



Cabinet

North Tyneside Council

28 April 2017

Monday, 8 May 2017 Room 0.02, Ground Floor, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside **commencing at 4.00pm**

Agenda Item	Page(s)
1. Apologies for Absence	
To receive apologies for absence from the meeting.	
2. To Receive any Declarations of Interest and Notification of any Dispensations Granted	
You are invited to declare any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest.	
You are also invited to disclose any dispensation in relation to any registerable and/or non-registerable interests that have been granted to you in respect of any matters appearing on the agenda.	
Please complete the Declarations of Interests card available at the meeting and return it to the Democratic Services Officer before leaving the meeting.	
3. Minutes	
To confirm the minutes of the meeting held on 10 April 2017 (previously circulated).	

Continued overleaf

Members of the public are welcome to attend this meeting and receive information about it.

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For further information please call 0191 643 5358.

Contact Officer(s) –
Sharon Ranadé – (0191) 643 5614
Dave Brown – (0191) 643 5358

Agenda Item	Page(s)
4. Report of the Young Mayor	
To receive a verbal report on the latest activities of the Young Mayor and Young Cabinet.	
5. Reports from Scrutiny Committees	
(a)	To consider any reports submitted by the Overview, Scrutiny and Policy Development Committee or any of its Sub-Committees.
6. Key (and non-key) Decisions	
(a) North Tyneside Transport Strategy (All Wards)	5-27
To consider a report seeking approval to the North Tyneside Transport Strategy.	
(b) LDD12 – Transport and Highways (All Wards)	28-64
To consider a report which sets out the policies and procedures adopted by the Authority with regard to assessing the traffic and transport impacts of new developments.	
(c) Appointments to Outside Bodies Exercising Executive Functions 2017/18 (All Wards)	65-86
To consider arrangements for the appointment of representatives to serve on outside bodies which have executive decision making powers for the 2017/18 Municipal Year.	
7. Exclusion Resolution	
This is to give further notice in accordance with paragraphs 5(4) and 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to consider items 8(a) and 8(b) below in private.	
Cabinet is requested to consider passing the following resolution: Resolved that under Section 100A (4) of the Local Government Act 1972 (as amended) and having applied a public interest test as defined in Part 2 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act.	
Reason for taking the items in private: The reports contain information relating to the financial or business affairs of any particular person (including the authority holding the information).	

Agenda Item		Page(s)
8.	Key (and non-key) Decisions	
(a)	Delivering Housing Growth – Business Case for Wallington Court (All Wards)	87-111
	To consider a report seeking approval to the Wallington Court Business Plan.	
(b)	Corporate Risk Management Summary Report (All Wards)	112-170
	To consider the corporate risks that have been identified for monitoring and management by the Authority's Senior Leadership Team and relevant Cabinet Members.	

Circulated to Members of the Cabinet:

N Redfearn (Elected Mayor)
Councillor C Burdis
Councillor E Darke
Councillor R Glendon
Councillor I Grayson
Councillor M Hall
Councillor J Harrison
Councillor B Pickard (Deputy Mayor)
Councillor J Stirling
Councillor A Waggott-Fairley

**Young and Older People's Representatives and Partners of
North Tyneside Council:**

Oscar Daniel, Young Mayor
Alma Caldwell, Age UK
Mark Adams, North Tyneside Clinical Commissioning Group
Roger Layton, North Tyneside Joint Trade Union Committee
Sharon Scott, Northern Area Commander, Northumbria Police
Pauline Wonders, Voluntary and Community Sector
David Bavaird, Business Representative

North Tyneside Council Report to Cabinet Date: 8 May 2017

ITEM 6(a)

Title: North Tyneside
Transport Strategy

Portfolio(s): Housing and Transport

Cabinet Member(s): Cllr John Harrison

Report from Service

Area: Deputy Chief Executive

Responsible Officer: Paul Hanson, Deputy Chief Executive (Tel: 0191 643 7000)

Wards affected: All

PART 1

1.1 Executive Summary:

The purpose of this report is to seek Cabinet's approval for the North Tyneside Transport Strategy ('the strategy').

The strategy explains our transport vision and will be used to; shape our future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the North Tyneside Local Plan.

Cabinet is also asked to note the work that is underway to review a number policies and strategies specific to transport matters that will now sit under this overarching strategy.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) approve the draft North Tyneside Transport Strategy attached as **Appendix 1** to this report; and
- (2) note the work that is underway, as outlined in paragraph 1.5.6 below, to review the Authority's policies and strategies specific to transport matters and ensure that they are aligned to this strategy.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 10 April 2017.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2016 to 2019:

- Our places will:
 - have an effective transport and physical infrastructure - including our roads, cycleways, pavements, street lighting, drainage and public transport

1.5 Information:

1.5.1 Background

Transport is an important part of everyone's lives. It supports the economy, society and communities. It is important that the Authority has a clear policy direction to guide its strategic planning and day to day responsibilities. This is reflected in the priority set in the Our North Tyneside Plan 2016-2019 which aims to ensure our places will have an effective transport and physical infrastructure (see paragraph 1.4 above).

A Transport Strategy for North Tyneside has been developed and is attached to this report as **Appendix 1**. This strategy explains our transport vision and will be used to; shape our future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the North Tyneside Local Plan.

1.5.2 National and Regional Context

This local strategy has been prepared with a clear eye on the national and regional context. Transport policy is set nationally and includes economic development and planning policy guidance, as well as guidance issued by the Department for Transport.

At a sub-national level this is implemented through bodies such as Transport for the North and Rail North which bring together the local transport authorities in Northern England.

Under the current arrangements, the North East Combined Authority (NECA) is the local transport authority. There is a statutory requirement for NECA to have in place a transport plan. This is currently being developed and a Transport Manifesto was published in 2016 as a precursor to it. It will replace the current and third version of the Local Transport Plan (LTP3) 2011 – 2022 developed by the former Tyne and Wear Integrated Transport Authority.

The new plan will link to the Strategic Economic Plan for the North East, which is currently being refreshed by the North East LEP, and to the continued devolution discussions.

1.5.3 Evidence base

In addition to the national and regional policy context described above, the draft North Tyneside Transport Strategy has been developed using a wide evidence base. The following are examples of what information has been taken into account:

- Census data from the Office of National Statistics
- The views of residents expressed in successive Residents' Surveys
- Feedback received from enquiries made to the Authority, including social media, and

enquiries made by Ward Councillors

- Consultation responses made during the development of the North Tyneside Local Plan
- The objectives of the 'Our North Tyneside' Council Plan
- Input provided by various delegates at the 2016 State of the Area event
- Input provided by the Overview, Scrutiny and Policy Development Committee (Parking Study Group) and the Economic Prosperity and Environment sub-committees
- Views from the North Tyneside Transport Forum
- Views of the Young Mayor, the Member of the Youth Parliament and Youth Councillors.
- Technical data relating to our transport networks.

1.5.4 Context and challenges

North Tyneside is already very well connected locally, regionally, nationally and internationally. Alongside our economy, our environment, our housing offer and our education system, the borough is already a destination of choice for people, businesses and visitors. There are challenges ahead in order to maintain our success which need to be addressed through the strategy.

We know through the lifetime of the Local Plan, the Borough is set to grow with more people, more jobs and more homes. The population is set to grow to 219,500 by 2032. More homes will be required to support this. Significant employment sites are being developed and our town and district centres will continue to play a vital role.

Car ownership has increased meaning our parking arrangements are under pressure. In addition, most people travel to work by car which puts our road network under pressure. Travel to work involves two-way flows with our residents travelling out of the borough and those that live elsewhere travelling in.

The types of transport people use however are changing, for example cycling to work has increased dramatically over the last decade and modal shift across transport types is predicted to continue. Public transport remains important with the balance shifting towards the Metro.

Our transport assets are diverse and important and we know that roads, pavements and travel are important to our residents. Travel is particularly important to our young people.

1.5.5 Our Definition and Principles

The strategy sets out a vision for delivering effective transport in North Tyneside:

“North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”

This has been translated into five principles that will guide our action and against which we will measure performance. These are:

Principle 1: Improve safety, health and well-being outcomes and sustainability

This relates to people, communities and the environment. We aim to deliver this by, for example, encouraging a shift to more sustainable modes of transport by giving them greater priority in design, promotion and partnerships. Traveller safety will also be key to our thinking.

Principle 2: Support economic growth

This addresses effective movement for people, businesses and goods and to support the regional aim of “more and better jobs” (as set by the NE LEP Strategic Economic Plan). We aim to deliver this by, for example, implementing major transport improvement schemes.

Principle 3: Improve connectivity

This ensures that North Tyneside is connected with all parts of the borough, the region, the rest of the country and the world. We aim to deliver this by, for example, improving the interchange between different forms of transport.

Principle 4: Enable smart choices for all

This relates to helping people, businesses and visitors find out how to get to where they need to. We aim to deliver this by, for example, through supporting the use of smart technology to improve travel information and use of smart ticketing on across the public transport network.

Principle 5: Manage demand

This ensures a focus on demand management on transport networks and assets and address current and future transport challenges. We aim to deliver this by, for example, putting walking and cycling first, and enabling parking at the right time in the right place at the right price.

1.5.6 Next Steps

The Authority’s policies and strategies specific to transport matters are currently being reviewed to ensure that they are aligned with the vision and principles of the strategy. These are outlined in Annex 4 of the document.

Approval will be sought by Cabinet and/or the appropriate decision-maker.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet approves the recommendations at paragraph 1.2 of this report.

Option 2

Cabinet does not approve the recommendations at paragraph 1.2 of this report.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Approval of the strategy will allow the Authority to shape our future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the North Tyneside Local Plan.

1.8 Appendices:

Appendix 1 – Draft North Tyneside Transport Strategy

1.9 Contact officers:

David Foster, Senior Manager Housing Property and Highways Investment Manager,
(0191) 643 7801

Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

Alison Campbell, Senior Business Partner, 0191 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

(1) Tyne and Wear third Local Transport Plan (LTP3)
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>

(2) North East Combined Authority (NECA) Transport Manifesto
<http://www.northeastca.gov.uk/local-transport-plan>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and other resources implications arising directly from this report. The review of the Authority's policies and strategies specific to transport matters highlighted in the report is being managed within existing budgets and resources.

2.2 Legal

There are no legal implications arising directly from this report. The strategy aims to set the transport vision and policy direction for the Authority.

The Authority however is responsible for undertaking a number of transport-related functions and statutory duties under relevant legislation, for example: under the Highways Act 1980 the Authority has a statutory duty to maintain the adopted highway network; under the Road Traffic Act 1988 it has a duty to promote road safety; the Traffic Management Act 2004 places a duty on the Authority to secure the expeditious movement of traffic (including walking and cycling); and under the Education Act 1996, e.g. to promote the use of sustainable travel and transport for access to education. These obligations are discharged via specific policies, plans and programmes which are approved by the relevant decision-making forum.

The Authority works with the North East Combined Authority, which is the statutory local transport authority for the area, on a range of transport-related matters including arrangements for public transport services.

2.3 Consultation/community engagement

The strategy has been developed using a wide evidence base. This is outlined in paragraph 1.5.3 of the report.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

There are no adverse equality and diversity implications directly arising from this report. An Equality Impact Assessment has been undertaken.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications arising directly from this report.

2.8 Environment and sustainability

The strategy aims to improve environmental sustainability through promoting active travel, encouraging a shift to more sustainable modes of transport and improving the safety for all road users while increasing cycling and walking. The strategy also aims to improve public transport and connectivity; collectively these actions will help to reduce transport related carbon emissions in the Borough.

PART 3 - SIGN OFF

- Deputy Chief Executive
- Head(s) of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Head of Corporate Strategy

“North Tyneside on the Move”

The Transport Strategy for North Tyneside, 2017-32

Introduction

1. The Our North Tyneside Plan makes it clear that the Mayor and Cabinet aim to ensure North Tyneside is a great place to live, work and visit. Critical to delivering that ambition is transport.
2. Transport is an important part of everyone’s lives. It supports the economy, society and communities. It is important that the Authority has a clear policy direction to guide its strategic planning and day to day responsibilities.
3. This strategy sets out the overall vision for transport in North Tyneside. It describes the policy context, the challenges North Tyneside faces and the principles to be applied to the Authority’s work on transport. An annual update will be provided to Cabinet to measure progress.
4. However, the strategy does not exist in a vacuum; there are national, sub-regional and local relationships that must be considered. Most importantly, residents, businesses and visitors expect local authorities to work together to achieve the right outcomes for the wider place. This strategy has therefore been prepared with a clear eye on the regional and national context. But it has also been done understanding transport can be a very personal issue, for example feeling safe; and it can be a very local issue with significant impact on communities, for example parking.
5. In addition, this strategy has been prepared while North Tyneside has been finalising its Local Plan; a Local Plan that expects the population to rise and more jobs to be created in the Borough. Therefore a significant proportion of the strategy is aimed at ensuring the Borough is sustainable during the 15-year period of that Local Plan
6. This strategy will be used to explain the overall vision to residents and businesses and other stakeholders, as well as shaping future decisions and supporting future funding bids for transport-related projects or initiatives.

7. Finally the strategy contains the governance and performance management arrangements which will be in place in order to judge success.

Vision

8. The strategic vision for North Tyneside is contained in the Our North Tyneside Plan. This Plan comprises three inter-related themes: Our People, Our Places and Our Economy. It includes a clear statement within the Our Places themes in relation to transport as follows

“Our places will have an effective transport and physical infrastructure – including our roads, cycleways, pavements, street lighting, drainage and public transport”¹

9. We asked residents, businesses, visitors and partners what “effective transport” meant to them and established a more detailed picture for transport in North Tyneside

“North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”

10. We then thought about how to translate that picture into some principles which will guide our action and against which we will measure performance. These are

- i. **Improve safety, health and well-being outcomes and sustainability;** in relation to people, communities and the environment
- ii. **Support economic growth;** through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”²
- iii. **Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world
- iv. **Enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to

¹ Our North Tyneside Plan

² NELEP Strategic Economic Plan

- v. **Manage demand;** on transport networks and assets and address current and future transport challenges.

Governance and Policy Framework

11. This strategy fits within a complex broader governance and policy structure

- **National**

Transport for the North and Rail North bring together the local transport authorities (including the current North East Combined Authority arrangements) in Northern England. Transport for the North seeks to drive economic growth by connecting fast, frequent and reliable transport links across the North of England, while Rail North focuses specifically on improving rail connectivity.

Transport policy is set in a national context which includes economic development and planning policy guidance, as well as guidance issued by the Department for Transport.

- **Regional**

The North East Combined Authority (NECA), which comprises North Tyneside along with the six other regional local authorities of Newcastle, Durham, Northumberland, South Tyneside, Gateshead and Sunderland, has the role of Local Transport Authority for the region. The NECA is developing a Strategic Transport Plan for the North East (to be subject to consultation in due course), which will replace the existing Local Transport Plans for Tyne and Wear, Durham and Northumberland.

The NECA has adopted a Metro and Local Rail Strategy for the region. Pending the development of a NECA Bus Strategy, the existing strategies for Tyne and Wear, Durham and Northumberland apply.

The North East Local Enterprise Partnership has adopted a Strategic Economic Plan (SEP) for the region which is based on the aim of “more and better jobs”.

- **Local**

Within North Tyneside this strategy links with a range of key strategies and policies, which are regularly reviewed and relate to specific aspects of transport. In particular these are

- Our North Tyneside Plan
- North Tyneside Health and Wellbeing Strategy
- North Tyneside Local Plan

12. Annex 1 illustrates how these inform this strategy and its supporting documents.

Context and Challenges

13. North Tyneside is already very well connected locally, regionally, nationally and internationally. Alongside our economy, our environment, our housing offer and our education system, this makes us a destination of choice for people, businesses and visitors. But to maintain this in the medium to long term there are some challenges that we must address through this transport strategy. This section sets out the current context for North Tyneside and goes on to outline some of the challenges in relation to transport.

- **The Borough is growing;** over the lifetime of the Local Plan there will be more people, more jobs and more houses. The population is expected to grow from 201,000 in 2011 to 219,500 by 2032. That will mean an average of 790 more houses are required each year
- **The North Tyneside economy is growing;** North Tyneside's town and district centres play a vital role in the Borough's economy. North Tyneside is also home to several substantial employment developments, including Cobalt Business Park, Quorum Business Park, Tyne Tunnel Trading Estate and the Tyneview Park government offices. Ambitious new employment sites under development include Indigo Park and the North Bank of the Tyne from the Swans site through to the Port of Tyne
- **Travel to work involves more two-way flows;** according to the 2011 Census, out of the 96,409 residents of North Tyneside in employment, just under half (48%) also worked in North Tyneside, with around a quarter (26%) working in the Newcastle City Council area and 7% working in Northumberland. Meanwhile, of the 78,775 people³ working in North Tyneside (which includes 7,107 working at or from home), around 14% lived in Newcastle and 13% in Northumberland
- **More people are cycling;** the proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011. Cycling in the borough has trebled in the past decade⁴

³2011 Census figure (UK residents aged over 16 in employment)

⁴Measured by electronic counters on routes throughout the borough.

- **Public transport remains important with the balance shifting toward the Metro;** the 2011 census showed 8,650 residents travelled to work by Metro and a further 8,714 by bus. For travel more generally, the number of people using the Metro shows a generally increasing trend, with some variation from year to year; the number of bus journeys is growing on certain routes although the general trend is of a gradual decrease.
- **Most people travel to work by car.** According to the 2011 Census, 55,227 residents, or 58% of those in employment, including those working from home, travelled to work as a car or van driver. This figure includes people who work from home but travel as part of their work e.g. to visit clients. A further 6,085 travelled to work as a passenger in a car or van. General motorised traffic in the borough has particularly increased on routes which serve major employment sites. That includes residents of neighbouring areas commuting through or into North Tyneside.
- **More cars means our parking arrangements are under pressure;** a significant proportion of North Tyneside was built before the car was invented and certainly before it became common. For that reason many of our streets do not cope easily with greater car ownership. Added to that, employment, visitors, events and other factors make parking a significant challenge
- **Our transport assets are diverse and important;** The Tyne Tunnels, Tyne Pedestrian and Cycle Tunnels and Shields Ferry provide important links locally, while the Port of Tyne provides an important international link. North Tyneside has an extensive network of public rights of way and of traffic-free paths suitable for cycling, walking and horse riding such as the Waggonways. The Borough also sits under the Newcastle Airport flight path and has the East Coast Main Line running across it.
- **Roads, pavements and travel are important to our residents;** the 2015 residents' survey demonstrated that the number of people in North Tyneside who felt that roads and pavements need improving had significantly reduced over two years, however six in ten residents felt that the condition of roads and pavements needed to be improved⁵. Traffic congestion was cited as a concern by 35% of residents
- **Travel is very important to our young people;** successive Young Mayors, Members of the Youth Parliament and our Youth Councillors have been clear that safe, affordable transport is a priority for them. Specifically travel means independence, the ability to travel to education, to work, to socialise and to enjoy what the area has to offer. They also care passionately about travellers feeling safe

⁵ North Tyneside Residents Survey 2015

14. In this context, the transport challenges in North Tyneside are as follows

- i. **How to improve safety, health, wellbeing and environmental sustainability;** challenges include supporting healthy lifestyles and improving health through increased physical activity such as cycling and walking; ensuring that local air quality continues to meet good standards; and meeting the challenge of climate change by supporting transport options which reduce carbon emissions, It is also important that travellers feel safe as they use our network
- ii. **How to support economic growth;** a challenge for future transport provision is to reflect existing demand and planned economic and housing growth. In addition to the growth envisaged in the Local Plan there is a challenge to ensure specific activity supports local business to grow and connects people with the right skills to the right employers
- iii. **How to improve connectivity;** where challenges include catering for complex patterns of travel to an increasing range of destinations across different transport modes; developing the economic potential of international links; and maintaining competitive links for freight to support the c.3,000 firms in the North East who export their goods around the world
- iv. **How to help people make smart choices;** technological development creates challenges to enable increased use of smart technology particularly in journey planning, ticketing and in the operation of transport networks
- v. **How to manage transport demand;** growing demand for travel creates challenges to make the most efficient use of existing networks; maintaining transport networks in good condition and meeting the demand for increased cycling and walking, as well as finding a way to manage demand for car parking

15. Based on the policy framework, the context and the challenges we have developed five principles to guide our work on transport.

Our Principles

16. Our current work programme and future activity will be judged against the following principles and the success of our aims. Some of these are outlined below; see Annex 3 to this strategy for a full list of our aims for each of the five principles. Our delivery and action plan is set out in Annex 4: it is this which will be reported against each year to Cabinet and against which our success will be judged.

- i. **Improve safety, health, wellbeing and environmental sustainability;**
We will seek to

- a. support health, fitness and mental wellbeing through promoting active travel
 - b. encourage a shift to more sustainable modes of transport by giving them greater priority in design, promotional and partnership working
 - c. improve safety for all road users while increasing cycling and walking
 - d. broaden out our road safety work to consider the safety of travellers across our network
 - e. improve environmental sustainability and local air quality
 - f. assist in reducing carbon emissions
- ii. **Support economic growth; We will seek to**
- a. connect people with jobs and economic opportunities
 - b. connect people with education, skills development and training
 - c. support the travel needs of more tourists and visitors
 - d. move freight effectively and efficiently into and out of the borough
 - e. through targeted major transport improvement schemes, support economic growth in the borough
- iii. **Improve connectivity; We will seek to**
- a. link people to workplaces and destinations in the region and the rest of the North of England
 - b. ensure our transport links remain competitive at national level, with the rest of Europe and internationally
 - c. improve interchange between forms of transport
- iv. **Enable smart choices for all; We will seek to**
- a. enable and encourage informed choice and the wider use of active and sustainable ways to travel
 - b. support the use of smart technology, e.g. to simplify public transport ticketing
 - c. improve information about travel routes including real time information on journey times, delays etc
- v. **Manage transport demand; We will seek to**
- a. encourage and address increased demand to cycle and walk by improving the street network and putting cycling and walking first

- b. improve bus priority and work with partners to support an integrated public transport network, including Metro and local rail, and increase public transport capacity to meet peak-time travel demand
- c. ensure the overall highway network is well maintained
- d. enable parking at the right time, right place and right price
- e. manage future demand through integration between transport and land use planning strategies

17. North Tyneside has a clear commitment to be a listening Council and to listen to what our residents and businesses tell us they want. Transport features highly in terms of residents' priorities, particularly in relation to managing transport demand and the condition of our roads and pavements. Public transport is one of the top ten issues that local residents believe is key to making the place a good place to live. Cycling in North Tyneside has trebled in a decade. Listening to local residents and businesses is essential in ensuring that we can manage our transport networks to ensure North Tyneside continues to be a great place to live, work and visit.

Governance and performance reporting

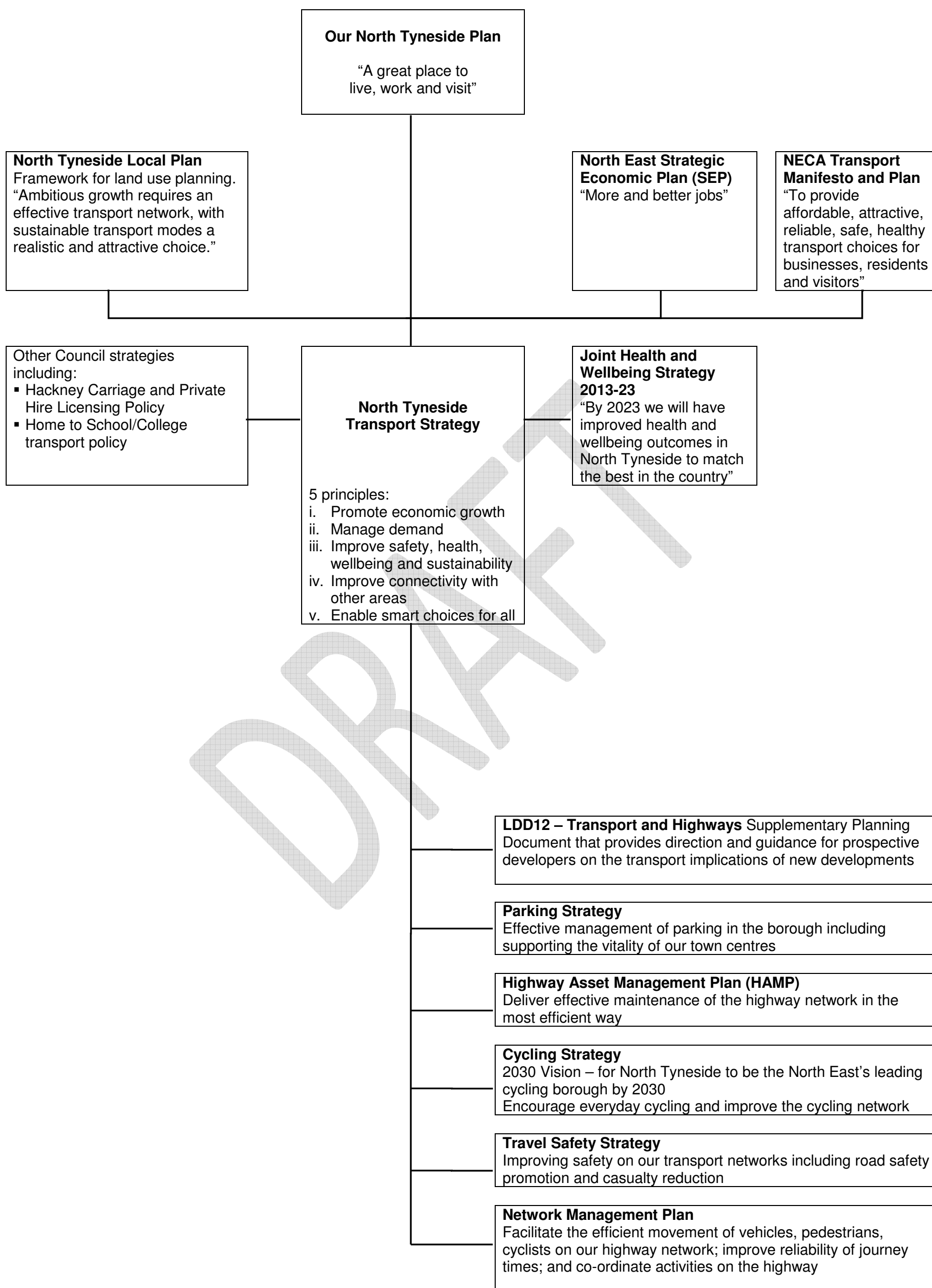
18. Progress against the delivery of this Strategy will be reported annually to Cabinet. Some of the important performance indicators will be included in the reporting of the Our North Tyneside Plan to Cabinet on a quarterly basis. In addition, some of the delivery of this plan lies with our Technical Services partner, Capita: during the annual review of the Service Plan we will ensure that appropriate measures and action plans are in place.

19. Finally, specific aspects of the action and delivery plan will require Cabinet approval. That will include

- Local Development Document¹² – Transport and Highways
- North Tyneside Parking Strategy
- North Tyneside's Highway Asset Management Plan
- North Tyneside's Cycling Strategy
- North Tyneside's Travel Safety Strategy
- North Tyneside's Network Management Plan

Annex 1

Transport Strategy context



Annex 2

Plans and Policies which support the delivery of our Transport Strategy

Regional transport strategies

Tyne and Wear third Local Transport Plan (LTP3)

NECA Transport Manifesto (a concise statement of NECA's transport policy)

NECA Transport Plan for the North East (in preparation and to be subject to public consultation, this is in due course to replace the Local Transport Plans for Durham, Northumberland and Tyne and Wear)

North Tyneside strategies and sub-documents

LDD12 – Transport and Highways

- This document provides direction and guidance for prospective developers on the transport implications of new developments.

- Engineering adoptable specification for developments
 - Sets out the standards which streets and roads constructed by developers should meet in order for the Authority to consider their adoption.

Parking Strategy

- This sets the framework for effective management of parking in the borough, including supporting the vitality of our town centres.

Highway Asset Management Plan (HAMP)

- This sets out how the Authority will deliver effective maintenance of the highway network in the most efficient way.

- Code of Practice for Highway Inspections (to be produced by October 2018 in line with Government guidance)
 - Sets out the Authority's approach to highway inspections in accordance with relevant guidance.

Cycling Strategy

- This sets out how the Authority will encourage everyday cycling and improve the cycling network, in line with our 2030 Vision, for North Tyneside to be the North East's leading cycling borough by 2030.

- Cycling Design Guidance
 - Sets out the design standards which street and road infrastructure schemes are expected to meet in order to support and facilitate cycling.
- Local Cycling Implementation Plan
 - Sets out details and timescales for a range of measures to cater for, support and encourage cycling in the borough.

Travel Safety Strategy

- This sets out how the Authority will support safety on our transport networks, including road safety promotion and casualty reduction
 - Speed Management Policy and review of traffic management safety policies
 - Sets out the Authority's approach to speed management and safety-related traffic management.

Network Management Plan

- This sets out how the Authority will facilitate the efficient movement of traffic (including cycling and walking) on our highway network, improve reliability of journey times, and co-ordinate activities on the highway.
 - Review of Signage Policy
 - Sets out the Authority's procedures in relation to signage.
 - Objects on the Highway scheme
 - Sets out the Authority's procedures in relation to objects placed on the highway.
 - Rights of Way Definitive Map programme of missing routes (statutory requirement, ongoing until 2026 legal deadline)
 - Sets out the Authority's approach to meeting statutory requirements to ensure that public rights of way are recorded on the Definitive Map and Statement.

North Tyneside Hackney Carriage and Private Hire Licensing Policy

- This seeks to protect consumers, clarify expectations to licensees, encourage environmental sustainability and encourage high standards of service.

North Tyneside Home to School/College Transport Policy

- This gives guidance on the procedures to be followed in the provision of Home to School/College transport.

Annex 3

Full list of aims

- i. **Improve safety, health, wellbeing and environmental sustainability;** we aim to contribute to improved health and fitness through increasing active travel; by addressing safety concerns for transport users and by contributing to carbon reduction. We will seek to:
 - a. support health, fitness and mental wellbeing, through promoting active travel and in line with the North Tyneside Health and Wellbeing Strategy
 - b. encourage a shift to more sustainable modes of transport by giving them greater priority in design, promotional and partnership working
 - c. improve safety for all road users, address road safety concerns and reduce casualties while increasing cycling and walking, through design, promotional and partnership working
 - d. broaden out our road safety work to consider the safety of travellers across our network, e.g. working with partners, seek to improve personal security for people travelling by public transport
 - e. improve environmental sustainability and local air quality, including through continuous monitoring, more effective traffic flow management and supporting greater use of low emission vehicles
 - f. assist in reducing carbon emissions, by encouraging modal shift and taking part in regional initiatives to encourage wider adoption of low-carbon technologies in vehicles and transport infrastructure
 - g. through the Local Plan and associated guidance, support developments which reduce the need for travel, encourage low car dependence and are accessible by walking, cycling and public transport networks
 - h. support safeguarding of vulnerable people, e.g. through our hackney carriage and private hire licensing policies and the design of infrastructure
 - i. working with partners, seek to reduce pavement parking
 - j. enable North Tyneside to cope better with significant weather events and other emergency situations, e.g. through partnership working, improving network resilience and our Flood Action Plan
- ii. **Support economic growth;** North Tyneside is performing ahead of the region in terms of economic activity, inward investment and job creation. Linking to our Local Plan and the North East Strategic Economic Plan, we

seek to continue to grow by building on our strengths, including our world class companies and small and growing businesses. Our aim is to have the right skills and conditions, such as transport links, to support investment, to create and sustain new, good-quality jobs and apprenticeships for working age people.⁶ We will seek to

- a. connect people with jobs and economic opportunities, through targeted transport investment, continued promotion of sustainable transport initiatives and the Local Plan
 - b. connect people with education, skills development and training, in line with the North Tyneside Employment and Skills Strategy⁷; and reduce levels of deprivation through supporting access to education, training, jobs and services
 - c. support the travel needs of tourists and visitors
 - d. support the movement of freight into and out of the borough, through the effective management of our transport networks and partnership working
 - e. through targeted major transport improvement schemes, support economic growth in the borough including existing business expansion and new inward investment
- iii. **Improve connectivity**; our aim is to ensure people are connected to a wide range of opportunities and are able to access them by the most sustainable means, and to ensure our national and international transport links remain competitive with other areas. We will seek to
- a. link people to workplaces and destinations in the region and the rest of the North of England, through partnership working and the Local Plan
 - b. ensure that our transport links remain competitive at national level, with the rest of Europe and internationally, through partnership working locally and in the region
 - c. improve interchange between forms of transport, through targeted investment and partnership working, including e.g. between cycling and public transport
 - d. support equalities and diversity and help to make transport more accessible for all
 - e. build on wider work to tackle isolation by helping people feel connected and able to get to where they want to

⁶ Our North Tyneside Plan [2016-2019]

⁷ North Tyneside Employment and Skills Strategy

- f. through partnership working, ensure that a range of affordable and accessible transport options are available to residents and visitors of all levels of income and mobility
- iv. **Enable smart choices for all;** our aim is to use technology to provide improved information, promote more sustainable transport and make our transport networks function more effectively. We will seek to
- a. enable and encourage informed choice and the wider use of active and sustainable ways to travel
 - b. support the use of smart technology, e.g. to simplify public transport ticketing
 - c. improve information about travel routes including real time information on journey times, delays etc., through partnership working, and help people to plan their journeys more effectively
 - d. use digital information to improve the operation of our highway network and support cycling and walking, e.g. improving co-ordination of traffic signals and travel time monitoring
- v. **Manage transport demand;** our aim is to shape transport demand to encourage and address increased demand for cycling and walking, and have effective, well maintained public transport and highway networks which can continue to serve changing travel demands. We will seek to
- a. encourage and address increased demand to cycle and walk by improving the street network and putting cycling and walking first
 - b. improve bus priority and work with partners to support an integrated public transport network, including Metro and local rail, and increase public transport capacity to meet peak-time travel demand
 - c. ensure the overall highway network is well maintained, including off-road cycling and walking routes, and adopt asset management principles to ensure we efficiently maintain our network in good condition
 - d. enable parking at the right time, right place and right price
 - e. manage future demand through integration between transport and land use planning strategies
 - f. support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel
 - g. manage our transport network effectively, considering all forms of travel including public transport, cycling, walking, horse riding, motorcycling, hackney carriages and private hire vehicles.

Annex 4

Action and delivery plan

Activity	Lead	Technical Services Partner lead	Key Date	Transport Strategy themes				
				Improve safety, health and wellbeing outcomes and sustainability	Support economic growth	Improve connectivity	Enable smart choices for all	Manage demand
Policies and strategies								
LDD12 – Transport and Highways	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓	✓	✓	✓
Parking Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓			✓
Highway Asset Management Plan (HAMP)	Highways and Infrastructure Manager	Head of Construction (Capita)	update 2017/18	✓	✓	✓	✓	✓
Cycling Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓	✓	✓	✓
Travel Safety Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓		✓	✓	✓
Network Management Plan	Integrated Transport Manager	Highway Network Manager (Capita)	update 2018/19	✓	✓	✓	✓	✓
Hackney Carriage and Private Hire Licensing Policy	Regulatory Services Manager	Public Protection Manager (Capita)	update 2020/21	✓	✓	✓	✓	✓
Home to School/College Transport Policy	Senior Manager - Facilities and Fair Access	n/a	update 2019/20	✓		✓	✓	✓

Activities								
Local Transport Plan	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita)	Ongoing	✓	✓	✓	✓	✓
Bikeability cycling training	Integrated Transport Manager	Highway Network Manager (Capita) [delivery also by Sports Development team]	Ongoing	✓	✓	✓	✓	✓
Major scheme: A1058 Coast Road	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Mar 2018	✓	✓	✓	✓	✓
Major scheme: A1056 Weetslade	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2017	✓	✓	✓	✓	✓
Major scheme: A19 Employment Corridor	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2018	✓	✓	✓	✓	✓
Coast Road Cycle Route	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2017	✓	✓	✓	✓	✓
Cobalt Cycle Scheme	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	May 2017	✓	✓	✓	✓	✓
Schemes in preparation								
Major scheme: A187-A193 North Bank of the Tyne	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Mar 2019	✓	✓	✓	✓	✓
External partners delivery								

NECA: Go Smarter sustainable transport promotion	NECA	n/a	Jul 2017	✓	✓	✓	✓	✓
Nexus: Metro Asset Renewal Plan	Nexus	n/a	Mar 2021	✓	✓	✓	✓	✓
Highways England major scheme: A19-A1058 Silverlink Interchange	Highways England	n/a	Mar 2019	✓	✓	✓	✓	✓

DRAFT

North Tyneside Council Report to Cabinet Date: 8 May 2017

ITEM 6(b)

Title: LDD12 – Transport
and Highways

Portfolio(s): Housing and Transport

Cabinet Member(s): Cllr John Harrison

Report from Service

Area: Environment, Housing and Leisure

Responsible Officer: Phil Scott, Head of Environment, Housing and Leisure (Tel: 0191 643 7295)

Wards affected: All

PART 1

1.1 Executive Summary:

Supplementary Planning Document LDD12 – Transport and Highways (“the SPD (LDD12)”) sets out the policies and procedures adopted by the Authority with regard to assessing the traffic and transport impacts of new developments.

Work has taken place to revise and update the SPD (LDD12), which was adopted in 2010, to ensure that it reflects the Authority’s aspirations; that is in line with current guidance; that it takes account of the submission in 2016 of the North Tyneside Local Plan to central government; and that it is in line with the draft North Tyneside Transport Strategy (which is the subject of a separate report to Cabinet).

The revised SPD (LDD12) will provide direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate mitigation measures secured. Stakeholder engagement has been carried out.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) note the content of the report; and
- (2) adopt the revised SPD (LDD12) attached as Appendix 1 so that it may be taken into account as a material consideration in the determination of planning applications.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 30 January 2017.

1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2016 to 2019:

- Our places will:
 - have an effective transport and physical infrastructure - including our roads, cycleways, pavements, street lighting, drainage and public transport

1.5 Information:

1.5.1 Background

The purpose of the SPD (LDD12) is to provide direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate mitigation measures secured.

There have been substantial changes to the policy context since the current SPD (LDD12) was adopted in 2010. These include the introduction in 2012 of a new National Planning Policy Framework; the submission in 2016 of the North Tyneside Local Plan to the Secretary of State for Communities and Local Government; and the preparation of the draft North Tyneside Transport Strategy (which is the subject of a separate report to Cabinet).

1.5.2 The revised SPD (LDD12)

A revised and updated SPD (LDD12) has been prepared in order to offer effective direction and guidance to prospective developers and applicants, in accordance with the North Tyneside Local Plan and the draft North Tyneside Transport Strategy.

The revised SPD (LDD12) provides guidance on the Authority's planning policies relating to transport and highways considerations, in relation to:

- i. sustainable transport;
- ii. assessment of transport for new developments;
- iii. design and quality;
- iv. Sustainable Urban Drainage Systems (SUDS); and
- v. parking.

The revisions to the document ensure that the revised SPD (LDD12) will support development that is sustainable, makes efficient use of land and resources and demonstrates good design, in line with national policy guidance.

1.5.3 Stakeholder engagement

Stakeholder engagement on the draft SPD (LDD12) took place during May-June 2016 with a comprehensive list of stakeholders including developers; local and national voluntary sector organisations; neighbouring local authorities and Nexus. Revisions were made to the draft document to reflect responses received.

The revised SPD (LDD12) was presented to Economic Prosperity Sub Committee at its meeting of 18 January 2017, and was an item at Members' briefings on 7 and 8 February 2017.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet approves the recommendations at paragraph 1.2 of this report.

Option 2

Cabinet does not approve the recommendations at paragraph 1.2 of this report.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended as this will make it possible to ensure that the transport implications of new developments continue to be rigorously and consistently assessed and appropriate mitigation measures secured.

1.8 Appendices:

Appendix 1 Supplementary Planning Document LDD12 – Transport and Highways

1.9 Contact officers:

Nicholas Bryan, Highway Network Manager (Capita), 0191 643 4808
David McCall, Team Leader New Developments (Capita), 0191 643 6107
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Alison Campbell, Senior Business Partner, 0191 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) North Tyneside Transport Strategy (final draft)
(see separate report to Cabinet)
- (2) North Tyneside Local Plan Pre-Submission Draft
http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=182
- (3) Tyne and Wear third Local Transport Plan (LTP3)
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>
- (4) North East Combined Authority (NECA) Transport Manifesto
<http://www.northeastca.gov.uk/local-transport-plan>
- (5) National Planning Policy Framework
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and other resources implications arising directly from this report. The implementation of the SPD (LDD12) will be managed within existing budgets.

2.2 Legal

Under the Town and Country Planning (Local Planning) (England) Regulations 2012, the Authority may adopt Supplementary Planning Documents (SPDs). SPDs build upon and provide more detailed advice or guidance on the policies in the emerging Local Plan.

Once the revised SPD (LDD12) has been adopted by the Authority it becomes a material planning consideration in the determining of planning applications and at any subsequent Planning Inquiry.

The SPD is not a Local Plan document and is not required to undergo independent public examination prior to adoption. In accordance with the requirements of the Local Government Act 2000 and the Regulations made under that Act, Cabinet is responsible for determining and approving the SPD.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has included presenting the document to Economic Prosperity Sub Committee at its meeting of 18 January 2017; and an item at Members' briefings on 7 and 8 February 2017.

2.3.2 External Consultation/Engagement

Stakeholder engagement on the draft document took place during May-June 2016 with a comprehensive list of stakeholders including developers; local and national voluntary sector organisations; neighbouring local authorities and Nexus.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

There are no adverse equality and diversity implications directly arising from this report. An Equality Impact Assessment has been undertaken.

2.6 Risk management

Adopting a revised and updated SPD (LDD12) will mitigate the risk that the Authority might be unable to secure appropriate mitigation measures from new developments as the existing document does not fully reflect current government guidance or the North Tyneside Local Plan.

Risks associated with service delivery within the framework of the SPD (LDD12) will be assessed via the established corporate processes.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

By setting out the Authority's requirements in terms of sustainable transport for new developments and linking these to current policy and guidance, the revised SPD (LDD12) will assist in supporting the use of more sustainable transport and hence in reducing carbon emissions and air pollution.

PART 3 - SIGN OFF

- Deputy Chief Executive X
- Head(s) of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Head of Corporate Strategy X

Transport and Highways



Supplementary Planning Document Local Development Document LDD12

[draft for approval]

North Tyneside Council

Supplementary Planning Document

Local Development Document LDD12 - Transport and Highways

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1. Introduction

- 1.1 The North Tyneside Transport Strategy sets out the Council's aspirations for transport in the borough. It seeks to ensure that ***“North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”*** It sets out five principles which are key to achieving this:
- i. **Improve safety, health and well-being outcomes and sustainability;** in relation to people, communities and the environment
 - ii. **Support economic growth;** through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”
 - iii. **Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world
 - iv. **Enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to
 - v. **Manage demand;** on transport networks and assets and address current and future transport challenges.
- 1.2 To support the delivery of the North Tyneside Transport Strategy, this Supplementary Planning Document (SPD), LDD12, sets out in detail the policies and procedures adopted by North Tyneside Council with regard to the traffic and transport impact of new development.
- 1.3 This document is consistent with the emerging North Tyneside Local Plan and the SPD LDD8 – Planning Obligations, and is written with regard to current and emerging national and strategic guidance as set out in Appendix A.
- 1.4 This document provides direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate mitigation measures secured. It covers the following topics:
- Sustainable transport
 - Assessment of transport for new developments
 - Links with the strategic road network
 - Design guidance, standards and quality
 - Sustainable Urban Drainage Systems (SUDS)

- 1.5 Notwithstanding the direction and guidance provided, prospective developers are advised that it is in their interest to enter into pre-application discussions with the Council. This approach will minimise delay and confusion during the application process.

2. Sustainable Transport

2.1 Context

- 2.1.1 The planning process plays a vital role in making sustainable travel an attractive and convenient option by ensuring that high standard sustainable transport infrastructure and facilities are provided as an integral part of new development.
- 2.1.2 This section sets out a framework which will help to reduce the need for motorised travel within the borough and create a connected, safe, attractive and convenient network for movement by non-motorised users including pedestrians, cyclists and equestrians.
- 2.1.3 The development of a comprehensive strategic network for non-motorised users will provide sustainable access to employment and other attractors support the health and wellbeing of residents and visitors as well as improve air quality and build stronger communities. This is essential in order to achieve the Council's ambition of all new development achieving a high level of sustainable transport use in line with best practice examples in the region.
- 2.1.4 This supplementary planning document sets out the Council's policies which will:
- Optimise the use of existing infrastructure
 - Reduce the need to travel
 - Enable the integration of transport modes
 - Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport.

2.2 Walking

- 2.2.1 Making walking journeys easier contributes to improved health and plays a vital role in reducing motorised travel for short journeys. The borough's walking network is under constant development with the aim to provide direct links of high standard and which are convenient and safe.
- 2.2.2 The Council will require developers to contribute to the continued improvement of the walking network. Developers will be required to provide direct, well lit and safe links to the walking network, including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing walking network.

2.3 Cycling

- 2.3.1 Cycle use in North Tyneside has trebled since 2005, with the largest growth in weekday trips. The Council is committed to continuing this sustained growth and to establishing cycling as a viable choice for everyday travel.
- 2.3.2 The North Tyneside cycle network extends throughout the borough and incorporates provision both within the street environment and on routes away from traffic, allowing a choice of cycling journeys by the most direct route. In summary these routes should be simple, safe, direct and attractive.
- 2.3.3 The Council will require developers to contribute to the continued improvement of the cycling network. Developers will be required to provide direct, well lit and safe links to the cycling network including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing cycling network so as to create a strategic network of cycle routes. Unless suitable separate corridors can be justified, these routes will be included as high quality dedicated cycling provision within the street environment. Parallel routes should ideally be separated by no more than 250m.
- 2.3.4 Cycle infrastructure will be created in accordance with the Council's cycle design guidance (currently in preparation). Until this guidance is adopted appropriate guidance must be used in agreement with the Council.
- 2.3.5 All developments will provide direct, convenient and legible access to secure cycle parking facilities from the strategic cycle network. Such access will be separate from vehicular accesses.
- 2.3.6 Cycle parking will be conveniently located near main and staff entrances, secure, overlooked and provided in accordance with North Tyneside's cycle design guidance and the cycle parking standards (see Appendix B).

2.4 Public Rights of Way

- 2.4.1 For all major developments, the Council's Public Rights of Way Officer must be consulted at the earliest possible stage to identify, discuss and include all aspects of statutory obligations. Developers should also be mindful of the requirements of the Tyne and Wear Rights of Way Improvement Plan.
- 2.4.2 The legal processes associated with Public Rights of Way can be lengthy and costly and it is therefore in the interest of developers to include and enhance existing and potentially claimable routes within any masterplan.
- 2.4.3 The sustainable transport provision for new developments will be based on the adopted highway element; Public Rights of Way will be addressed separately.

2.5 Public Transport

- 2.5.1 For certain types of application, consultation with Nexus (Passenger Transport Executive) will be required to establish access to the public transport network, available capacity on public transport services and the inclusion of both new and diverted routes.
- 2.5.2 For all applications that include a Transport Assessment or Transport Statement, early engagement with Nexus is essential to ensure adequate public transport accessibility and to identify any necessary improvements to infrastructure and services.
- 2.5.3 There will need to be a public transport service operating more frequently than 30 minutes Monday to Saturday daytime and hourly evenings and Sundays within 400m actual walking distance of the entire development site. Public transport provision will need to connect to both local centres and major employment sites as agreed with the Council. If this is not achievable, the developer will provide the Council with acceptable evidence of the reasons and agree proportionate mitigation measures. The assessment of public transport accessibility will also include detailed consideration of suitable road crossings, gradients of walking and cycling routes, bus stop locations and the frequency of public transport services.
- 2.5.4 To enable new or existing or services to be diverted to run through the site, all larger sites will be designed to allow bus permeability by the most direct route together with the provision of service infrastructure.
- 2.5.5 For larger non-residential developments and residential developments such as sheltered accommodation, pre-application discussions will be carried out to determine the requirement for taxi provision.

3. Assessment of Transport for New Developments

3.1 Travel Plans

- 3.1.1 The National Planning Policy Framework (NPPF) (2012) advises that: *“All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*
- 3.1.2 A Travel Plan is required whenever a Transport Assessment is provided. Where a Transport Statement is provided either a full Travel Plan or a Travel Plan Statement must be included.
- 3.1.3 The National Planning Policy Framework (NPPF) (2012) and the corresponding National Planning Practice Guidance (NPPG) (2016) provides advice on the overarching principles of Travel Plans including advice on preparation, content and monitoring. This guidance should be considered when preparing a Travel Plan for a development in the borough but the full agreement of these matters with the Council is required before submission.
- 3.1.4 A Travel Plan is a strategy and action plan to minimise single occupancy car travel and improve accessibility to a development by a range of modes. It must set out time bound targets and clearly defined measures for achieving those targets. Regular monitoring and updates must be provided to the Council to confirm that measures have been implemented and whether or not targets have been met.
- 3.1.5 A Travel Plan Bond will be required and the size of the bond will depend on the scale of development, site accessibility, provision of infrastructure and robustness of targets. In summary, the greater accessibility of the site, provision of infrastructure, enhancements to public transport, cycle and walking links is likely to result in a reduced bond. When targets have not been achieved the Travel Plan Bond will be used to implement additional sustainable transport measures.
- 3.1.6 A Travel Plan is specific to a site or development and will consider all travel to and from the site, including, for example, staff, visitors, students, clients, deliveries and fleet movements. Early engagement with the Council is required to ensure that appropriate measures are addressed and included.
- 3.1.7 Developers are required to identify a Travel Plan Coordinator who will remain responsible for the delivery, monitoring and reporting of the Travel Plan. In the absence of a Travel Plan Coordinator being identified at the planning stage, the Council will carry out the coordinator role on behalf of the developer at the developer's expense. This will ensure all new developments are delivering effective Travel Plans, reducing car-borne trips and encouraging sustainable travel.

3.1.8 When developments impacts the Strategic Road Network (SRN), the nature of the Travel Plan measures need to be specifically developed in conjunction with Highways England.

3.2 Transport Assessments and Transport Statements

3.2.1 Paragraph 32 of the National Planning Policy Framework (NPPF) (2012) outlines that all developments which generate significant amounts of movement will be supported by a Transport Assessment or Transport Statement. This requirement is maintained by the emerging North Tyneside Local Plan, in Policy DM/10.4 - New Development and Transport.

3.2.2 All significant developments seeking planning approval in North Tyneside will be required to submit a Transport Assessment or Transport Statement. Early engagement with the Council is required to ensure that an appropriate document is submitted.

3.2.3 A Transport Assessment must provide a detailed examination of the demand for travel generated by a development and how this can be accommodated in a safe and sustainable way. Any detrimental impacts the development may have on the surrounding transport network, local community and the environment should be mitigated whilst also maximising the positive impacts of the development. The Transport Assessment will be accompanied by a robust Travel Plan and a Travel Plan Bond.

3.2.4 A Transport Statement is a less detailed evaluation of the transport impacts of a development and will be submitted when a development is anticipated to generate limited new transport movements.

3.2.5 The thresholds above which a Transport Assessment or Transport Statement is required and the Council's requirements for the completion of these documents are set out in Appendix C. The Council reserves the right to require a Transport Assessment or Transport Statement at lower levels where considered appropriate.

3.2.6 Failure to submit a satisfactory Transport Assessment or Transport Statement where appropriate to assess the overall motorised traffic impact of the development may render the application invalid and could result in refusal of planning approval.

3.2.7 In accordance with the requirements of the Department for Transport's Circular 02/2013 - Strategic Road Network and the delivery of sustainable development; consultation at pre-application stage with Highways England (HE) is required for any development that has a material impact on the Strategic Road Network (SRN). The coverage and detail of the Transport Assessment or Transport Statement would need to be agreed with Highways England.

3.3 New developments and Developer Contributions

- 3.3.1 The impact of some new developments may require the introduction of a permit parking scheme on adjacent streets. A new housing development within or adjacent to an existing resident parking scheme may necessitate the extension of that scheme. In developments situated close to existing uses that may cause parking issues in the new development, such as areas of retail, commerce or metro stations it may be necessary for the developer to introduce parking control measures in the new development to prevent these issues such as waiting restrictions or residents permit schemes prior to the area being adopted by the Council.
- 3.3.2 A new commercial development may generate parking demand that necessitates the introduction of parking control measures in the vicinity of the site. In all cases the developer will meet all the costs of any parking control measures directly related to the development.
- 3.3.3 The Council reserves the right, where a new development is proposed in or adjacent to an existing resident parking permit area, not to issue parking permits to residents of the new development.
- 3.3.4 All measures will be secured through planning conditions or legal agreement, as set out in the Council's Supplementary Planning Document - LDD8 (Planning Obligations).

3.4 Section 106 and Section 278 agreements

- 3.4.1 Potential off site mitigation measures required as a result of development can be provided via Section 106 of the Town and Country Planning Act 1990 or Section 278 of the Highways Act 1980. Where applicable, the Council's Developer Contribution Model prepared as part of the Local Plan process will identify appropriate off-site mitigation contributions.

3.5 Section 106 Agreements

- 3.5.1 Section 106 of the Town and Country Planning Act 1990 allows new developments to fund enhancements, subject to compliance with the CIL tests, for a range of measures which can include capital contributions to highway infrastructure such as the provision of a light controlled crossing, upgrade of existing traffic signals etc. or a financial contribution for sustainable measures such as provision of new or diverted bus services.
- 3.5.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.

- 3.5.3 In cases where the cumulative residual transport impact of a number of proposed developments will result in the need for highway improvement works, including works on the major transport corridors in North Tyneside, a proportional and commuted sum may be requested. In this instance, any contributions made by developers will be the subject of a Section 106 Agreement that will prescribe the purposes to which the monies could be used. As of April 2015 there are restrictions on the pooling of planning obligations and it is no longer possible to pool more than five S106 obligations (dating back to March 2010) to pay for a single infrastructure project or type of project.
- 3.5.4 Any developments that may have an impact on strategic transport corridors within the borough will be required to provide a financial contribution to highway infrastructure improvements along these routes. The Council currently has transport models for the majority of the strategic corridors and it is envisaged that models for other corridors will emerge in the future.

3.6 Section 278 Agreements

- 3.6.1 Section 278 of the Highways Act 1980 allows developments to provide new or improved highway such as the provision of a light controlled crossing, upgrade of existing traffic signals etc. on the existing publicly maintained highway as to mitigate the impact of the development. The associated costs will be met by the developer and thereafter the work will be carried out by either the Council or the developer. The developer is required to deposit a Bond of Surety with the Council to cover the cost of the works, inspection fees, charges and commuted sums. This Bond ensures that the Council does not incur any costs if the highway works are stalled, changed or aborted by the developer. If the developer fails to perform or observe any of the agreement conditions, the Council can use the Bond to complete the highway works, recover fees, charges and retain the commuted sums to cover future maintenance costs.
- 3.6.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.
- 3.6.3 Where appropriate, the Council will seek payment for future maintenance of the new or improved highway from the developer, acquiring funding through commuted sums where necessary. Commuted sums allow greater flexibility to adopt non-standard materials as well as ensuring future maintenance of infrastructure such as traffic signals when development increases future maintenance liability and where considered appropriate and agreed with the Council.

4. Design and Quality

- 4.1 Manual for Streets 1 and 2 focuses mainly on lightly-trafficked residential streets and putting well designed streets at the heart of sustainable communities. These manuals update the link between planning policy and street design, including revised design guidance and place strong emphasis on a co-ordinated design approach. The Council also has a Supplementary Planning Document on Design Quality (2010). Nonetheless the design will need to meet the Council's adoption standards.
- 4.2 The Council recognises the advice provided in Manual for Streets 1 and 2, however, it does not accept that the principles are appropriate in certain locations and along certain routes within the borough. Developers are therefore required to consult with the Council to establish whether Manual for Streets 1 and 2 are accepted for each proposed connection to the existing network. Where the Council deems that advice in Manual for Streets 1 and 2 is not applicable, all connections to the network must be designed in accordance with the Design Manual for Roads and Bridges and the Council's adoption standards.
- 4.3 All development related works within the existing highway network including accesses will be subject to Road Safety Audit in accordance with the North Tyneside Road Safety Audit Policy and HD09/15.

5. Sustainable Urban Drainage Systems (SUDS)

5.1 Context

5.1.1 Paragraph 103 of the National Planning Policy Framework (NPPF) (2012) states that when determining planning applications, local authorities will only consider development appropriate in areas at risk of flooding where it can be demonstrated that:

- Within the site the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location
- Development is appropriately flood resilient and resistant including safe access and escape routes where required and it gives priority to the use of Sustainable Urban Drainage Systems

5.2 Design

5.2.1 The design of any sustainable urban drainage systems in new developments should be carried out in accordance with government guidance as set out in the Sustainable Drainage Technical Standards.

5.2.2 Site layouts must be designed to minimise flood risk and developers are encouraged to integrate Sustainable Urban Drainage System features through a development as amenity features. Sustainable Urban Drainage Systems also provide a variety of additional benefits with regard to biodiversity, landscape, townscape character, visual amenity and recreation. Careful design, green landscaping and planting can reduce the impacts of climate change, flooding, and reflection and urban heat issues.

5.2.3 Developers must consult North Tyneside Council's Local Flood Risk Management Strategy when preparing a planning application and particularly in areas of known flood risk. They can also view the Council's Flood Alleviation Programme - Implementation Plan.

5.2.4 For all planning applications where the application site is over 0.5 hectares within critical drainage areas a Flood Risk Assessment (FRA) will be carried out by the developer. All major planning applications will also be required to submit a Flood Risk Assessment.

6. Parking

6.1 Introduction

6.1.1 Parking standards for all forms of development are set out in Appendix D. The standards set out are the expected levels of parking provision, however in areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable. The applicant will need to demonstrate that this will not have a detrimental impact on highway safety or exacerbate existing parking problems.

6.1.2 Where developments and their parking provision have an impact on the Strategic Road Network, it is required that Highways England are consulted. Given the distinct link between parking, trip generation and sustainable transport, Highways England often make comments as part of the review process in order to ensure that:

- The level of parking is commensurate with the level of development, or rather the trip generating potential
- There is a balance between providing enough parking so as not to cause problems on the surrounding network and providing a level of parking that does not impact on the aims to promote sustainable travel

6.2 Residential Developments

6.2.1 Developers should consider a range of approaches regarding car parking to minimise its impact and will need to satisfy the Council that they have proposed the most appropriate scheme.

6.2.2 A key consideration for parking design will be the potential impact on the appearance, function and overall character of the street or public realm. Generally, the Council will give priority to the street environment when assessing parking provision for residential developments. Driveways will usually be preferred for houses where they are acceptable in terms of design and highway impact, as this encourages active street frontages. In developments consisting of flats and apartments courtyard provision is usually considered to be more appropriate.

6.2.3 A garage will only be considered as a parking space if accompanied by a suitable area of hard standing to the front or side and it must have minimum internal dimensions sufficient to allow for both car parking and storage. Cycle storage is expected to be provided separately in the form of a suitable shed where space allows within the boundary of the property. If it is not possible to provide a shed within the boundaries of a property due to size constraints, residential garages

will be expected to comfortably accommodate cycles as well as cars. Minimum dimensions for garages and parking areas are set out in Appendix D.

- 6.2.4 Where the Council agrees that designated on-site parking is the most appropriate option, the driveway should meet or exceed the Council's minimum dimensions. A reduction in driveway length may be considered if a roller shutter door is fitted on the garage or where no garage exists. A vehicle access footway crossing will also need to be constructed as well as suitable access for pedestrians.
- 6.2.5 Where dwellings do not have their own driveways, communal or courtyard parking areas may be included as part of the development. Design details for these parking areas are provided in the Council's design guide.
- 6.2.6 Visitor parking may take the form of lay-by parking, adopted parking bays or private bays in shared surface and courtyard areas.

6.3 Non Residential Developments

- 6.3.1 Where the level of parking provision does not comply with the Council's standards, this must be justified and supported by the introduction of a Travel Plan and robust Parking Management Strategy.
- 6.3.2 There may be potential for shared use parking, particularly though not exclusively for developments in town centres. The Council will consider shared use parking for mixed use sites where the different forms of development have substantially different peaks in terms of traffic flow and parking demand and when the site has a good level of accessibility by alternative modes to the car. A planning condition or planning obligation will also be required to ensure robust and effective parking management.
- 6.3.3 Commercial proposals will be expected, regardless of size, to provide disabled parking spaces, which must take priority over other car parking needs.
- 6.3.4 Disabled parking spaces serving a development must always be located as close to the main building entrance and staff entrances as possible and preferably within 50m of the building entrance.
- 6.3.5 In developments such as wholesale cash and carry warehouses and trade centres, parking provision for vehicles other than cars, i.e. vans, lorries etc. will be agreed on an individual basis to serve the needs of that development.
- 6.3.6 In mixed use developments, the overall parking requirement will be determined by breaking down the various elements of the development by use class and applying the relevant parking standard for each of the use classes.
- 6.3.7 The parking requirement for secondary office areas associated with larger developments such as storage and distribution warehouses will be calculated

based on the parking standard for office use in addition to the relevant standard for the primary use.

6.4 Electric vehicle (EV) charging infrastructure

- 6.4.1 All new residential development which includes garages and car parking spaces should make provision for access to an electrical facility suitable for charging electric vehicles. In communal parking areas, developers are encouraged to provide charging facilities for residents in addition to the parking requirements of the development as set out in Appendix D.
- 6.4.2 It is anticipated that most electric vehicle users will be able to charge their vehicle at home during the night however these charging points will provide facilities for those that need to charge their vehicle while they are away from home. For developments other than residential developments, electric vehicle charging points will be required, by negotiation taking account of the scale of the development.

6.5 Two-wheeled motorised transport

- 6.5.1 Parking provision for two-wheeled motorised transport, i.e. motorcycles, motor scooters and mopeds, shall be incorporated into all major non-residential developments, as set out in Appendix D.

APPENDICES

Appendix A

Policy Background

This Supplementary Planning Document was drafted with reference to the following documents:

- North Tyneside UDP (2002)
- Emerging North Tyneside Local Plan
- Tyne and Wear Local Transport Plan 3 'Keep Tyne and Wear Moving' (2011)
- North East Combined Authority (NECA) Transport Manifesto (2016)
- North Tyneside Network Management Plan
- North Tyneside Parking Strategy
- North Tyneside Road Safety Strategy
- North Tyneside Cycling Strategy
- Tyne and Wear Rights of Way Improvement Plan (RoWIP)
- The Tyne and Wear Public Rights of Way and Development Document (2008)
- National Planning Policy Framework (NPPF) (2012)
- National Planning Practice Guidance (NPPG) (2016)

Appendix B

Cycle Parking Standards

Cycle parking will be conveniently located near main and staff entrances, secure, overlooked and provided in accordance with North Tyneside's cycle design guidance and the cycle parking standards below.

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
A1 Shops	Small Shops (less than 1,000m ²)	1 stand per 50m ²
	Food Retail (1,000m ² - 2,500m ²)	1 stand per 50m ²
	Food Superstores (over 2,500m ²)	1 stand per 50m ²
	Non-food Retail (1,000m ² - 2,500m ²)	1 stand per 50m ²
	Non-food Retail (over 2,500m ²)	1 stand per 50m ²
A2 Financial and Professional Services	Banks, Building Societies, Offices etc.	1 stand per 50m ²
A3 Restaurants and Cafés	Restaurants, Snack Bars and Cafés	1 stand per 25m ² of public floor area 1 stand per 50m ² GFA if public floor area unknown at time of submission
A4 Drinking Establishments	Pubs and Bars	1 stand per 25m ² of public floor area 1 stand per 50m ² GFA if public floor area unknown at time of submission
A5 Hot Food Takeaways	Takeaways	1 stand per 50m ²
B1 Business	Offices and Light Industrial Premises	1 stand per 50m ²
	Call Centres	1 stand per 50m ²
B2 Industrial	General Industrial Premises	1 stand per 50m ²
	Vehicle Repair Garages	1 stand per 50m ²
B8 Storage or Distribution	Storage and Distribution Warehouses	1 stand per 300m ²
	Wholesale Cash and Carry Warehouses (over 2,500m ²)	1 stand per 300m ²

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
C1 Hotels	Hotels, Boarding Houses and Guest Houses	1 stand per 2 bedrooms
C2 Residential Institutions	Residential Care Homes and Nursing Homes	1 stand per 5 bedrooms
	Hospitals	1 stand per 5 beds 1 stand per 10 consulting rooms for outpatients
	Residential Schools, Colleges and Training Centres	1 stand per bedroom
C3 Dwelling Houses	Dwelling Houses	2 spaces per dwelling
	Flats (New Build and Conversions)	2 spaces per dwelling
	Aged Accommodation	1 space per 2 dwellings
C4 Houses in Multiple Occupation	Sheltered or Warden Accommodation for the Elderly etc.	1 stand per 5 bedrooms
	Hostels	1 stand per bedroom
	Student Accommodation	1 stand per bedroom
D1 Non-Residential Institutions	Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc.	1 stand per consulting room
	Crèches, Day Nurseries and Day Centres	1 stand per 10 pupils 1 stand per 50 pupils for visitors
	Primary Schools	1 stand per 10 pupils 1 stand per 1 classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 pupils for visitors
	Secondary Schools	1 stand per 5 students 1 stand per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 students for visitors

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
D1 Non-Residential Institutions continued	Sixth Form Colleges, Further Education Colleges and Higher Education Establishments	1 stand per 5 students 1 stand per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 students for visitors
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 stand per 50m ²
	Places of Worship and Religious Instruction	1 stand per 50m ²
D2 Assembly and Leisure	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	Assessed on an individual basis
	Dance Halls, Discotheques and Night Clubs	
	Stadia	
	Skating Rinks	
	Bowling Alleys and Bowling Greens	
	Swimming Pools	
	Sports Halls	
	Sports Pitches	
	Health and Fitness Centres	
	Golf Courses	
Golf Driving Ranges		
Sui Generis	Car Showrooms	Assessed on an individual basis
	Taxi and Private Hire Offices	
	Petrol Filling Stations	
	Hand Car Wash	
	All other uses	

Appendix C**Transport Assessments and Transport Statements**

Transport Assessments and Transport Statements		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Transport Statement. Full Travel Plan or Travel Plan Statement	Transport Assessment and Full Travel Plan
A1 Food Retail	250m ² - 800m ²	over 800m ²
A1 Non-Food Retail	800m ² - 1,500m ²	over 1,500m ²
A2 Financial and Professional Services	1,000m ² - 2,500m ²	over 2,500m ²
A3 Restaurants and Cafes	300m ² - 2,500m ²	over 2,500m ²
A4 Drinking Establishments	300m ² - 600m ²	over 600m ²
A5 Hot Food Takeaways	250m ² - 500m ²	over 500m ²
B1 Business	1,500m ² - 2,500m ²	over 2,500m ²
B2 General Industrial	2,500m ² - 4,000m ²	over 4,000m ²
B8 Storage or Distribution	3,000m ² - 5,000m ²	over 5,000m ²
C1 Hotels	75 - 100 bedrooms	over 100 bedrooms
C2 Residential Institutions - Medical	30 - 50 beds	over 50 beds
C2 Residential Institutions - Residential Education	50 - 150 students	over 150 students
C2 Residential Institutions - Institutional Hostels	250 - 400 residents	over 400 residents
C3 Dwelling Houses	50 - 80 dwellings	over 80 dwellings
C4 Houses in Multiple Occupation	50 - 80 bedrooms	over 80 bedrooms
D1 Non-Residential Institutions	500m ² - 1,000m ²	over 1,000m ²
D2 Assembly and Leisure	500m ² - 1,500m ²	over 1,500m ²
Sui Generis	Assessed on an individual basis	

Appendix D**Parking Standards**

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
A1 Shops	Small Shops (less than 1,000m ²)	1 space per 50m ² Electric Vehicle (EV) charging points by negotiation
	Food Retail (1,000m ² - 2,500m ²)	1 space per 14m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
	Food Superstores (over 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
	Non-Food Retail (1,000m ² - 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Floor area used to determine parking provision must include outdoor sales or display areas Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
	Non-Food Retail (over 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Floor area used to determine parking provision must include outdoor sales or display areas Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
A2 Financial and Professional Services	Banks, Building Societies, Offices etc.	1 space per 50m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
A3 Restaurants and Cafés	Restaurants, Snack Bars and Cafés	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m ² GFA will be applied Electric Vehicle (EV) charging points by negotiation
A4 Drinking Establishments	Pubs and Bars	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m ² GFA will be applied Electric Vehicle (EV) charging points by negotiation
A5 Hot Food Takeaways	Takeaways	1 space per 25m ² Electric Vehicle (EV) charging points by negotiation
B1 Business	Offices and Light Industrial Premises	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
	Call Centres	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
B2 Industrial	General Industrial Premises	1 space per 50m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
B2 Industrial continued	Vehicle Repair Garages	4 spaces per MOT, repair, service or valet bay In addition 1 disabled space per 20 spaces Staff and customer parking to be clearly identified on site with associated signage A suitable area to allow a recovery vehicle to turn within the site will be required Electric Vehicle (EV) charging points by negotiation
B8 Storage or Distribution	Storage and Distribution Warehouses	1 space per 200m ² In addition 1 disabled space per 20 spaces Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
	Wholesale Cash and Carry Warehouses (over 2,500m ²)	1 space per 25m ² In addition 1 disabled space per 20 spaces Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
C1 Hotels	Hotels, Boarding Houses and Guest Houses	1 space per bedroom for guests 1 space per 5 bedrooms for staff. In addition 1 disabled space per 20 spaces Additional parking for bars, restaurants, conference areas etc. to be provided in accordance with the relevant parking standard Electric Vehicle (EV) charging points by negotiation
C2 Residential Institutions	Residential Care Homes and Nursing Homes	1 space per 5 bedrooms In addition 1 disabled space per 20 spaces Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed Electric Vehicle (EV) charging points by negotiation
C2 Residential Institutions continued	Hospitals	1 space per bed for overnight patients 5 spaces per consulting room for outpatients In addition 1 disabled space per 20 spaces Drop off and pick areas to be agreed Provision for servicing, ambulances and other essential vehicles to be incorporated into the layout design Electric Vehicle (EV) charging points by negotiation
	Residential Schools, Colleges and Training Centres	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff In addition 1 disabled space per 20 spaces Drop off and pick areas to be agreed Visitor and student provision to be agreed Electric Vehicle (EV) charging points by negotiation
C3 Dwelling Houses	Dwelling Houses	1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter 1 space per 3 dwellings for visitors Provision for access to an electrical facility suitable for charging an Electric Vehicle (EV)
	Flats (New Build and Conversions)	1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter 1 space per 3 dwellings for visitors Electric Vehicle (EV) charging points by negotiation

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
C4 Houses in Multiple Occupation	Aged Accommodation	1 space per dwelling 1 space per 3 dwellings for visitors Electric Vehicle (EV) charging points by negotiation
	Sheltered or Warden Accommodation for the Elderly etc.	1 space per 5 bedrooms In addition 1 disabled space per 10 bedrooms Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed Electric Vehicle (EV) charging points by negotiation
	Hostels and Houses in Multiple Occupation	1 space per bedroom 1 space per 3 bedrooms for visitors Electric Vehicle (EV) charging points by negotiation
C4 Houses in Multiple Occupation continued	Student Accommodation	1 space per 2 bedrooms for residents 1 space per 6 bedrooms for visitors In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
D1 Non-Residential Institutions	Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc.	5 spaces per consulting room In addition 1 disabled space per 20 spaces Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed Electric Vehicle (EV) charging points by negotiation
	Crèches, Day Nurseries and Day Centres	2 spaces per classroom or activity room for staff In addition 1 disabled space per 20 spaces Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use Electric Vehicle (EV) charging points by negotiation

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
	Primary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff In addition 1 disabled space per 20 spaces Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use Electric Vehicle (EV) charging points by negotiation
	Secondary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff In addition 1 disabled space per 20 spaces Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use Electric Vehicle (EV) charging points by negotiation
D1 Non-Residential Institutions continued	Sixth Form Colleges, Further Education Colleges and Higher Education Establishments	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff Parking for students by negotiation In addition 1 disabled space per 20 spaces Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use Electric Vehicle (EV) charging points by negotiation
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Places of Worship and Religious Instruction	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
D2 Assembly and Leisure	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	1 space per 5 seats In addition 1 disabled space per 20 spaces Provision for standing areas to be agreed Electric Vehicle (EV) charging points by negotiation
	Dance Halls, Discotheques and Night Clubs	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m ² GFA will be applied Electric Vehicle (EV) charging points by negotiation
	Stadia	1 space per 10 seats In addition 1 disabled space per 20 spaces Provision for standing areas to be agreed Coach Parking to be agreed Electric Vehicle (EV) charging points by negotiation
D2 Assembly and Leisure continued	Skating Rinks	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Swimming Pools	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Sports Halls	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Bowling Alleys and Bowling Greens	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
	Sports Pitches	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
	Health and Fitness Centres	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Golf Courses	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
D2 Assembly and Leisure continued	Golf Driving Ranges	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
Sui Generis	Car Showrooms	1 space per 5 sales vehicles In addition 1 disabled space per 20 spaces Staff and customer parking to be clearly identified on site with associated signage Parking for vehicle repairs to be provided in accordance with standard for B2 Industrial (Vehicle Repair Garages) use A suitable area to allow a car transporter to turn within the site will be required Electric Vehicle (EV) charging points by negotiation
	Taxi and Private Hire Offices	To be determined on an individual basis Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business Electric Vehicle (EV) charging points by negotiation
	Petrol Filling Stations	Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway Parking provision for associated shop to be provided in accordance with A1 retail use A suitable area to allow a petrol tanker to turn within the site will be required Electric Vehicle (EV) charging points by negotiation

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
	Hand Car Wash	Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway Electric Vehicle (EV) charging points by negotiation
	All other uses	All other developments to be determined on an individual basis

Minimum Parking Dimensions	
Single drive (up and over door)	3.0m x 5.5m with 6.0m reversing distance
Double drive (up and over door)	6.0m x 5.5m with 6.0m reversing distance
Single drive (roller shutter door)	3.0m x 5.0m with 6.0m reversing distance
Double drive (roller shutter door)	6.0m x 5.0m with 6.0m reversing distance
Single garage (includes cycle storage)	7.0m x 3.0m (internal dimensions)
Double garage (includes cycle storage)	7.0m x 6.0m (internal dimensions)
Parking bay (90° to carriageway)	5.0m x 2.5m with 6.0m reversing distance
Single lay-by	5.5m x 2.5m with 4.8m splays
Double lay-by	11.0m x 2.5m with 4.8m splays

Two-wheeled motorised transport
<p>To be provided by negotiation and at a minimum rate of 5% of the overall total number of spaces on developments with 20 or more car parking spaces. A higher level of provision may be appropriate at some sites, e.g. colleges and higher education establishments.</p> <p>Minimum parking dimensions – 1.0 x 2.0 metres per vehicle.</p> <p>Should preferably be under cover and provide a secure anchor point at 600-750mm from ground level onto which a wheel can be chained.</p>



North Tyneside Council

North Tyneside Council, Quadrant, The Silverlink North
Cobalt Business Park, North Tyneside, NE27 0BY
my.northtyneside.gov.uk

North Tyneside Council

Report to Cabinet

8 May 2017

ITEM 6(c)

Appointments to Outside
Bodies Exercising
Executive Functions
2017/18

Portfolio(s): Elected Mayor

Cabinet Member(s): N Redfearn

Report from Service Area: Law and Governance

Responsible Officer: Vivienne Geary, (Tel: (0191) 6435339)
Head of Law and Governance

Wards affected: All Wards

PART 1

1.1 Executive Summary:

The Cabinet is requested to consider the appointment of representatives to serve on outside bodies which have executive decision making powers for the 2017/18 Municipal Year as set out in Appendix A to this report.

1.2 Recommendation(s):

It is recommended that the Elected Mayor be authorised to determine:

- (1) the appointment of representatives to serve on those executive outside bodies set out in Appendix A to this report for the 2017/18 Municipal Year;
- (2) any changes to the appointment of representatives to serve on those executive bodies which might arise during 2017/18; and
- (3) the appointment of representatives to serve on any new executive outside bodies that may arise during the 2017/18 Municipal Year.

1.3 Forward Plan:

Twenty eight days Notice of this report has been given and it first appeared on the Forward Plan that was published on 3 April 2017.

1.4 Council Plan and Policy Framework

The Authority's membership of the various executive outside bodies will assist the Authority in meeting each of the Our North Tyneside Plan priorities.

1.5 Information:

- 1.5.1 Appendix A to this report sets out those outside bodies which have executive functions and require appointments to be made by Cabinet for the 2017/18 Municipal Year. If a joint committee exercises executive functions only, the persons appointed must be Cabinet members, unless the joint committee is discharging a function in relation to five or more local authorities, in which case non-Cabinet members can be appointed.
- 1.5.2 Political balance requirements do not apply to the appointment of members of joint committees exercising executive functions only. Failure to ensure that Cabinet members are appointed to appropriate committees/bodies would place the Authority in breach of the appropriate Regulations.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

The Cabinet may choose to appoint representatives to those bodies set out in Appendix A.

Option 2

The Cabinet may choose not to appoint representatives to some or any of those bodies set out in Appendix A

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reason:

To ensure that the Authority is properly represented on external bodies that exercise executive functions.

1.8 Appendices:

Appendix A – list of bodies exercising executive functions to which appointments are requested to be made for the 2017/18 municipal year.

1.9 Contact officers:

Dave Brown, Law and Governance – Tel. 643 5358
Alison Campbell, Finance – Tel. 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) List of Outside Bodies exercising Executive functions (attached)
- (2) Local Authorities (Arrangements for the Discharge of Functions) (England) (Amendment) Regulations 2001
- (3) [North Tyneside Council Constitution](#)
- (4) [Guidance note on personal liability of Members serving on outside bodies](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The proposal does not have direct financial implications. However, the completeness of this list is important in recognising the extent of indemnity cover required and ensuring the recognition of all potential liabilities the Authority is committed to.

2.2 Legal

The Cabinet has the power to make appointments to outside bodies which exercise executive functions (Article 6 of the Authority's Constitution).

The appointment of a Member to an outside body may create liabilities for the Member (personally) and the Authority (corporately). It is important that Members in the discharge of their responsibilities on outside bodies act in good faith and within the powers and responsibilities of the outside body. Members will normally be indemnified under the Authority's adopted scheme of indemnification for any liabilities that flow from their appointment to an outside body. To ensure that Members benefit from the scheme of indemnity, Members should seek prompt advice from officers should they consider that they have any conflict of interest in discharging their duties on an outside body or if they are concerned that the body may be acting in a potentially unlawful way. A link to a guidance note in relation to personal liability of members serving on outside bodies can be found under section 1.10 of this report (Background Information).

2.3 Consultation/community engagement

Consultation has taken place with the Elected Mayor.

2.4 Human rights

There are no direct human rights implications arising from this report.

2.5 Equalities and diversity

The Authority makes appointments to outside bodies which work within the requirements of equality legislation and, where applicable, the public sector equality duty.

2.6 Risk management

Any risks associated with appointing Authority representatives to serve on outside bodies are set out in the guidance note referred to in section 1.10 of this report.

2.7 Crime and disorder

The Authority makes appointments to outside bodies which seek to reduce crime and disorder.

2.8 Environment and sustainability

The Authority makes appointments to outside bodies which seek to enhance and protect the local and national environment

PART 3 - SIGN OFF

- Deputy Chief Executive x
- Head of Service x
- Mayor/Cabinet Member(s) x
- Chief Finance Officer x
- Monitoring Officer x
- Head of Corporate Strategy x

APPOINTMENTS TO OUTSIDE BODIES EXERCISING EXECUTIVE FUNCTIONS 2017/18

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Association of North East Councils Collaborative Procurement Sub-Committee</p> <p>To provide strategic direction and advice to the Collaborative Procurement Service.</p>	<p>Meetings</p> <p>Venue</p> <p>Frequency Annual Meeting and ordinary meeting at quarterly intervals</p> <p>Time</p> <p>Day</p>	Councillor R Glindon	1.
<p>Association of North East Councils Leaders and Elected Mayors Group</p>	<p>Elected Mayor by virtue of office. Chief Executive invited to attend</p> <p>Meetings</p> <p>Venue Various</p> <p>Frequency Quarterly</p> <p>Time</p> <p>Day</p>	N Redfearn, Elected Mayor	Elected Mayor
<p>Bus Lane Adjudication Service Joint Committee</p> <p>PATROL has been established to enable councils undertaking civil parking enforcement in England and Wales and civil bus lane and moving traffic enforcement in Wales to exercise their functions under:</p> <p>a) section 81 of the Traffic Management Act 2004 (TMA) and Regulations 17 and 18 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (the English General Regulations);</p>	<p>Meetings</p> <p>Venue London</p> <p>Frequency 3 times per year</p> <p>Time</p> <p>Day</p>	<p>Councillor JLL Harrison</p> <p>Substitute: Councillor MA Green</p>	<p>1.</p> <p><i>Substitute:</i></p>

<p>b) section 81 of the TMA and Regulations 16 and 17 of the Civil Enforcement of Road Traffic Contraventions (General Provisions) Wales Regulations 2013 (the Welsh General Provisions Regulations); c) Regulations 12 and 13 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013 (the Road User Charging Regulations).</p>			
<p>Joint Street Lighting PFI Project Committee Joint Committee comprising representatives from Newcastle City and North Tyneside councils. It administers, maintains and develops the Street Lighting PFI Project.</p>	<p>2 Executive Representatives and 2 named Substitutes</p> <p>Meetings Venue Quadrant, North Tyneside Frequency At least twice a year Time Various Day</p>	<p>Councillor JLL Harrison Councillor JJ Stirling Substitutes: Councillor B Burdis Councillor G Bell</p>	<p>1. 2. <i>Substitutes:</i> 1. 2.</p>
<p>Newcastle Airport Local Authority Holding Company</p>	<p>1 Director must be elected. Annual Appointments. Alternate named Director to be appointed</p> <p>Meetings Venue Newcastle Airport Frequency Quarterly Time Afternoons Day</p>	<p>N Redfearn, Elected Mayor Alternate: Councillor CB Pickard</p>	<p>1. Alternate:</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North East Combined Authority Economic Development and Regeneration Advisory Board</p> <p>The aim of the Board is to support the NELB in the development of the economic development and regeneration theme.</p>	<p>1 Member (must be portfolio holder for economic development) and 1 substitute</p> <p>Meetings Venue Various around NECA area Frequency Quarterly Time Afternoon on a Tuesday</p>	<p>Councillor B Pickard</p> <p>Substitute: Councillor B Burdis</p>	<p>1.</p> <p><i>Substitute:</i></p>
<p>North East Combined Authority Governance Committee</p> <p>The Governance Committee role is to provide assurance about the organisation's arrangements for managing risk, maintaining an effective control environment and reporting on financial and other performance and for the promotion and maintenance of high standards of conduct by its elected and co-opted members.</p>	<p>1 Member – must be a member of the Authority's Audit or Standards Committee. 1 substitute member - must also be a member of the Authority's Audit or Standards Committee.</p> <p>Appointments must be based on the political balance that applies to the region as a whole</p> <p>Meetings Venue Various around NECA area Frequency 4 times per year Time 2.00pm on a Tuesday</p>	<p>Councillor C Johnson</p> <p>Substitute: Councillor P Earley</p>	<p>1.</p> <p><i>Substitute:</i></p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North East Combined Authority Leadership Board</p> <p>The strategic decision-making body of the Combined Authority, responsible for a number of transport functions and economic development and growth. It is comprised of the six Leaders and the elected Mayor, plus the Chair of the North East Local Enterprise Partnership.</p>	<p>Elected Mayor appointed by virtue of office</p> <p>Meetings</p> <p>Venue Various around NECA area</p> <p>Frequency Bi-monthly</p> <p>Time Afternoon on a Tuesday</p>	<p>N Redfearn, Elected Mayor</p> <p>Substitute: Councillor C B Pickard</p>	<p>Elected Mayor</p> <p><i>Substitute:</i></p>
<p>North East Combined Authority Overview and Scrutiny Committee</p> <p>The Overview and Scrutiny Committee, on behalf of residents, scrutinises and challenges matters within the remit of the Combined Authority. It also investigates matters of significant importance to residents within the areas covered by the seven councils with a view to influencing decisions made in respect of all matters within the remit of the Combined Authority.</p>	<p>2 Members – must not be members of NECA Leadership Board, Transport North East Committee or Transport North East (Tyne and Wear) Sub Committee and appointment must be based on the political balance that applies to the region as a whole.</p> <p>For 2017/18 the number of substitutes for each constituent Authority has increased from one to two.</p> <p>Meetings</p> <p>Venue Various around NECA area</p> <p>Frequency 4 times per year</p> <p>Time Afternoon on a Tuesday</p>	<p>Councillor S Graham Councillor R Glindon</p> <p><i>Substitute:</i> Councillor A McMullen</p>	<p>1. 2.</p> <p><i>Substitutes</i></p> <p>1. 2.:</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North East Combined Authority Transport North East Committee (TNEC)</p> <p>This is a joint committee of the Combined Authority and seven individual councils that advises the Combined Authority and oversees the delivery of transport functions across the area.</p>	<p>2 Members, 1 of whom must be a Member with portfolio responsibility for Transport. 1 substitute member</p> <p>Meetings</p> <p>Venue Various around NECA area</p> <p>Frequency 4 times per year</p> <p>Time After North East Combined Authority Transport North East (Tyne and Wear) Sub-Committee – afternoon on a Thursday</p>	<p>Councillor JLL Harrison Councillor MA Green</p> <p>Substitute: Councillor T Mulvenna</p>	<p>1. 2.</p> <p><i>Substitute:</i> 1.</p>
<p>North East Combined Authority Transport North East (Tyne and Wear) Sub-Committee</p> <p>A number of transport functions have been delegated to the Tyne and Wear Sub-Committee in respect of the area of the Tyne and Wear Authorities.</p> <p>The Sub-Committee advises on the Transport North East Committee on local needs and priorities and provides a local focus for delivery of transport functions. It also takes responsibility for delivery of local programmes, determination of local priorities and co-ordination of highway management functions with partner agencies.</p>	<p>1 Member – must be a Member with portfolio responsibility for Transport. 1 substitute – either the second member of the Transport North East Committee (TNEC) or the substitute member on the TNEC.</p> <p>Meetings</p> <p>Venue Various around NECA area</p> <p>Frequency Bi-monthly</p> <p>Time afternoon on a Thursday</p>	<p>Councillor JLL Harrison</p> <p>Substitute: Councillor M A Green</p>	<p>1.</p> <p>Substitute:</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North East Culture Partnership</p> <p>The aim of the partnership, which includes all 12 local authorities, arts and cultural organisation, businesses and educational organisations, sport and tourism, is to build on the strong foundations laid through the North East's cultural regeneration so that it can harness the power of culture to promote health and well-being and to forge a dynamic and successful economy.</p>	<p>Meetings</p> <p>Venue Various in the region</p> <p>Frequency Every two months</p> <p>Time Afternoons</p> <p>Day</p>	<p>Councillor EN Darke</p>	<p>1.</p>
<p>North East Local Enterprise Partnership</p> <p>The Partnership brings together local business and civic leaders, working to support their local economy.</p>	<p>Elected Mayor appointed by virtue of office</p> <p>Meetings</p> <p>Venue Various in the region</p> <p>Frequency Monthly</p> <p>Time</p> <p>Day</p>	<p>N Redfearn, Elected Mayor</p>	<p>Elected Mayor</p>
<p>North East Regional Employers Organisation Executive Committee</p> <p>Aims are to advice, support and represent member authorities in human resource management, management practice and industrial relations.</p>	<p>1 Representative must be nominated from the members of the North East Regional Employers Organisation Annual Appointment</p> <p>Meetings</p> <p>Venue Guild Hall, Quayside NE1 3AF</p> <p>Frequency 3 times per year</p> <p>Time</p> <p>Day</p>	<p>Councillor CB Pickard</p>	<p>1.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
North Shields Fish Quay Company Limited	<p>An elected Member and one officer to be appointed.</p> <p>Meetings</p> <p>Venue Various in the region</p> <p>Frequency Quarterly</p> <p>Time</p> <p>Day</p>	Councillor B Burdis Head of Environment, Housing and Leisure or representative	1. 2.
<p>North Tyneside Fostering and Adoption Panel</p> <p>The Panel considers fostering and adoption business; the approval of Foster Carers and prospective Adopters, the match of North Tyneside Looked After Children with prospective Adopters and Long Term Foster Carers, the Annual Foster Carer Review for all approved North Tyneside Foster Carers and to consider the business and performance of the Fostering and Adoption Service.</p>	<p>An elected Member to be appointed.</p> <p>Meetings</p> <p>Venue Riverside Centre, North Shields</p> <p>Frequency Monthly (4th Monday of the month)</p> <p>Time 9.00am</p> <p>Day Mondays</p>	Councillor C Davis	1.

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North Tyneside Learning Trust</p> <p>To advance, for the public benefit, education, health and training for all the children, young people and communities of North Tyneside including, but without prejudice to the generality of the foregoing, the education of the pupils at any School which is a Qualifying School or at any other school in respect of which the Company acts or has acted as a foundation it being acknowledged that in carrying out the Objects the Company must, so far as is consistent with this purpose, have regard to its obligation to promote community cohesion under the Education Acts.</p>	<p>Current appointee is Councillor I Grayson as Cabinet Member responsible for Children, Young People and Learning.</p> <p>Suggest that Cabinet Member for Children, Young People and Learning is appointed by virtue of office.</p> <p>Meetings</p> <p>Venue Norham Community College</p> <p>Frequency 6 times per year</p> <p>Time</p> <p>Day</p>	<p>Councillor I Grayson</p>	<p>1.</p>
<p>North Tyneside Trading Company</p> <p>The object of the Company is to provide services to other public bodies; and any other customers (whether public bodies or not) as considered appropriate.</p>	<p>The Board of Directors comprises 2 Cabinet Members and 2 members of the Senior Leadership Team</p> <p>Meetings</p> <p>Venue Quadrant, North Tyneside</p> <p>Frequency At least quarterly</p> <p>Time</p> <p>Day</p>	<p>Councillor CB Pickard</p> <p>Councillor R Glindon</p> <p>Deputy Chief Executive</p> <p>Head of Commercial and Business Redesign</p>	<p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Aurora Properties (Rental) Limited</p> <p><i>See above for the objectives of the Trading Company</i></p>	<p>The Board of Directors comprises 2 Cabinet Members and 2 members of the Senior Leadership Team</p> <p>Meetings <i>(anticipated)</i> Venue Quadrant, North Tyneside Frequency At least quarterly Time Day</p>	<p>Councillor CB Pickard Councillor R Glendon Deputy Chief Executive Head of Commercial and Business Redesign</p>	<ol style="list-style-type: none"> 1. 2. 3. 4.
<p>Aurora Properties (Sale) Limited</p> <p><i>See above for the objectives of the Trading Company</i></p>	<p>The Board of Directors comprises 2 Cabinet Members and 2 members of the Senior Leadership Team</p> <p>Meetings <i>(anticipated)</i> Venue Quadrant, North Tyneside Frequency At least quarterly Time Day</p>	<p>Councillor CB Pickard Councillor R Glendon Deputy Chief Executive Head of Commercial and Business Redesign</p>	<ol style="list-style-type: none"> 1. 2. 3. 4.
<p>North Tyneside Trading Company (Consulting) Limited</p> <p><i>See above for the objectives of the Trading Company</i></p>	<p>The Board of Directors comprises 2 Cabinet Members and 2 members of the Senior Leadership Team</p> <p>Meetings Venue Quadrant, North Tyneside Frequency At least quarterly Time Day</p>	<p>Councillor CB Pickard Councillor R Glendon Deputy Chief Executive Head of Commercial and Business Redesign</p>	<ol style="list-style-type: none"> 1. 2. 3. 4.

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>North Tyneside Trading Company (Development) Limited</p> <p><i>See above for the objectives of the Trading Company</i></p>	<p>The Board of Directors comprises 2 Cabinet Members and 2 members of the Senior Leadership Team</p> <p>Meetings Venue Quadrant, North Tyneside Frequency At least quarterly Time Day</p>	<p>Councillor CB Pickard Councillor R Glindon Deputy Chief Executive Head of Commercial and Business Redesign</p>	<ol style="list-style-type: none"> 1. 2. 3. 4.
<p>Northumberland In-Shore Fisheries and Conservation Authority</p> <p>NIFCA exists to lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry in the NIFCA district.</p> <p>The NIFCA district comprises (in brief summary) the sea within the national waters of the United Kingdom adjacent to the County of Northumberland and the Metropolitan Borough of North Tyneside out to 6 nautical miles from baselines. It also covers all of the land in the County and the Metropolitan Borough and all rivers and estuaries within the district up to the tidal limits.</p>	<p>1 Representative must be elected.</p> <p>Term of appointment to be decided by appointing authority.</p> <p>Meetings Venue County Hall, Morpeth Frequency Quarterly (July, October, January & April) Time 2.00pm Day</p>	<p>Councillor B Burdis</p>	<ol style="list-style-type: none"> 1.

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Northumberland, Tyne and Wear NHS Foundation Trust Council of Governors</p> <p>Governors are responsible for representing the interests of the Trust's members and partner organisations in the local health economy, in the running of the NHS Foundation Trust</p>	<p>Meetings</p> <p>Venue Walkergate Park, Newcastle Upon Tyne</p> <p>Frequency Quarterly (March, May, September, November)</p> <p>Time 2.00pm</p>	Councillor M Hall	1.
<p>Northumbria Healthcare NHS Foundation Trust Co-opted Governors</p> <p>Governors represent the interests of the Trust's members, staff and local public sector organisations in influencing the development of the trust. Governors relay information about the trust, its vision and performance and take account of the views of the groups they serve. They are elected or nominated to their positions and together they form the council of governors.</p>	<p>Co-opted Governors</p> <p>Meetings</p> <p>Venue NHS, Cobalt</p> <p>Frequency Monthly</p> <p>Time</p> <p>Day</p>	Councillor MA Green Councillor M Hall	1. 2.
<p>Northumbria Regional Flood and Coastal Committee</p> <p>The Committee exercises general supervision over all matters relating to flood defence and land drainage. It prepares an annual programme of capital works and maintenance and submits schemes to the Government for approval.</p>	<p>1 Representative must be elected. Also 1 substitute who can be elected or an officer.</p> <p>Meetings</p> <p>Venue Environment Agency, Newcastle</p> <p>Frequency 4 times a year</p> <p>Time</p> <p>Day</p>	Councillor JLL Harrison	1.

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>PATROL (Parking And Traffic Regulations Outside London Joint Committee) Adjudication Joint Committee</p> <p>PATROL has been established to enable councils undertaking civil parking enforcement in England and Wales and civil bus lane and moving traffic enforcement in Wales to exercise their functions under:</p> <p>a) section 81 of the Traffic Management Act 2004 (TMA) and Regulations 17 and 18 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (the English General Regulations);</p> <p>b) section 81 of the TMA and Regulations 16 and 17 of the Civil Enforcement of Road Traffic Contraventions (General Provisions) Wales Regulations 2013 (the Welsh General Provisions Regulations);</p> <p>a) Regulations 12 and 13 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013 (the Road User Charging Regulations).</p>	<p>Meetings</p> <p>Venue London</p> <p>Frequency 3 times per year</p> <p>Time</p> <p>Day</p>	<p>Councillor JLL Harrison</p> <p>Substitute: Councillor M A Green</p>	<p>1.</p> <p><i>Substitute:</i></p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Pensions Committee</p> <p>Responsible for controlling and resolving all matters relating to the Superannuation Fund for the Tyne and Wear Metropolitan District Councils and for investing the Superannuation Fund monies.</p>	<p>1 Representative must be elected. Annual Appointment.</p> <p>The Pensions Committee has requested that a substitute appointment be made.</p> <p>Meetings</p> <p>Venue South Shields Town Hall, South Tyneside</p> <p>Frequency Quarterly plus Annual Meeting and two training seminars</p>	<p>Councillor T Mulvenna</p> <p>Substitute: Councillor M Rankin</p>	<p>1.</p> <p><i>Substitute:</i></p>
<p>Station Developments Limited</p> <p>Objective is to preserve Tynemouth Station through refurbishment and restoration and to provide a framework for long term sustainability of the asset through development and the letting of land and buildings within the site.</p>	<p>2 Representatives. Need not be elected Members, can be officers of the Council. Substitutes are not permitted. No fixed term of office. Directors may be replaced at any time. Existing Directors must resign before any replacement is made.</p> <p>Meetings</p> <p>Venue Tynemouth Station / Various</p> <p>Frequency Twice yearly</p> <p>Time 2.00pm</p> <p>Day</p>	<p>Councillor R Glendon</p> <p>Councillor S Day</p>	<p>1.</p> <p>2.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Tyne Gateway Trust</p> <p>Appointment is to a network of advisors to support Tyne Gateway and their work and to help steer, open doors, guide developments etc.</p>	<p>Current appointee is Councillor I Grayson as Cabinet Member responsible for Children, Young People and Learning.</p> <p>Suggest that Cabinet Member for Children, Young People and Learning is appointed by virtue of office.</p> <p>Meetings</p> <p>Venue Quadrant, North Tyneside</p> <p>Frequency 4 times per year</p> <p>Time</p> <p>Day</p>	<p>Councillor I Grayson</p>	<p>1.</p>
<p>Tyne Port Health Authority</p> <p>Statutory body - has responsibility for various environmental health duties within the port, on the river and parts of riverside area.</p>	<p>3 Representatives must be elected. Named substitutes are permitted. Annual Appointments.</p> <p>Meetings</p> <p>Venue Quadrant, North Tyneside</p> <p>Frequency 3 times per year, plus 1 for Inspection of riverside.</p> <p>Time 10.00am</p> <p>Day Tuesday</p>	<p>Councillor B Burdis Councillor Janet Hunter Councillor A Percy</p> <p>Substitutes: Councillor M A Green Councillor C Davis vacancy</p>	<p>1. 2. 3.</p> <p><i>Substitutes:</i></p> <p>1. 2. 3.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Tyne and Wear Archives and Museums Joint Committee</p> <p>Objectives (Archives):</p> <ul style="list-style-type: none"> • To prepare and regularly update a policy statement for the Joint Archives Service • To monitor and review the work of the service • To agree the budget and staffing of the service ▪ To comment on matters affecting archives and records regionally and nationally insofar as they effect the joint service <p>Objectives (Museums)</p> <ul style="list-style-type: none"> ▪ To administer, maintain and develop the Joint Museums Service in the Tyne and Wear Area 	<p>3 Representatives must be elected. There are some proposed changes in governance arrangements which may result in a reduction in the number of representatives to 1.</p> <p>Annual Appointment. Pool of substitutes needed. Newcastle City Council administering authority.</p> <p>Meetings</p> <p>Venue Various Museums around Tyne and Wear</p> <p>Frequency Bi-monthly - at least 4 times per year</p> <p>Time 10.30am</p>	<p>Councillor E Darke Councillor A Percy Councillor J O'Shea</p> <p>Substitutes: Councillor JJ Stirling Councillor L Darke Councillor S Day</p>	<p>1. 2. 3.</p> <p><i>Substitutes:</i></p> <p>1. 2. 3.</p>
<p>Tyne and Wear Archives and Museums General Purposes Committee</p> <p>To deal with urgent items falling between meetings of the Committee and Acquisitions</p>	<p>1 representative plus a substitute. Must be elected.</p> <p>Annual appointment. Newcastle administering authority.</p> <p>Meetings</p> <p>Venue Discovery Museum, Newcastle</p> <p>Frequency Quarterly</p> <p>Time no set time</p>	<p>Councillor A Percy</p> <p>Substitute: Councillor J O'Shea</p>	<p>1.</p> <p><i>Substitute:</i></p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>Tyne and Wear Archives and Museums Audit Committee</p> <p>To assist in ensuring that TWAM has effective internal control and risk management processes and systems in place</p>	<p>1 representative plus a substitute. Must be elected.</p> <p>Annual appointment.</p> <p>Newcastle administering authority.</p> <p>Meetings</p> <p>Venue Discovery Museum, Newcastle</p> <p>Frequency 4 times per year (May, September, November and March)</p> <p>Time 2pm</p>	<p>Councillor J O'Shea</p> <p>Substitute Councillor A McMullen</p>	<p>1.</p> <p><i>Substitute:</i></p>
<p>Tyne & Wear Trading Standards Joint Committee</p> <p>Aim is to co-ordinate the enforcement of trading standards functions with a view to securing uniformity throughout the county.</p>	<p>4 Representatives must be elected. Annual Appointments (The Council can appoint up to 4 Substitute Members).</p> <p>Meetings</p> <p>Venue Gateshead</p> <p>Frequency Quarterly</p> <p>Time</p> <p>Day</p>	<p>Councillor S Graham Councillor J O'Shea Councillor P Oliver Councillor C Johnson</p> <p>Substitutes: Councillor G Bell Councillor C Davis Councillor F Lott Councillor L Spillard</p>	<p>1. 2. 3. 4.</p> <p><i>Substitutes:</i></p> <p>1. 2. 3. 4.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>PARTNERSHIPS</p> <p>North Tyneside Strategic Partnership Executive</p>	<p>2 Representatives. The Mayor and Chief Executive are appointed by virtue of their office.</p> <p>Meetings</p> <p>Venue Various within North Tyneside</p> <p>Frequency Quarterly</p> <p>Time</p> <p>Day</p>	<p>N Redfearn, Elected Mayor Chief Executive or nominee</p>	<p>Elected Mayor Chief Executive or nominee</p>
<p>Safer North Tyneside Partnership Board</p>	<p>Cabinet Member with responsibility for Community Safety.</p> <p>Annual Appointments.</p> <p>Meetings</p> <p>Venue Quadrant, North Tyneside</p> <p>Frequency Quarterly</p> <p>Time 3.00 pm</p> <p>Day Wednesday</p>	<p>Councillor C A Burdis</p>	<p>1.</p>

Body	Information	2016/17 Appointments/ Nominations	2017/18 Appointments/ Nominations
<p>BODIES WHICH HAVE EXECUTIVE FUNCTIONS AND WHERE REPRESENTATION IS BASED ON POLITICAL BALANCE REQUIREMENTS. APPOINTMENTS TO BE MADE BY RELEVANT GROUP LEADERS AS APPROPRIATE</p>			
<p>Northumbria Police and Crime Panel</p>	<p>2 Representatives must be elected. Appointments must be politically balanced to the political make-up of the local authorities within the Northumbria Police Force area.</p> <p>Meetings Venue Quadrant, North Tyneside Frequency 4 times per year Time Day</p>	<p>Councillor T Mulvenna Councillor CA Burdis</p>	<p>1. 2.</p>
<p>Tyne & Wear Fire and Rescue Authority</p>	<p>3 Representatives must be elected. Annual Appointments. Note: If representatives change a letter of resignation must be obtained from the appropriate Councillor. Politically proportioned to that of North Tyneside.</p> <p>Meetings Venue: Sunderland /Newcastle Frequency Monthly Time 10.30 am Day Monday</p>	<p>Councillor CA Burdis Councillor JLL Harrison Councillor CB Pickard</p>	<p>1. 2. 3.</p>