

North Tyneside Council Report to Cabinet Date: 11 September 2017

ITEM 6(d)
North Tyneside Highway
Asset Management Plan
2017 to 2032

Portfolio(s): Housing and Transport

Cabinet Member(s): Councillor J
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:

The North Tyneside Transport Strategy, adopted by Cabinet on 8 May 2017, sets out the Authority's vision 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.

The Highway Asset Management Plan (HAMP) sets out the Authority's approach to maintaining North Tyneside's highways in good condition and responds to the Elected Mayor and Cabinet's policy direction to provide greater emphasis on footways. Cabinet is requested to adopt the HAMP and authorise officers to approve any ancillary framework and guidance documents.

1.2 Recommendation(s):

It is recommended that Cabinet:

- 1) approve the Highway Asset Management Plan (HAMP) attached as Appendix 1 which sets out the policy and strategy for maintaining the borough's pavements, roads and infrastructure assets; and
- 2) delegate authority to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport, to approve ancillary framework and guidance documents.

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 14 August 2017.

1.4 Council Plan and Policy Framework

This report is relevant to the following priorities set out in Our North Tyneside, the Council Plan 2016 to 2019:

- Our People will be listened to, and involved by responsive, enabling services
- 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 Council's Transport Strategy 2017 to 2032 sets out the overall vision for transport in North Tyneside and contains a commitment to have a HAMP in order to ensure a well-managed highway network.

North Tyneside Council is responsible for an extensive highway network and feedback from our residents has consistently told us that the maintenance of roads and footpaths is a high priority. It is therefore important that the Authority manages its highway assets in the most effective way.

Asset management has been widely accepted by central and local government as a means to manage highway assets effectively through long term planning and looking at the whole-life maintenance cycle.

North Tyneside's original 5-year HAMP was implemented on 1 April 2012. Good progress has been made over the life of the plan and it is now in need of being refreshed. The proposed new HAMP is intended to build on the progress made to date.

The proposed HAMP has been prepared following the adoption of the Transport Strategy and Local Plan. The HAMP consists of:

- Part 1 – Policy. This describes our commitment to highway asset management and sets out the principles and objectives of the HAMP. This is shown at Appendix 1.
- Part 2 – Investment and Delivery Strategy. This details how the Authority will manage its highway infrastructure assets and how the objectives in Part 1 will be achieved. This is also shown at Appendix 1.
- Part 3 – The Annual Information Report. This is a commitment to provide an annual report to Cabinet setting out our progress over the last 12 months and our plans for the coming 12 months. It will assist in informing any decisions around future highway maintenance spending and priorities. This will be reported to Cabinet separately on an annual basis.
- Part 4 – The HAMP will be supported by a Highway Asset Management Framework. This will set out the operational detail for the management and planning of maintenance work on highway infrastructure assets. It is proposed that authority to approve the Framework document will be delegated to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport.

Since the Authority implemented the first HAMP, new funding opportunities have emerged, including the Department for Transport's (DfT) incentive funding. In order to receive the maximum available allocation from DfT, local authorities are required to demonstrate that good asset management practices have been implemented to manage their highway infrastructure assets. In order to receive the maximum allocation, authorities are required to have a HAMP in place.

The HAMP is designed to be sufficiently flexible in order to accommodate changes in resources or priorities. In addition to the Transport Strategy, the HAMP supports and complements a range of other local and regional transport strategies and plans.

Following clear policy direction from the Elected Mayor and Cabinet, one of the key objectives of the HAMP is to increase the commitment to the improvement of footways across the borough.

1.6 Decision options:

The following decision options are available for consideration by Cabinet

Option 1

Cabinet accept the recommendation set out in paragraph 1.2 above.

Option 2

Cabinet do not accept the recommendation set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in order to have a HAMP in place to enable the effective management of the Authority's highway and infrastructure assets. Additionally, it will support the Authority's ability to demonstrate best practice in order to seek to secure maximum funding from DfT's incentive fund.

1.8 Appendices:

Appendix 1 North Tyneside Highway Asset Management Plan 2017 to 2032 Part 1 (Policy) and Part 2 (Strategy) (final draft for approval)

1.9 Contact officers:

Karen Cassar, Highway Asset Manager (Capita), tel. 0775 3222730
Mark Newlands, Highways and Infrastructure Manager, tel. (0191) 643 6129
Alison Campbell, Senior Business Partner, tel. (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
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41

- (2) HAMP 2012-2017
<http://test-ubuntuweb.northtyneside.gov.uk:3004/category/784/highway-asset-management>
- (3) Highway Infrastructure and Asset Management Guidance, UK Roads Liaison Group 2013
<http://www.ukroadsliasongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB>
- (4) Well-managed highway infrastructure, Code of Practice, UK Roads Liaison Group 2016
<http://www.ukroadsliasongroup.org/en/guidance/codes-of-practice.cfm>
- (5) Highways Act 1980
<http://www.legislation.gov.uk/ukpga/1980/66/contents>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The funding to support the delivery of the HAMP is allocated from a range of sources, including North Tyneside's Local Transport Plan (LTP) allocation from DfT; the Council's Investment Plan; and general revenue budgets.

The HAMP is a key component of demonstrating best practice in order to seek to secure maximum funding from DfT's incentive fund.

Funding allocations and priorities will be reviewed on an annual basis and details reported to Cabinet as part of the Annual Information Report.

2.2 Legal

The Authority has a duty to maintain its highway network under the Highways Act 1980. There is an expectation from government that local authorities will produce a HAMP and this is deemed best practice.

If Cabinet agree to the recommendations contained in this report, a further delegated officer decision(s) will need to be taken by the Head of Environment, Housing and Leisure in consultation with the Cabinet Member for Housing and Transport. Twenty eight days notice on the Forward Plan of the delegated officer decision must be given and a record of the decision taken together with the report to the officer making the decision will need to be produced and published on the Authority's website (unless the matter for decision involves exempt or confidential information in accordance with Part 1 of Schedule 12A to the Local Government Act 1972).

2.3 Consultation/community engagement

The development of the HAMP has been supported by an officer and Cabinet Member working group, which has met periodically to shape the document.

Feedback received during the lifetime of the first HAMP has also been used in the development of the proposed new HAMP.

2.4 Human rights

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

2.5 Equalities and diversity

There are no equalities and diversity issues directly arising from this report.

2.6 Risk management

The HAMP will contain a comprehensive risk management system to manage ongoing highway maintenance activities. There would be a risk to future funding if the HAMP were not implemented, as a HAMP is a key component of demonstrating best practice in order to seek to secure maximum funding from DfT's incentive fund.

2.7 Crime and disorder

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

2.8 Environment and sustainability

There are potential positive environment and sustainability outcomes such as carbon reduction through use of low heat asphalt. Wherever possible, the HAMP will seek to make use of more sustainable maintenance techniques such as use of recycled surfacing materials.

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