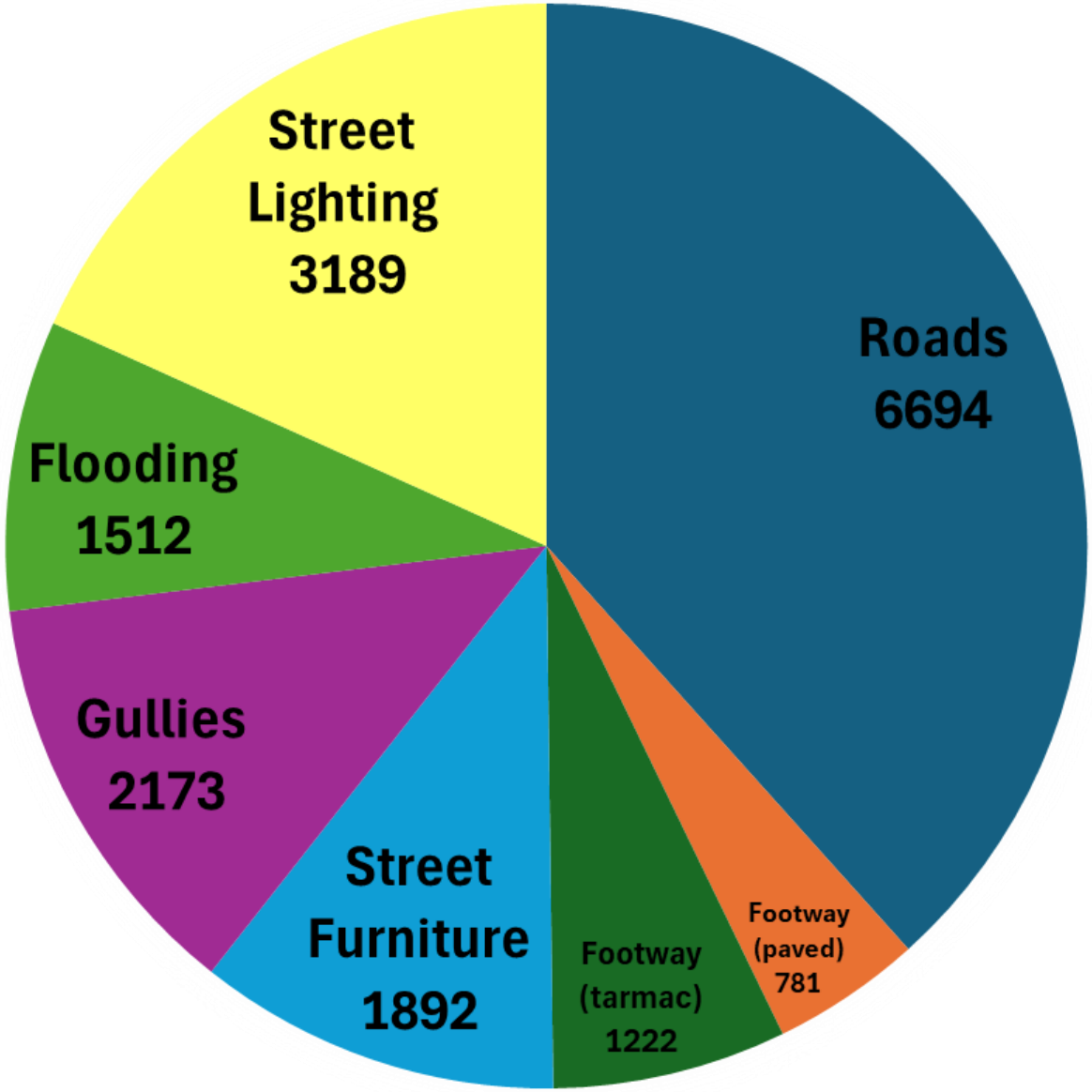
- **Capital Budget Volatility**
  - Incentive Funding - £2.5m held back in 25/26
  - Single year funding settlements
  - Inflation is driving up labour and material costs
- **Frozen or Declining Revenue Budgets**
  - 45% of local authorities reported a budget cut or freeze in highway maintenance (AIA ALARM Survey 2024, Highways Magazine)
  - 4.1% real-terms cut in highway maintenance budgets year-on-year for England & Wales (AIA ALARM Survey 2025, TPA)
  - Reactive maintenance resources (e.g., pothole repair) cannot keep pace with public demand
  - Leads to growing maintenance backlogs and increased risk exposure.

The cost to remove the current maintenance backlog is approximately £465.6m

Reported by Ward



Common Reports to Highways over the last 12 months



Stakeholder Satisfaction

National Highways & Transportation Survey Results 2024

- Postal survey of 3,300 randomly selected residents of the County.
- 23.5% response rate (775 of 3300)
- 96 Local highway authorities.

2024 Snapshot of results

- Safe roads and Conditon of roads most important and also highest in terms of spend priority
- 24% satisfied with condition of roads – national average 24%
- 40% satisfied with condition of pavements – national average 45%
- 45% satisfied with management of roadworks – national average 43%

2024 Highlights Report
Northumberland County Council

Key Areas of Service

Importance		Satisfaction	
Most Important	Safe roads Condition of roads	Most Satisfied	Street lighting Local taxi services
Least Important	Cycle routes / lanes Demand responsive transport	Least Satisfied	Condition of roads Pavements
Better/Worse		**Spend Priority**	
Getting Better	Cycle routes / lanes Local taxi services	Spend More	Condition of roads Safe roads
Getting Worse	Condition of Roads Low levels of traffic congestion	Spend Less	Cycle routes / lanes Local taxi services

Indicator	Northumberland	NHT Highest	NHT Average	NHT Lowest
Condition of highways	24%	48%	24%	10%
The condition of pavements	40%	57%	45%	33%
Management of roadworks	45%	51%	43%	33%

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Integrated Transport Programme Development

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LTP Integrated Transport Programme Allocations 25/26

- **Walking & Cycling** – 19%
- **Road Safety / Traffic Management** – 81%

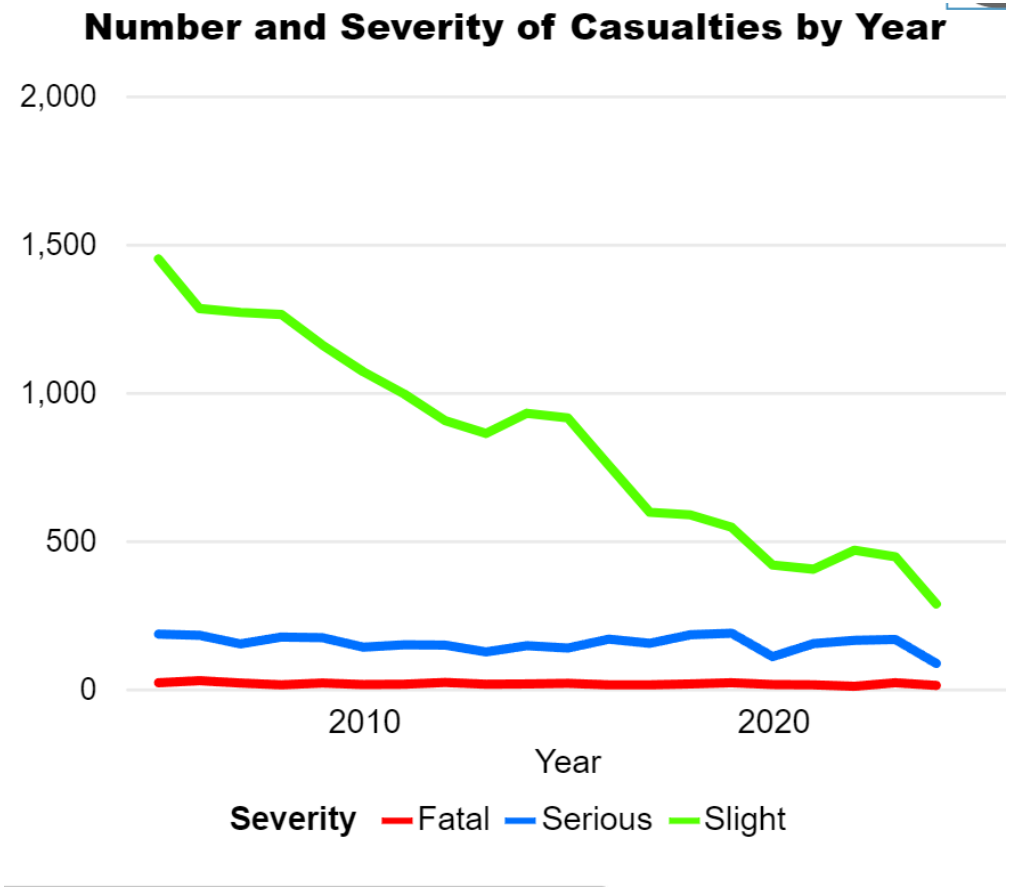
Road Safety Data and Initiatives

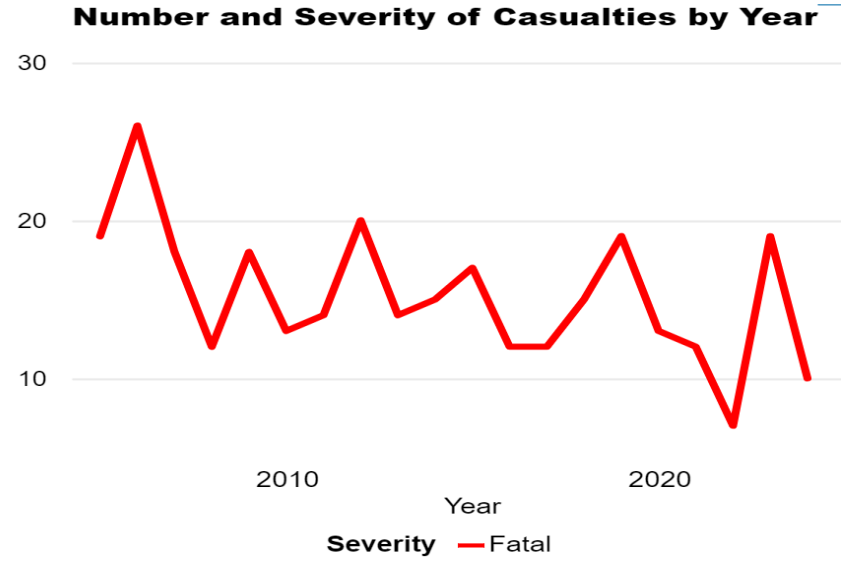
- **Road Safety Casualties**

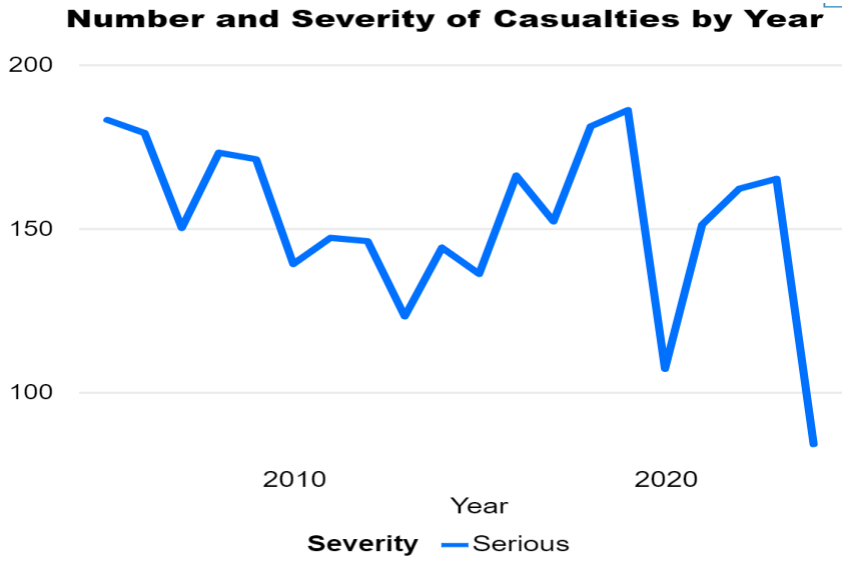
Year	Fatal	Serious	Slight	Total
2019	19	185	543	747
2020	13	105	412	530
2021	12	150	397	559
2022	7	162	446	635
2023	19	165	444	628
2024	16	121	413	550
2025	7	71	174	252

  - Data current to September 2025
  - Figures may increase once all Police reports are submitted

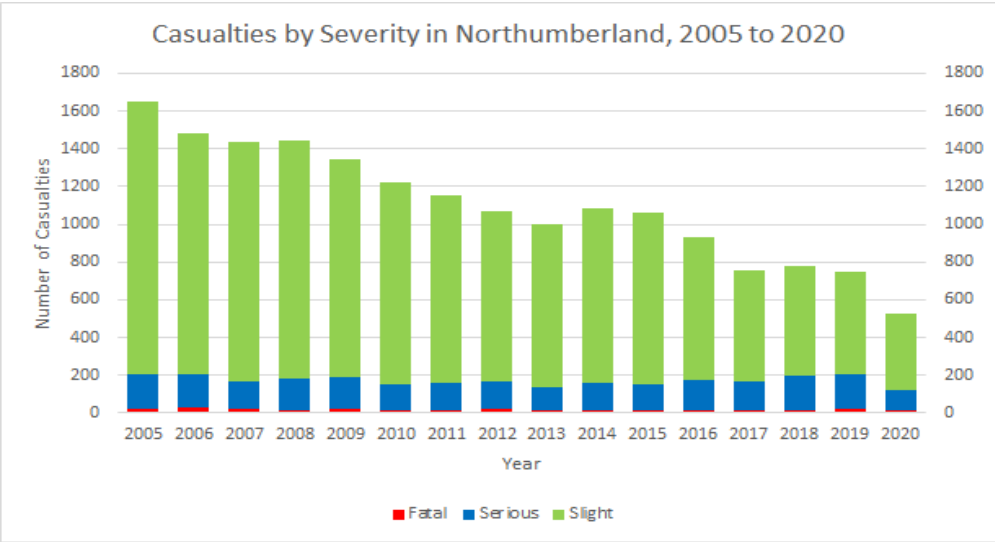
Road Safety Casualties

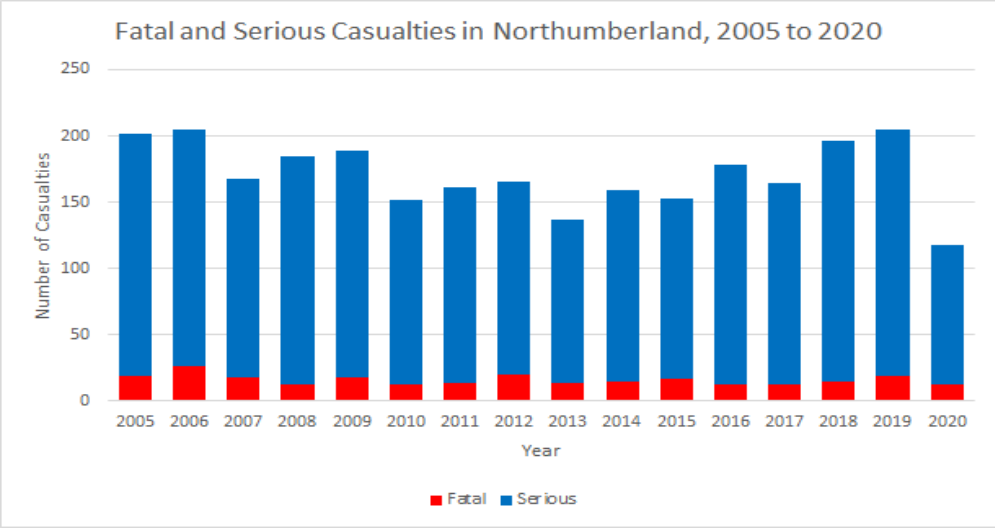


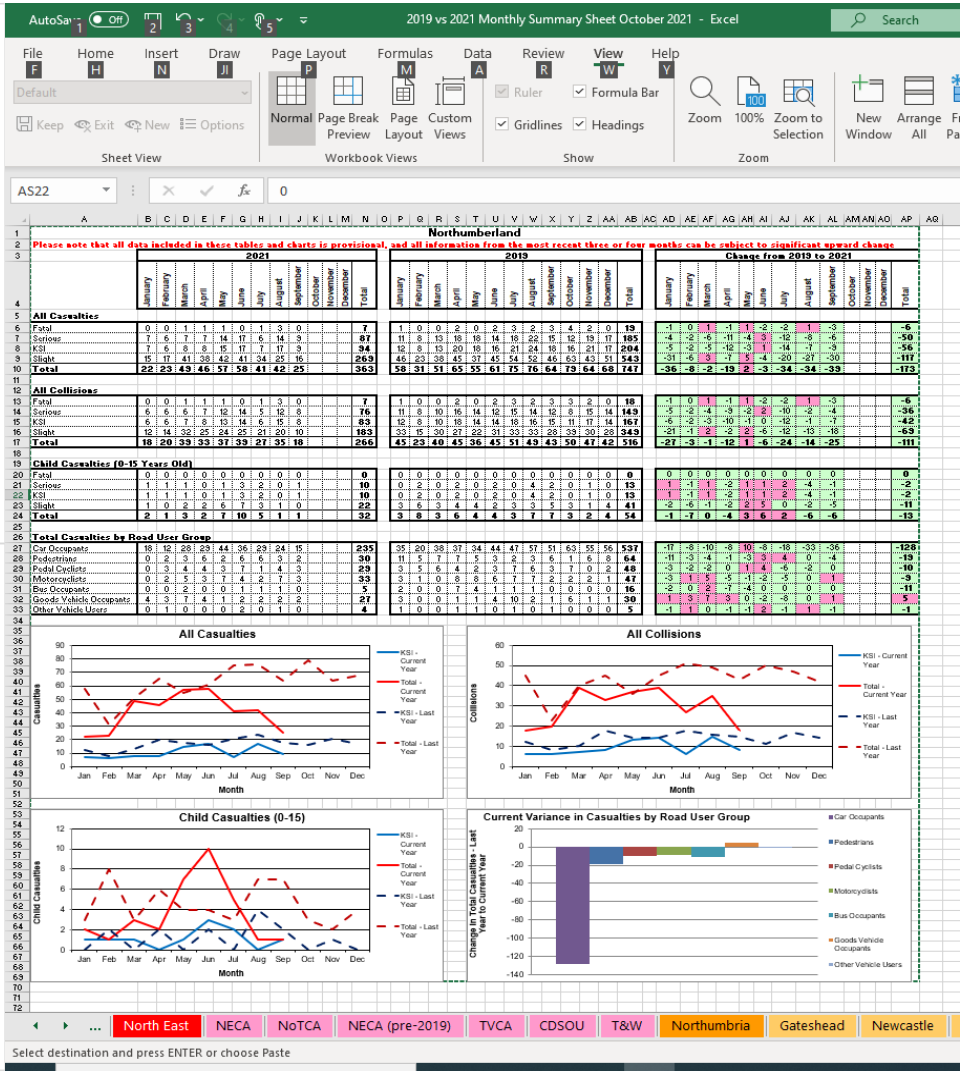




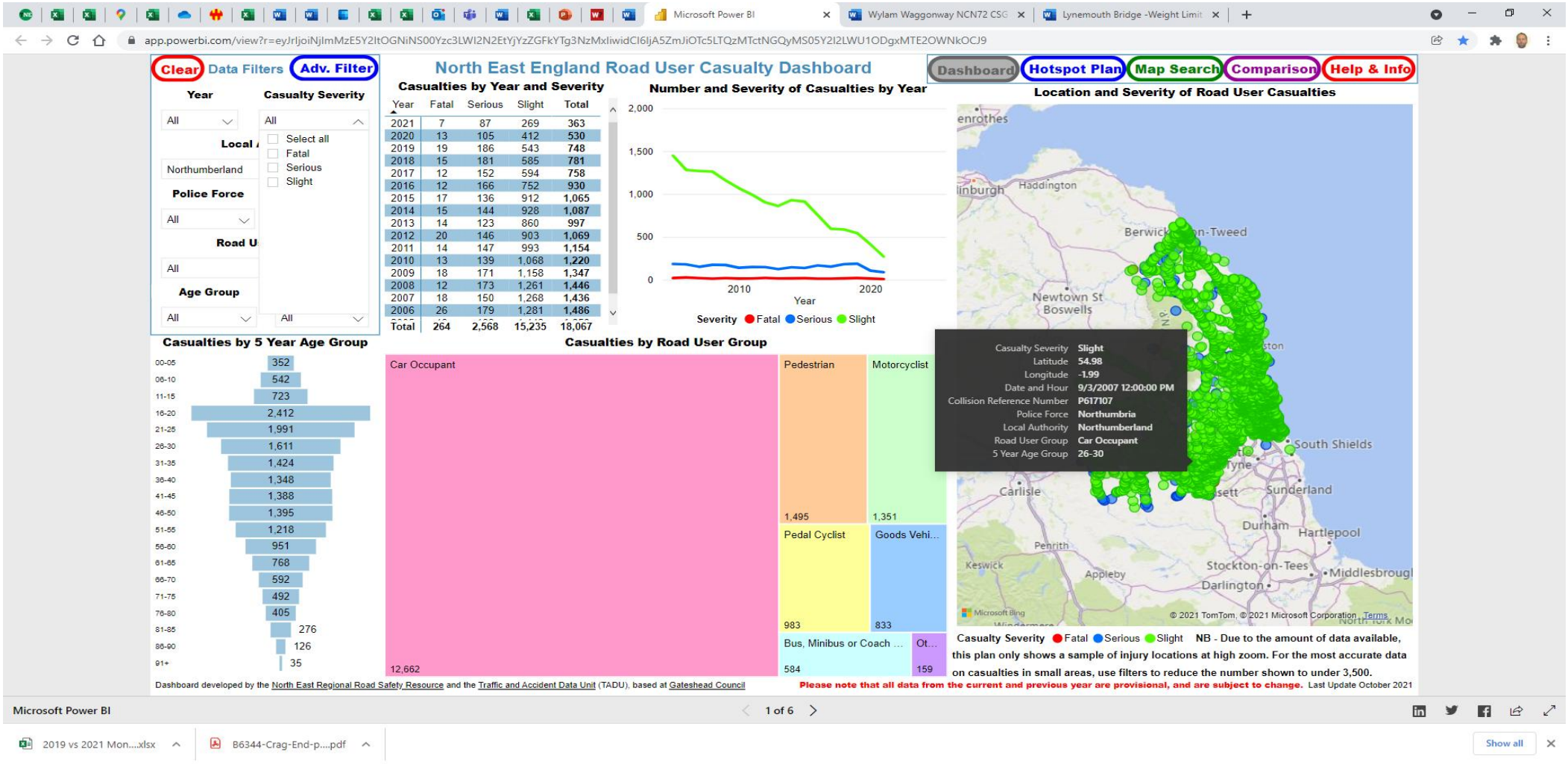
Long term casualty trends







Accident Injury Analysis



Speeding Analysis

Northumbria Safer Roads Initiative Existing Camera Site Status Dashboard

Camera Site Filters

Geographic Local Authority

- [ ] Select all
- [ ] Gateshead
- [ ] Newcastle
- [ ] North Tyneside
- [x] Northumberland
- [ ] South Tyneside
- [ ] Sunderland

Road Type

Local Rd | Trunk Rd

Camera Site Type

- [ ] Select all
- [ ] 1. Live Core Mobile
- [ ] 2. Speed Concern
- [ ] 3. Operation Modero
- [ ] 4. Dormant/Decom Mobile
- [ ] 5. Fixed, RL & Avg Spd

Clear

Camera Site Name

- [ ] 1 C401 Hawthorn Road, Ashington
- [ ] 2 A1147 Moorland Crossroads, Bedlington
- [ ] 101 A1 Berwick B6461 Paxton
- [ ] 103 A697 Longframlington
- [ ] 104 A1 Charlton Mires (n)
- [ ] 105 A1 Adderstone (s)
- [ ] 106 A1 West Mains (s)
- [ ] 107 B6322 Tyneview Rd. Haltwhistle
- [ ] 108 A686 Haydon Bridge
- [ ] 109 A69 Acomb Road Ends
- [ ] 110 A695 Riding Mill
- [ ] 111 A695 Princess Way, Prudhoe (w)

Activation History by Year

Year	Visits	Activations	per Hour
2024	114	4,663	13.24
2023	252	7,023	10.78
2022	190	3,804	9.31
Total	**1017**	**23,694**	**9.84**

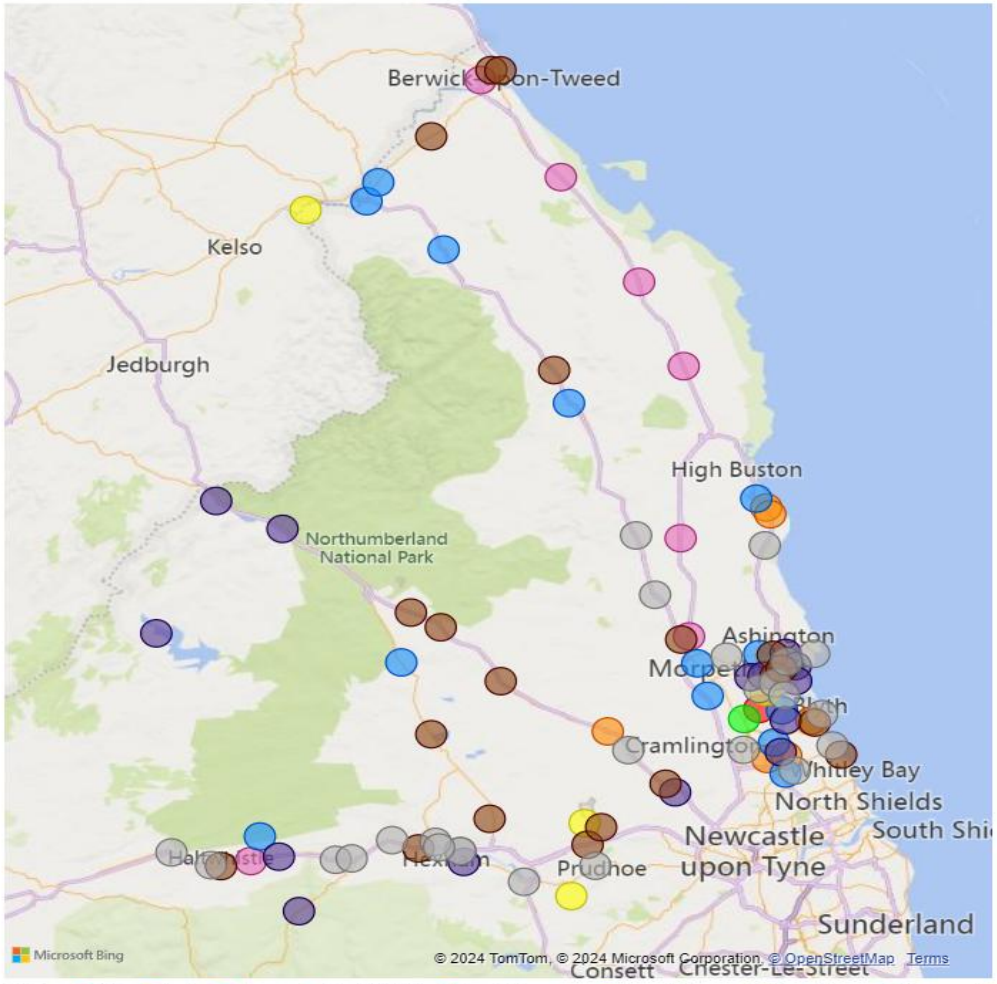
Collisions by Year and Severity

Year	Fatal	Serious	Slight	Total
2024		1	7	**8**
2023	1	12	18	**31**
2022		5	19	**24**
Total	**2**	**23**	**60**	**85**

Casualties by Year and Severity

Year	Fatal	Serious	Slight	Total
2024		1	11	**12**
2023	1	18	27	**46**
2022		5	25	**30**
Total	**2**	**29**	**83**	**114**

Location and Status of Camera Sites



Camera Site Status

Site No	Old Status	New Status	Spd Lmt	Avg Spd	85th Spd	1-Yr Acvs per Hr	3-Year Collisions	3-Year KSI Cols
978	Amber	Red	30	32.12		6.46	3	2
512	Amber	Amber	30	29.52		7.26	2	1
517	Amber	Amber	30	27.53		2.50	2	0
605	Amber	Amber	30	30.51		6.69	0	0
604	Green	Amber	30	28.09		2.43	4	2
627	Green	Amber	30	25.97		7.27	1	1
519	Red	Amber	30	29.83		9.15	0	0
614	Brown	Green	30	30.63		0.00	1	0
619	Brown	Green	30	32.12		0.00	0	0
101	Fixed/Mobile	Fixed/Mobile	70	54.18		0.00	1	0
104	Fixed/Mobile	Fixed/Mobile	60	52.32		4.66	1	0
105	Fixed/Mobile	Fixed/Mobile	60	49.71		0.00	4	2
106	Fixed/Mobile	Fixed/Mobile	60	32.62		0.00	1	0
113	Fixed/Mobile	Fixed/Mobile	60	54.31		19.79	0	0
124	Fixed/Mobile	Fixed/Mobile	60	47.72		0.00	1	1
126	Fixed/Mobile	Fixed/Mobile	70	67.11		15.62	0	0
945	Speed Concern Level 1	Speed Concern Level 1	30	32.31		0.00	5	0

Road Safety Analysis and Interventions

- **Data Analysis**
  - Continual review of accidents by travel mode, age, location, and time to guide prioritisation
  - Annual review of key sites and clusters using the previous 3 years of data
- **Partnership Working**
  - Joint efforts between NCC, Police Road Safety, and Regional Road Safety team
- **Objectives**
  - Identify accident clusters and causes
  - Pinpoint additional sites for mobile camera enforcement
  - Highlight high-risk sites for safety engineering works (individual sites or route action schemes, e.g., A68)
- **Findings**
  - Increasing proportion of accidents appear random across the network or related to individual driver behaviour

Road Safety Engineering

- **Measures Include:**
    - Road layout improvements
    - Pedestrian crossings
    - Traffic calming
    - Speed limits
    - Signs, markings, and TROs
- **Underpinned By:**
    - Speed surveys
    - Casualty data analysis
    - Road safety audits

LTP Programme 26/27

Breakout Discussions - Views on Relative Priorities:

- Highway Maintenance
- Integrated Transport

(Teas & Coffee)