



North Tyneside Council

Economic Prosperity Sub-Committee

3 October 2017

Wednesday 11 October 2017 Room 4.01, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside **commencing at 6.00 pm**

Agenda Item	Page(s)
1. Apologies for Absence To receive apologies for absence from the meeting.	
2. Appointment of Substitute Members To be notified of the appointment of any Substitute Members.	
3. Declarations of Interest 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 interests that have been granted to you in respect of any matters appearing on the agenda. You are also requested to complete the Declarations of Interests card available at the meeting and return it to the Democratic Services Officer before leaving the meeting.	

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4. **Minutes** 3
- To confirm the minutes of the previous meeting held on 6 September 2017.
5. **Transport Strategy – Implementation of Delivery Plan** 5
- To receive an update in relation to the Authority’s transport strategy for the borough and highlight the work that is taking place to implement the delivery plan.

Members of the Economic Prosperity Sub-Committee:

Councillor Ken Barrie	Councillor Janet Hunter (Chair)
Councillor Joanne Cassidy	Councillor Pam McIntyre
Councillor Steve Cox	Councillor Maureen Madden
Councillor Sarah Day	Councillor Martin Rankin
Councillor Karen Lee	Councillor Joan Walker (Deputy Chair)
Councillor Peter Earley	Councillor Frances Weetman

Economic Prosperity Sub-Committee

6 September 2017

Present: Councillor Janet Hunter (Chair)
Councillors K Barrie, J Cassidy, S L Cox,
P Earley, M Rankin and J Walker.

EP12/09/17 Apologies

Apologies for absence were received from Councillors K Lee, M Madden and F Weetman.

EP13/09/17 Substitute Members

There were no substitute members appointed.

EP14/09/17 Declarations of Interest and Dispensations

There were no Declarations of Interest or Dispensations reported.

EP15/09/17 Minutes

Resolved that the minutes of the previous meeting held on the 18 July 2017 be confirmed and signed by the Chair.

EP16/09/17 Young People Not in Education, Employment or Training

Tim Downing, Senior Manager, Employment and Skills, attended the meeting to report on performance in relation to young people not in education, employment or training (NEET) and participation in education, employment and training (EET). The NEET group were defined as young people aged 16 to 18, of post compulsory school leaving age, who were not engaged in a full time (18 hours plus) job, apprenticeship, course of study or other vocational or study programme. This group were not included in the count of unemployment, rather they were in transition between education, employment or training.

The NEET group was split into two distinct categories, those available to the labour market and those not who included young people incapacitated on health grounds, who had full-time caring responsibilities or were restricted by judicial measures. There were currently 76 young people in the NEET group who were available to the labour market and 31 not available.

All local authorities were required to provide central government with data on a monthly basis and this was provided by Connexions on behalf of the authority. The government then produced a number of risk reports showing the differences and change for each local authority across a range of factors, including NEET and participation. The picture could be volatile with significant peaks and troughs and there was also a “churning” of young people moving in and out of NEET. One approach to monitoring the changes in NEET was to take a three month average of the flows. In North Tyneside this measure had shown year-on-

year reductions in NEET, from a high of 13.2% in 2005 to a rate currently of 2.6%, the lowest rate in the North East.

A further reportable measure was the not known rate. The term described those young people who the local authority had lost track of and were unable to confirm their current activity. The current rate of not known's for North Tyneside was 0.6%, one of the lowest in the North East and a fifth of the national rate (3.2%).

The sub-committee was presented with data showing the profile of the NEET group according to gender, special educational needs and disability, looked after children, geography and qualification level.

The corresponding participation in EET rate for 16 and 17 year olds for North Tyneside was 93.4% and was higher than the England rate (92%) and the North East rate (92%).

The range of services and support available to the NEET group included; the Connexions Service, customised programmes in conjunction with local employers to deliver work introduction courses, opportunities designed to bring young people back into learning. for example "*Working Roots*", the Care2Work Partnership, SEND Employment Pathways, an alternative curriculum for those young people unable to follow a school curriculum and who are vulnerable to becoming NEET and the Council's Employment and Skills Strategy which identified the need to target resources toward those at risk of not being able to engage in work and learning.

At the conclusion of the presentation the sub-committee were invited to consider:-

- a) How great should our concerns now be around the issue of NEET in North Tyneside?
- b) In what shape or form can we bear influence upon others that could make a further difference?
- c) Do we fully understand the solutions - what works?

Members examined in more detail the reasons why North Tyneside was so successful in tracking the destination of young people. This was attributable to partners such as employers and colleges willing to share information and the Connexions service having established good relations and trust with young people and their parents. The sub-committee considered the extent to which support for the NEET group was dependent on European funding and the risks of this funding not being replaced. The sub-committee also examined the scope for involving the private sector in addressing the issues and the extent to which the NEET group engaged with jobs fairs.

The sub-committee were invited to spend time with officers to meet teams, staff, partners and clients and better understand the issues and difficulties covered in the presentation. The sub-committee acknowledged the successful work in North Tyneside to reduce the numbers of NEET and welcomed the opportunity to meet teams, staff, partners and especially talk to some young people about their experiences.

It was **agreed** that (1) the current status of the borough's performance in relation to young people not in education, employment or training (NEET) and participation in education, employment and training (EET) be noted; and (2) visits be arranged for those members of the sub-committee who wish to meet teams, staff, partners and clients and better understand the issues and difficulties covered in the presentation.

Meeting: Economic Prosperity Sub-Committee

Date: 11 October 2017

Title: Transport Strategy – Implementation of Delivery Plan

Authors: Colin MacDonald, Senior Manager, Technical & Regulatory Services Tel. 0191 643 6620

Andrew Flynn, Integrated Transport Manager Tel. 0191 643 6083

Service: Environment, Housing and Leisure

Wards affected: All

1. Purpose of Report

- 1.1 The purpose of this report is to update Members of the Economic Prosperity Sub-Committee in relation to the Authority's transport strategy for the borough and highlight the work that is taking place to implement the delivery plan.

2. Recommendations

- 2.1 Members are recommended to note the report.

3. Details

3.1 Background

On 8 May 2017 Cabinet approved a transport strategy for North Tyneside entitled 'North Tyneside: On the Move - The Transport Strategy for North Tyneside, 2017-32'. The strategy was developed using a wide evidence base which included input from Economic Prosperity Sub-Committee on 16 November 2016.

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.

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 transport strategy.

3.2 Supplementary Planning Document (LDD12) – Transport and Highways

The Supplementary Planning Document LDD12 – Transport and Highways sets out the policies and procedures adopted by the Authority with regard to assessing the traffic and transport impacts of new developments. This was approved by Cabinet on 8 May 2017.

3.3 North Tyneside Parking Strategy

The North Tyneside Parking Strategy sets out the Authority's approach to managing parking in the borough. The Strategy was approved by Cabinet on 11 September 2017 and is attached to this report as **Appendix 1**.

The Strategy highlights that management of Parking is a challenging issue and will continue to be so. It highlights that: the number of vehicles on our road network continues to grow; most parts of the borough were designed and constructed before the era of the motor car; and 96% of the lifetime of a car is spent parked. The Strategy was developed with reference to evidence and data collated including the findings of the Overview, Scrutiny and Policy Development Committee relating to the existing parking permit scheme.

The Strategy aims to manage the challenge in a transparent, coherent and consistent way and is aligned to the priorities of our Transport Strategy: improving safety, supporting economic growth, enabling smart choices and managing demand.

Key changes included within the Strategy are:

- Supporting the major investment being made along the coast by introducing a new flexible day ticket to encourage more visitors adding to the flexible parking initiatives already introduced;
- The introduction of a new permit scheme, taking advantage of new technology, to help manage parking in our high demand areas; and
- The introduction of a new solutions and investment priorities tool to seek to resolve parking management issues and determine priorities for making decisions on where and when to invest in new parking measures.

3.4 Highways Asset Management Plan 2017-2032 (the HAMP)

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.

The HAMP was approved by Cabinet on 11 September 2017 and is attached to this report as **Appendix 2**.

The Authority's original 5-year HAMP was implemented on 1 April 2012. Good progress has been made over the life of the plan and it needed to be refreshed. The HAMP is intended to build upon the progress made to date and consists of the following elements:

- Part 1 – Policy. This describes the commitment to highway asset management and sets out the principles and objectives of the HAMP.
- 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.
- 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 the plans for the coming 12 months. It will assist in informing any decisions around future highway maintenance spending and priorities.
- 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.

The HAMP is designed to be sufficiently flexible in order to accommodate changes in resources or priorities.

3.5 Next steps

In addition to implementing the Parking Strategy and Highways Asset Management Plan outlined in this report, work is continuing to deliver the other policies and strategies included within the implementation plan of the Transport Strategy.

Work is currently ongoing to refresh the North Tyneside Cycling Strategy. The draft strategy includes a vision and key objectives to make North Tyneside the region's leading cycling borough for 2030.

The North Tyneside Network Management Plan, which sets out how the Authority will efficiently manage the operation of the highway network to support the movement of traffic (including cycling and walking) in the borough, is also to be updated.

A Travel Safety Strategy for North Tyneside is to be prepared, which will replace the existing Road Safety Strategy, building on and updating its objectives.

4. **Appendices**

Appendix 1 North Tyneside Parking Strategy

Appendix 2 North Tyneside Highways Asset Management Plan

5. Background Information

The following documents have been used in the compilation of this report.

North Tyneside Transport Strategy 2017 - 2032

http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41

LDD12 – Transport and Highways

http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41

Highways Asset Management Plan 2017 – 2032

http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=569773&p_subjectCategory=41

North Tyneside Parking Strategy

http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=569773&p_subjectCategory=41

Tyne and Wear third Local Transport Plan (LTP3)

<http://www.tyneandwearltp.gov.uk/documents/ltp3/>

North East Combined Authority (NECA) Transport Manifesto

<http://www.northeastca.gov.uk/local-transport-plan>

**North Tyneside Council
Parking Strategy**

[final draft for approval]

North Tyneside Council

Parking Strategy

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Annex 3 – Parking solutions tool

Annex 4 – Parking investment tool

Annex 5 – Criteria for requests for disabled bays

Annex 6 – Criteria for requests for waiting restrictions

1. Introduction

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, including enabling parking at the right time, right place and right price.

To support the delivery of the North Tyneside Transport Strategy, the North Tyneside Parking Strategy sets out our approach to managing parking in the borough.

This document is consistent with the North Tyneside Local Plan and the Supplementary Planning Document LDD12 – Transport and Highways, and is written with regard to current and emerging national and strategic guidance and local and regional plans and policies (see Annex 1).

In relation to the design and provision of new car parking relating to developments brought forward through the planning process, our approach is set out in Supplementary Planning Document LDD12 – Transport and Highways.

In relation to existing car parking, it is important to note that over the past 60 years the advances in motor vehicles have transformed our lives, providing social mobility, expanding the distances between where we work and live and increasing the business opportunities for employers and employees alike.

Parking is an intrinsic part of this change. On average, 96% of the lifetime of a car is spent parked (RAC report – Spaced: Perspectives on Parking Policy) and parking management is an ongoing challenge.

Parking forms an integral part of the Council's transport strategy for the borough. It is essential that parking controls are transparent and consistently applied. This will become even more important as the regeneration of the borough brings new challenges and opportunities.

2. Background

The borough of North Tyneside is diverse in its nature. It includes historic town and district centres, growing employment destinations, education and retail destinations and visitor attractions.

The economy of North Tyneside is growing and the borough continues to be an attractive place to live, work and visit. The borough is served by cycling and walking routes of improving quality and a comprehensive public transport network including the Metro, for which demand continues to grow. The number of vehicles on our road network continues to grow and the use of the private car remains a frequent choice.

Many historic areas of North Tyneside were constructed before the era of widespread car ownership and therefore it is often difficult to balance the needs of residents, local businesses and visitors.

Parking management and pricing is an important tool for managing demand and can encourage the use of more sustainable modes of transport, such as public transport.

The Council is responsible for the enforcement of parking and bus lane restrictions, while enforcement of other matters on the highway, such as obstruction or dangerous parking, is the responsibility of the Police.

This strategy sets out how parking is linked into the Council's long term aims, as identified in the North Tyneside Transport Strategy, and how we will make parking work for our residents, businesses and visitors, to deliver a safe, consistent and transparent parking service. This will support four of the key principles of the Council's

Transport Strategy:

- Improve safety, health and well-being outcomes and sustainability
- Support economic growth
- Enable smart choices for all
- Manage demand

3. How we manage car parking – overview

Town Centres

North Tyneside has four main town centres. Three of these, North Shields, Wallsend and Whitley Bay, are the historic town centres with a wide range of uses such as retail, services and other businesses as well as many residential properties. Killingworth town centre was constructed more recently than the other town centres and is focussed mainly on retail uses and served by large privately owned car parks with no significant on-street parking.

In the three historic town centres, off-street parking is available in both Council-managed and commercial car parks, and a substantial proportion of parking is in on-street bays, often on partially or wholly residential streets.

Surveys suggest that there is sufficient parking provision for residents, shoppers and visitors in three main town centres through the mixture of parking facilities provided.

The Council offers free parking in the off-road parking facilities that it manages, and demand at these sites regularly exceeds availability. Use of the privately managed car parks is generally below full capacity and there is a heavy reliance on the availability of on-street provision, which, in some locations, contributes to traffic congestion in the town centre.

The pricing structure for on-street parking in the commercial core of each town centre is set so as to encourage higher turnover (predominately 'short stay') in these locations to support the vitality of these areas. A different parking tariff applies on streets on the outskirts of the commercial core ('medium stay'), which helps to accommodate drivers who wish to park for longer.

Other district centres

Other district centres within the borough such as Tynemouth, Longbenton, Forest Hall and Monkseaton are served by both on- and off-street parking. Each has its own unique characteristics and these need to be taken into consideration in the process of managing parking.

Residential areas

Many residential properties in the borough have their own off-street parking. On-street parking is available in many residential streets. In some areas which experience specific pressures on parking demand, residential parking permit zones are in place. Streets which are largely residential may also include shops and businesses, whose needs are also considered in the design of parking schemes.

Foreshore

The Council is investing heavily in North Tyneside's seafront to make it a vibrant and popular area, and we want to continue to encourage a steady turnover of people to come into the area to support tourism, our local businesses and keep the economy buoyant. The Foreshore is well served by public transport and cycling and walking routes, however at some locations on certain days the demand for parking exceeds the availability, hence an efficient parking management strategy has to be employed to optimise the available parking space to meet the competing demand.

In order to offer improved flexibility, the Council offers the option of payment by mobile phone at all of its car parking facilities. Pay and display machines which accept card payments only are to be introduced at six car parks during 2017, with a view to extending this technology into other locations in the future if the system proves popular. To more easily find a parking space on the coast, residents and visitors can use the AppyParking app for a smartphone or tablet, which provides directions and details of the parking tariffs which apply.

A flexible parking approach is in place along the Foreshore which means that drivers who pay for parking at one facility can also use the other parking facilities along the Foreshore. A flexible permit for parking at the Foreshore is also available: these permits are not specific to a particular vehicle (hence can be used by any member of a household, club or society) and, to reflect seasonal demand, are available for six months or a year.

4. Challenges

In this context, the parking challenges in North Tyneside are as follows:

- **Managing demand**

Challenges include:

- i. making the most efficient use of the existing infrastructure;
- ii. maintaining the infrastructure in good condition;
- iii. balancing the parking needs of residents, businesses and visitors and managing the competing demands for car parking;
- iv. using technology effectively to support journey planning and assist people in managing their parking needs;
- v. promoting more sustainable transport; and
- vi. making our transport networks function more effectively.

- **Businesses**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of customers;
- ii. supporting retail vitality;
- iii. the impact of growth and regeneration on demand for parking;
- iv. balancing the needs of users to ensure a quality urban environment;
- v. changes in the operational needs of businesses (including deliveries);
- vi. heavy reliance on on-street parking, which contributes to congestion;
- vii. accessibility for people with limited mobility.

- **Visitors**

Challenges include:

- i. providing visitors with appropriate information to enable them to make an informed choice on parking locations;
- ii. understanding the parking patterns of existing users;
- iii. understanding the parking needs of visitors to the area;
- iv. continuing to provide effective flexible parking payment options;
- v. accessibility for people with limited mobility.

- **Residents**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of residents;
- ii. safety around schools;
- iii. obstruction associated with pavement parking;
- iv. issues associated with increased car ownership per household;
- v. accessibility for people with limited mobility.

Our parking management arrangements have been successful in balancing the competing demands of different users and we intend to build on this success. However, new challenges require us to update our procedures: these are set out below.

5. Our aims

Our work programme and future activity will be judged against the following principles and the success of our aims, which are outlined below. Our delivery and action plan is consistent with the activity outlined in the North Tyneside Transport Strategy.

- **Improve safety, health, wellbeing and environmental sustainability;**

We will seek to:

1. Encourage a shift to more sustainable modes of transport
2. Address safety issues around schools
3. Consider the safety of travellers across our network
4. Improve environmental sustainability and local air quality and support greater use of low emission vehicles
5. Working with partners, seek to reduce pavement parking.

To achieve this we will:

- i. Give priority to more sustainable transport in scheme design, e.g. bus lanes and cycling provision
- ii. Continue to develop parking initiatives with respect to safety around schools
- iii. Develop a Travel Safety Strategy
- iv. Provide chargepoints for electric vehicles in our car parks
- v. Ensure that suitable enforcement action is carried out to address inappropriate car parking

- **Support economic growth;**

We will seek to:

1. Make it easy to use cashless parking options
2. Improve consistency between the three main town centres, e.g. operational hours of parking tariffs
3. Support the travel needs of tourists and visitors to the borough
4. Support the movement of freight and deliveries

To achieve this we will:

- i. Continue to develop and introduce cashless parking options where appropriate
- ii. Develop parking initiatives which improve consistency between the three main town centres
- iii. Consider seasonal variations to parking arrangements to support the vitality of town centres in accordance with the Mayor's priorities.
- iv. Provide facilities for loading and deliveries as part of schemes

- v. Continue the flexible parking approach on the Foreshore
- vi. Introduce a day ticket for car parks on the coastline
- vii. Review charges on an annual basis

- **Enable smart choices for all;**

We will seek to:

1. Enable residents and visitors to make a more informed choice regarding their parking destination
2. Continue to support the use of smart technology for information and payments.

To achieve this we will:

- i. Provide improved information that supports an informed choice
- ii. Update our parking apps and technological systems when required to provide an effective service

- **Manage transport demand;**

We will seek to:

1. Have an effective parking permit scheme in place
2. Encourage and address increased demand to cycle and walk
3. Improve bus priority and support an integrated public transport network
4. Support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel
5. Manage future demand through integration between transport and land use planning strategies
6. Manage our transport network effectively, considering all forms of travel including public transport, cycling, walking, horse riding, motorcycling, hackney carriages and private hire vehicles.

To achieve this we will:

- i. Implement the new parking permit scheme
- ii. Take a fair and consistent approach to all requests for changes to our parking schemes.
- iii. Improve the street network, prioritising cycling and walking
- iv. Work with partners on matters such as bus lane enforcement
- v. Facilitate dedicated provision for 'car clubs', electric vehicles etc.
- vi. Review charges on an annual basis.

6. **Considering requests for waiting restrictions, parking permit schemes and disabled bays**

The Council receives numerous requests for parking measures, which generally can be categorised as one of the following types of measure:

- i. permit parking schemes (new schemes or alterations to an existing scheme);

- ii. new waiting restrictions, or amendments to existing waiting restrictions; or
- iii. disabled bays (advisory or mandatory).

It is important that the approach to assessing these requests should be consistent, coherent and based on a set of agreed priorities for parking investment which is affordable and sustainable.

For requests relating to waiting restrictions or parking permits, a parking solutions tool and parking investment priorities tool are used.

The parking solutions tool (see Annex 3) sets out a process to identify the nature and cause of the parking problem and seek to address this through engagement with other organisations and partners, with the focus on resolving the situation through this means before any commitment by the Authority to new parking measures is considered.

The parking investment priorities tool (see Annex 4) provides a consistent means by which new parking measures can then be assessed and either proceeded with or rejected.

When new parking measures are processed, specific assessment criteria will be used to evaluate requests for each of the categories above:

Permit parking schemes

When processing a request for a permit parking scheme, we will assess this against specific criteria, set out in Annex 2, to determine whether it is implemented. The various different types of parking permit available are also described in Annex 2.

A charge will be applied for parking permits to cover the management and administrative costs of the scheme.

New waiting restrictions or amendments to existing waiting restrictions

When requests for new waiting restrictions are proceeded with, they are assessed against the criteria set out in Annex 6.

Disabled bays

The criteria which will be used in assessing requests for disabled bays are set out in Annex 5.

7. Monitoring and Review

Review of the strategy

The Parking Strategy will be reviewed periodically and details reported to Cabinet for consideration as appropriate.

Annual Report

The Road Traffic Act 1991 introduced the concept of local authorities undertaking enforcement of parking management schemes. This system was called Decriminalised Parking Enforcement. North Tyneside Council was designated a Decriminalised Parking Authority by Order made under the Road Traffic Act 1991, and has been undertaking civil enforcement of parking and waiting restrictions since June 2007.

The subsequent introduction of the parking related sections of Part 6 of the Traffic Management Act 2004 on 31st March 2008 changed the legal framework. It widened the scope of local authority parking enforcement and harmonised many of the regulations applicable to authorities inside London with those pertaining to authorities outside the Capital. Decriminalised Parking Enforcement became Civil Parking Enforcement (CPE) and under this new legislation, reporting was identified as an important part of accountability. The transparency given by regular and consistent reporting is considered important in helping the public understand and accept CPE.

We will therefore produce an annual report on the operation of our parking and bus lane enforcement activities each financial year, which will be published on the Council website.

Annex 1 – Policy background

Plans and Policies which support the delivery of the North Tyneside Transport Strategy and North Tyneside Parking 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.

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.

Annex 2 – Permit parking scheme

Scheme assessment criteria

Criterion	Level
1. Amount of on-street parking available	At least 85% of parking space occupied for at least 3 hours per day
2. Amount of on-street parking used by non-residents	At least 30% of parked vehicles estimated to be non-residents
3. Amount of alternative off-street parking available to householders	More than 50% of houses on the street to be without off-street parking
4. Only shared used restrictions to be implemented in areas that have commercial demand	
5. Hours of restriction to be appropriate to the parking problem identified.	
6. Level of resident support for scheme	At least 51% of households in the street to respond in favour

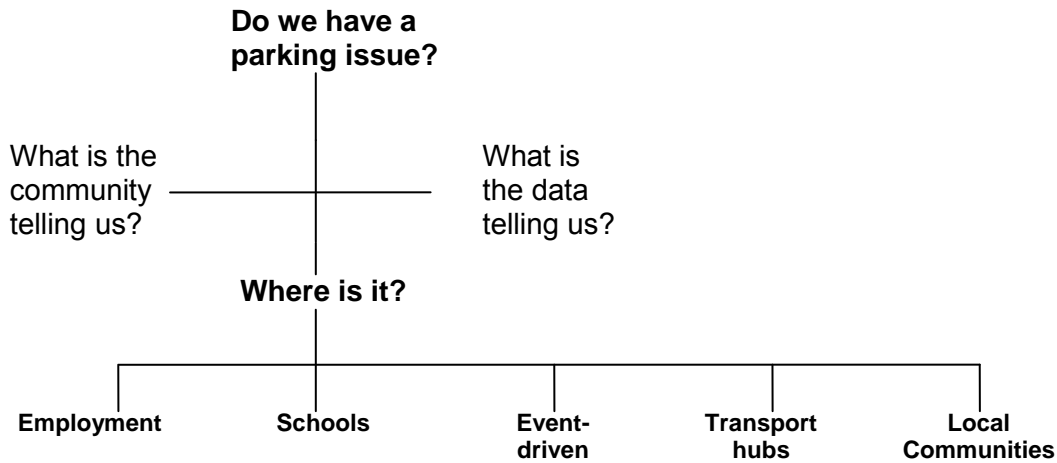
Permit classification and eligibility

Permit Classification	Eligibility	Restriction on number	Permit Type
Resident Permit	<p>The application must satisfy the following criteria:</p> <ol style="list-style-type: none"> 1. The applicant resides at a household which has a postal address within the defined boundary of the permit parking zone at the time that the zone is created; 2. Either the applicant is the registered keeper of the vehicle and the vehicle is registered at the address named on the application form (these permits will be specific to the vehicle listed on the application form and the permit parking zone) Or the applicant can provide written confirmation from their employer that they regularly use vehicles belonging to the company with which they are employed (these permits will be transferrable between vehicles but will be specific to the permit parking zone where the applicant resides); 3. The primary or dominant purpose of the property is residential and not commercial or business use; and 4. The number of permits may be restricted to one per household if the property/development has dedicated private parking, other than a driveway. 	3 per household	Virtual

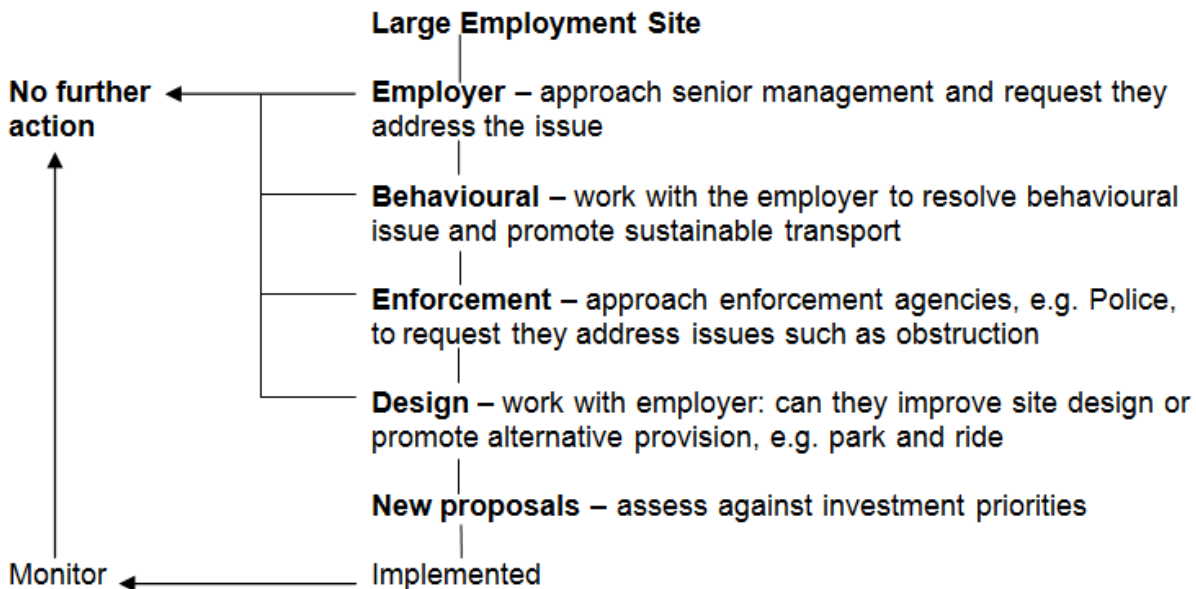
Visitor Voucher	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	50 per household per year (each voucher provides a maximum 3 hour period)	Virtual
Visitor Permit	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The permit is specific to the zone in which the property is located.	1 per household	Paper (transferrable)
Business Permit	The business must be operating within a permit parking zone and have an operational need for the vehicle. The permit is specific to the area where the property is located.	2 per business; for essential operational vehicles only	Paper (transferrable)
Care Home Resident	The Care Home must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	1 per flat	Paper (transferrable)
Community Worker's Permit	Organisations that provide emergency or urgent health or social care cover to patients in the community and who are required to undertake 'on-call' duties may apply for a permit to use whilst they are visiting patients.	1 per applicant	Paper (with clock; non-transferrable)
Tradesmen Voucher	Individuals undertaking works to a property within the boundaries of a permit parking scheme. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Council's discretion.	Virtual
Landlord Voucher	Individuals who own but do not reside at a property within the permit parking zone. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Council's discretion.	Virtual
Bed & Breakfast / Hotel Voucher	The applicant must be the Manager/Owner of a property that is registered to operate as a bed & breakfast / hotel establishment and be located within a permit parking zone. The vouchers are specific to the zone in which the property is located.	Justification will be sought from the applicant if high numbers of vouchers are requested.	Virtual

Annex 3 – Parking solutions tool

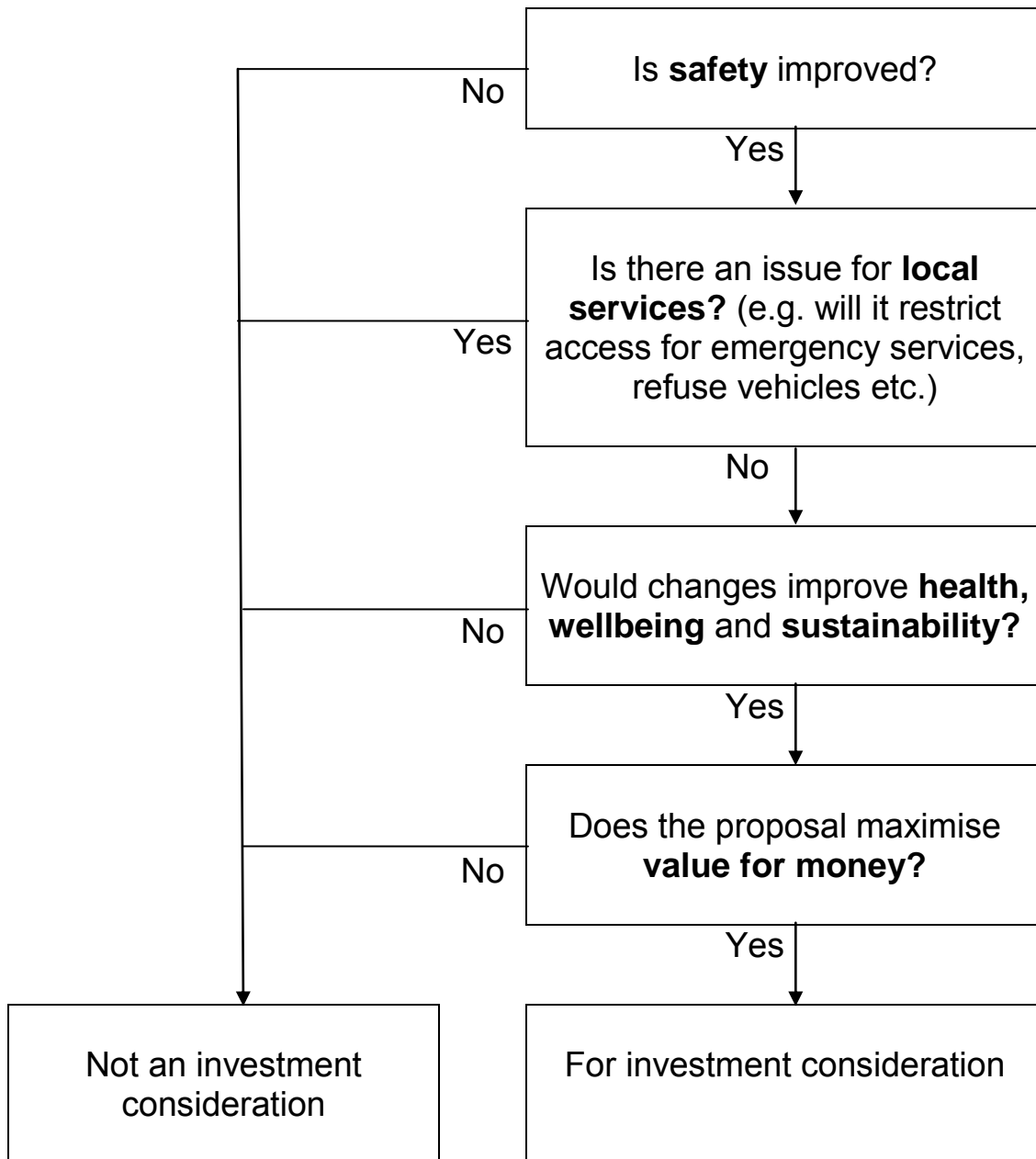
Initial assessment



Example of process – large employment site



Annex 4 – Parking investment tool



Annex 5 – Criteria for requests for disabled bays

The guidelines that North Tyneside Council work to are that:

- The applicant must have a vehicle.
- The applicant must be in possession of the Higher Rate Mobility Component of the Government's Disability Living Allowance or Attendance Allowance: mobility must be dependent on having a vehicle directly outside their property.
- The applicant has no off-street parking available or the possibility of providing it.
- Surveys confirm that demand for parking adjacent to the property is high for the majority of the day.

If these conditions are met, North Tyneside Council will normally be able to provide a marked bay provided there are no unresolved concerns from consultees or road safety issues.

It will not be possible to provide a marked bay where:

- Surveys demonstrate that there is not a significant demand for parking adjacent to the property throughout the day;
- Affected residents formally object;
- There are other legal restrictions on parking such as yellow lines;
- The marking may adversely affect road safety in the area;
- The land on which the marked bay is required is not the responsibility of North Tyneside Council.

Annex 6 – Criteria for requests for waiting restrictions

New requests are assessed against set criteria and the nature of the issue is diagnosed. The criteria for assessment are detailed below:

- i. Road safety (number of recorded collisions)
- ii. Impact on local services (emergency services, refuse vehicles etc.) or public transport
- iii. Proximity to major employment site (e.g. business parks, industrial estates, shopping centres etc) or public transport station
- iv. Proximity to school
- v. Road classification (A, B or unclassified)
- vi. Number of requests relating to same location / level of support
- vii. Number of residents impacted
- viii. Duration of parking problem
- ix. Frequency of occurrence

Appendix 1

**Highway
Asset
Management
Plan
2017 – 2032**

North Tyneside Council

1. An Introduction to our Highway Asset Management Plan (HAMP)

The Council's first HAMP was formally adopted in December 2011 and was implemented on 1 August 2012. The production of a HAMP is industry best practice and is aimed at ensuring local authorities get the most out of their highway infrastructure assets.

Since the introduction of our first HAMP there have been a number of changes in the highway asset management industry including new best practice guidance issued by the Department for Transport (DfT). New DfT funding rules have also emerged including an incentive scheme to reward those local authorities who can demonstrate good asset management.

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. The HAMP will be used to plan our highway maintenance activities during this same period as the Transport Strategy in order to get the best outcomes within the resources available. We will do this by building on the principles set out in the first HAMP and further improving the way we manage our highway assets in future years.

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.
- Part 2 – Investment and Delivery Strategy. This provides the specific detail about how we will manage our highway infrastructure assets and will set out how the objectives in Part 1 will be achieved.
- Part 3 – The HAMP 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.
- Part 4 - The HAMP will be supported by a Highway Asset Management Framework. This will set out the way we will manage and plan the operational maintenance our highway infrastructure assets. The Framework will contain a Highway Management Plan which will set out our various specific programmes and technical procedures for day to day delivery of the highway maintenance service.

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

The application of good asset management principles to the management of our highway infrastructure will make the best use of our existing resources, will provide a clear evidence base to justify the need for investment in highway maintenance and, by applying the principles of asset management, we will achieve a well-structured long term approach to maintaining our highway network.

2. Strategic Vision

1. 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 highway asset management as follows

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

2. 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.”

3. 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
 - v. **Manage demand;** on transport networks and assets and address current and future highway asset management challenges

¹ Our North Tyneside Plan

² NELEP Strategic Economic Plan



North Tyneside Council

Working in partnership with
CAPITA

Part 1 : Our Policy



Part 1 – Policy

1.1 Background

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 Council manages its highway assets in the most effective way.

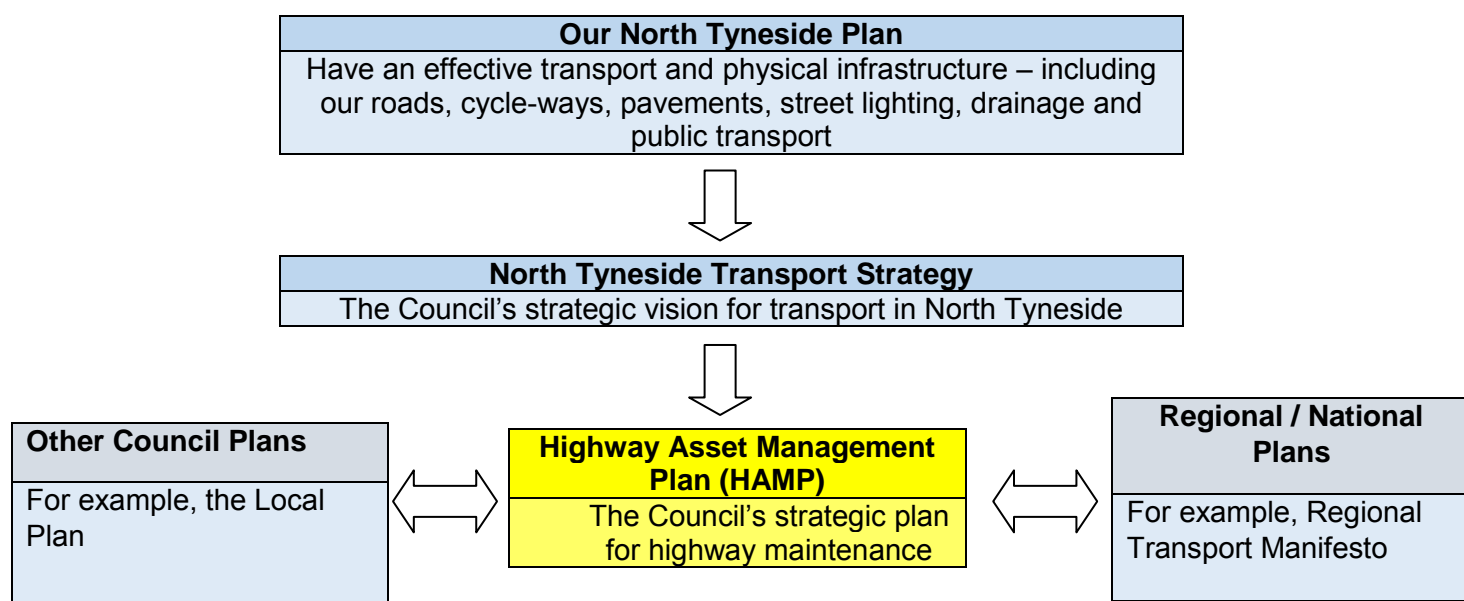
Asset management has been widely accepted by central and local government as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through long term planning and looking at the whole life maintenance cycle. There is a need to manage the assets within finite resources which may fluctuate throughout the lifetime of the HAMP.

We have developed this policy in line with the Council's priorities documented in the Transport Strategy, in consultation with our cabinet member working group, resident's responses to our annual surveys and customer feedback received via our website.

Our HAMP policy has been developed by a joint officer and Cabinet Member working group against the backdrop of the Transport Strategy, working to a clear policy direction from the Elected Mayor. The content has also been influenced by input received from resident surveys, communications received via our website and other customer feedback.

1.2 Strategic Context

The HAMP will align the management of our highway infrastructure with the Council's other transport plans and regional / national plans as shown below. The illustration in Annex 1 documents the HAMP's relationship with the Council's other transport plans.



1.3 Policy Statement

Our transport strategy sets out that the HAMP will “deliver effective maintenance of the highway network in the most efficient way”.

This HAMP defines highway asset management as:

A systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the performance requirements of the authority in the most efficient and sustainable manner.

The key objectives of our HAMP will be:

1. To ensure the Council adheres to its duty of care under the Highways Act 1980
2. To ensure there is a commitment to highway asset management across all tiers of the Council’s organisation
3. To ensure that highway asset management work supports the strategic policy direction for North Tyneside, set by the Elected Mayor and Cabinet
4. To actively engage with our elected members, residents, businesses and visitors so that services can be aligned with their priorities and expectations wherever possible
5. To increase our commitment to the improvement of footways across the borough
6. To gather and manage robust and accurate inventory and condition data so we fully understand our assets and invest in ICT to make sure our plans and decisions are right
7. To apply the principles of effective asset management to our highway network to develop forward works programmes over a number of years and to direct investment on the basis of prevention is better than cure
8. To ensure that all processes and procedures are in place to maximise funding opportunities and to manage risk appropriately and effectively
9. To manage and monitor performance so that we can continually improve
10. To ensure that all aspects of highway management are reported in accordance with the Council’s established governance and performance systems

1.4 Scope of our Policy

This Policy covers highway infrastructure assets in the ownership of North Tyneside Council. The infrastructure assets are:

- carriageways
- footways
- bridges and related structures.

The street lighting stock is managed through a long term PFI contract and the traffic signals are managed by Newcastle City Council so these assets are not included in the HAMP.

Part 2 – Our Investment and Delivery Strategy

2.1 Introduction

The 'Our North Tyneside Plan' makes it clear that the Mayor and Cabinet's aim is to ensure North Tyneside is a great place to live, work and visit. Critical to delivering that ambition is ensuring we have a fit for purpose Highway Network.

The highway network is amongst the largest and most visible of our community assets. The Authority maintains more than 800km of roads, 1700km of footpaths and over 300 highway or similar structures. The highway network is also the most valuable asset in the Council's ownership, with its total highway assets being valued at £1,314,000,000.

During the lifetime of the first HAMP the backlog of highway repairs has been brought under control. This is largely due to the additional Council investment in the highway network in the same period.

The reduction in the maintenance backlog indicates the Council is performing well in relation to its maintenance of the highway assets with the overall condition of the network being good. This would indicate that the increased use of preventative maintenance treatments and a relatively healthy financial investment is producing the expected benefits. This HAMP is intended to build on the good progress made to date and sets out the strategy for our approach to future highway maintenance.

The strategy sets out the overall vision for highway asset management in North Tyneside. It includes how we will deliver against our policy objectives which will underpin strategic and operational decisions in relation to all aspects of highway asset management. It also notes some key challenges, key considerations and issues. The strategy will be used to explain the overall vision for residents and businesses and other stakeholders, as well as shaping future decisions and supporting future funding bids for highway management -related projects or initiatives.

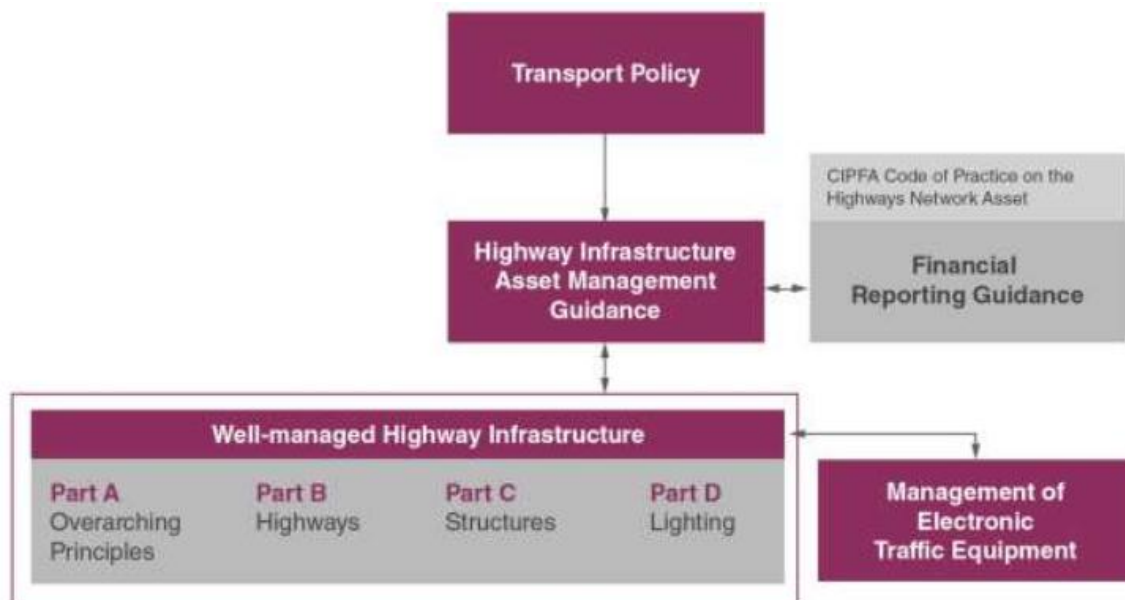
However, the strategy does not exist in a vacuum; there are national, sub-regional and local relationships that must be considered. Most importantly, residents, businesses and visitors expect local authorities to work together to achieve the right outcomes for the wider place. This strategy has therefore been prepared with a clear eye on the regional and national context.

The strategy has been prepared following the adoption of the Transport Strategy and Local Plan.

2.2 Governance and Policy Framework

This strategy fits within a complex broader governance and policy structure as set out below

- **National**



The Government sets national transport policy and local authorities have a responsibility to develop and set local transport policies which best meet the area’s needs. The HAMP will be guided by the policies and legislation set by the Government and in particular the guidance issued by the DfT such as the Highway Maintenance Efficiency Programme and the revised Codes of Practice, Well-Managed Highway Infrastructure.

- **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 (see Annex 1), which are regularly reviewed and relate to specific aspects of transport and highways matters. In particular these are;

- i. Our North Tyneside Plan
- ii. North Tyneside Transport Strategy
- iii. North Tyneside Health and Wellbeing Strategy
- iv. North Tyneside Local Plan

2.3 How we will deliver the key objectives of our HAMP:

The key objectives and deliverables have been discussed and reviewed at our officer and Cabinet Member joint working group. The recommended policy objectives for the HAMP are shown below.

Key Objective 1: Ensuring the Council adheres to its duty of care under the Highway Act 1980

The Council has a statutory duty to keep the highway network in a safe and serviceable condition. We will do this by

- a. maintaining an appropriate highway inspection procedure. This will take into account national codes of practice such as Well-managed Highway Infrastructure
- b. undertaking regular bridge inspections in line with industry standards
- c. ensuring that highway defects, whether identified by inspectors or reported by the public, are investigated and repaired in accordance with the criteria set out in our repairs policy
- d. regularly review our working practices to ensure we are carrying out our duties effectively and in a professional manner

The detailed policies and procedures which will be used to ensure compliance with our statutory highway maintenance duty are set out in Part 4 of the HAMP, the supporting framework document, and will be reported each year in the Annual HAMP Information Report.

Key Objective 2: Ensuring there is a commitment to highway asset management across all tiers of the Council's organisation

To attain maximum funding from the Department for Transport's Incentive Fund, the Council is required to demonstrate its commitment to highway asset management. We will do this by

- a. providing informative asset management updates to our elected members and staff via appropriate briefings and newsletters
- b. continuing to provide briefing notes to Cabinet, the Lead Members Board and the Senior Leadership Team to advise on progress and receive valuable feedback

- c. continuing to deliver presentations to keep our elected members and staff informed of relevant changes to working practices and to ensure a consistent approach to highway asset management
- d. continuing to provide briefings to keep the Lead Member informed of progress
- e. continuing to produce the HAMP Annual Information Report to keep our elected members and staff informed of progress, future plans and report on changes being introduced by the Department for Transport

The detailed procedures which will be used to demonstrate the Council's commitment to highway asset management are set out in Part 4 of the HAMP, the supporting framework document, and will be reported each year in the Annual HAMP Information Report.

Key Objective 3: Ensuring that highway asset management work supports the strategic policy direction for North Tyneside, set by the Elected Mayor and Cabinet

The HAMP recognises the importance of engaging with the Elected Mayor and Cabinet to ensure that highway maintenance activities are aligned with wider corporate objectives. We will do this by

- a. holding regular briefing sessions with the lead Cabinet Member to receive feedback on strategic priorities
- b. acting on feedback received from the Authority's Investment Programme Board to ensure appropriate oversight of capital investment
- c. production of a HAMP Annual Information Report which will provide investment options for consideration by the Elected Mayor and Cabinet

A programme for engagement with the Elected Mayor and Cabinet will be included in Part 4 of the HAMP, the supporting framework document.

Key Objective 4: Ensuring the Council actively engages with our elected members, residents, businesses and visitors so that services can be aligned with their priorities and expectations wherever possible

Engagement is key to the success of the HAMP and to establishing priorities and informing future work programmes. We will continue to do this by

- a. continuing to consult with the Mayor and our elected members via briefings, attendance at meetings and delivering bespoke presentations
- b. deliver the priorities of the Mayor and our elected members for future programmes
- c. developing a programme of footway improvements across the Borough
- d. continuing to conduct the annual Ipsos/Mori residents survey using the feedback to inform the strategic priorities of the HAMP
- e. continuing to carry out bespoke surveys with residents and businesses of North Tyneside to better understand their views on highway maintenance priorities and determine the levels of service
- f. procuring when appropriate the National Highways Transport Public Satisfaction Survey. This survey will enable us to gather feedback on highway specific services and inform our future direction
- g. continuing to keep our residents and road users informed by providing updates / information on our website and via our social media pages, namely Facebook and Twitter

The detailed procedures which will be used to ensure the Council actively engages with its residents are set out in the Communications Strategy. The Communications Strategy is set out in Part 4 of the HAMP, the supporting framework document, and engagement activities undertaken will be reported each year in the Annual HAMP Information Report.

Key Objective 5: Increasing our commitment to improving footways across the borough

Listening to residents, the Elected Mayor and Cabinet and have given a clear policy steer to improve footways across the borough. We will do this by

- a) increasing our investment in footway improvements whilst being mindful of the impact on the wider highway network
- b) increase the use of preventative treatments to allow more footway works to be undertaken from the resources available
- c) develop a system of prioritisation for footway expenditure to ensure best value is being achieved and the risk is being managed effectively

Key Objective 6: Ensuring we gather and manage robust and accurate inventory and condition data so we fully understand our assets and invest in ICT to make sure our plans and decisions are right.

To provide a safe and serviceable highway network the Council requires up to date inventory and condition data to inform our decision-making process. We will do this by

- a. continuing to procure condition surveys of our infrastructure assets, namely our carriageway, footways and bridge inspections
- b. maintaining our investment in our asset management system ExpertAssets
- c. continuing to invest in ICT to enable the capture and analysis of data in the most efficient and effective way to maintain an update asset inventory
- d. carrying out data cleansing to ensure our information is fit for purpose and informative
- e. continuing to develop our inventory of assets by investing in mobile technology to capture an assets location, condition and document works undertaken

The detailed procedures used to ensure the Council provides data to inform its decision-making process are set out in the Information and Data Management Strategy. The strategy is set out in Part 4 of the HAMP, the supporting framework document, and engagement activities undertaken will be reported each year in the Annual HAMP Information Report.

Key Objective 7: Ensuring the principles of effective asset management to our highway network to develop forward works programmes over a number of years and to direct investment on the basis of prevention is better than cure

To inform future works programmes the Council is required to adopt effective asset management to its highway infrastructure by adopting efficient and effective maintenance activities. We will do this by

- a. developing life cycle plans for the whole life of our infrastructure assets to enable us to carry out preventative maintenance at the right time to avoid costly repairs to our highways
- b. developing works programmes based on condition data to ensure we deliver value for money for our residents and road users

The detailed procedures which will be used to ensure effective asset management are set out in Part 4 of the HAMP, the supporting framework document, and will be reported each year in the Annual HAMP Information Report.

Key Objective 8: Ensuring that all processes and procedures are in place to maximise funding opportunities and to manage risk appropriately and effectively

It is essential the Council maximise all funding opportunities. We will do this by

- a. carrying out horizon scanning to identify all funding opportunities made available by central government, NEXUS and local planning contributions
- b. completing the annual highway self-assessment questionnaire to secure maximum funding from the Department for Transport's Incentive Fund
- c. consulting with elected members and senior leaders prior to a funding submission to ensure the risk is considered and managed appropriately

The detailed policies and procedures which will be used to maximise funding are set out in the supporting HAMP Framework document and will be reported each year in the Annual HAMP Information Report.

Key Objective 9: Ensuring we manage and monitor performance so that we can continually improve

To ensure the Council has effective performance monitoring procedures in place to maintain its highway infrastructure efficiently and effectively. We will do this by

- a. carrying out periodic reviews of our works undertaken on the highway to ensure our performance is monitored and maintained
- b. continuing to measure delivery of the highway service to meet the key performance indicators
- c. conducting periodic reviews of our highway service provision and sharing the findings with our staff
- d. adopting a culture of continuous improvement to enable our staff to learn by their experiences and implement better ways of working
- e. completing lessons learnt to inform future changes to policies and procedures

The detailed procedures which will be used to ensure the Council monitors and improves its performance are set out in the Performance Management Strategy. The strategy is set out in Part 4 of the HAMP, the supporting framework document, and our performance will be reported each year in the Annual HAMP Information Report.

Key Objective 10: Ensuring all aspects of highway maintenance are reported in accordance with the Council's established governance and performance systems

The Council is required to publish its performance on its website and demonstrate its activities are in accordance with its governance procedures. We will do this by

- a. keeping our staff informed of the Council's established governance and performance systems
- b. adhering to these established systems
- c. reporting progress against the established systems

The detailed policies and procedures which will be used to ensure governance and performance reporting are set out in Part 4 of the HAMP, the supporting framework document, and will be reported each year in the Annual HAMP Information Report.

2.4 Context, Considerations and Challenges

In recent years Government funding allocated to local authorities to manage their highway network has been reducing year on year. In North Tyneside this has meant a reduction in our Local Transport Plan funding from £3.91m in 2010/11 to £3.16m in 2017/18. Despite this the Elected Mayor and Cabinet have managed to maintain a local commitment to improving the network which has made a significant difference.

The Council's funding for maintaining the highway infrastructure assets is from several sources. The day to day and routine maintenance is supported by revenue funding, which comprises funds provided by the Department for Communities and Local Government, from council tax and additional funds raised locally.

Funding to improve highway infrastructure assets comes from the Department for Transport. To encourage local authorities to adopt good asset management practices to better manage their highway infrastructure assets, the Department for Transport introduced changes to the highway maintenance formula funding mechanism. The Incentive Fund was introduced and as a consequence each highway authority, including North Tyneside, are required to complete an annual self-assessment questionnaire.

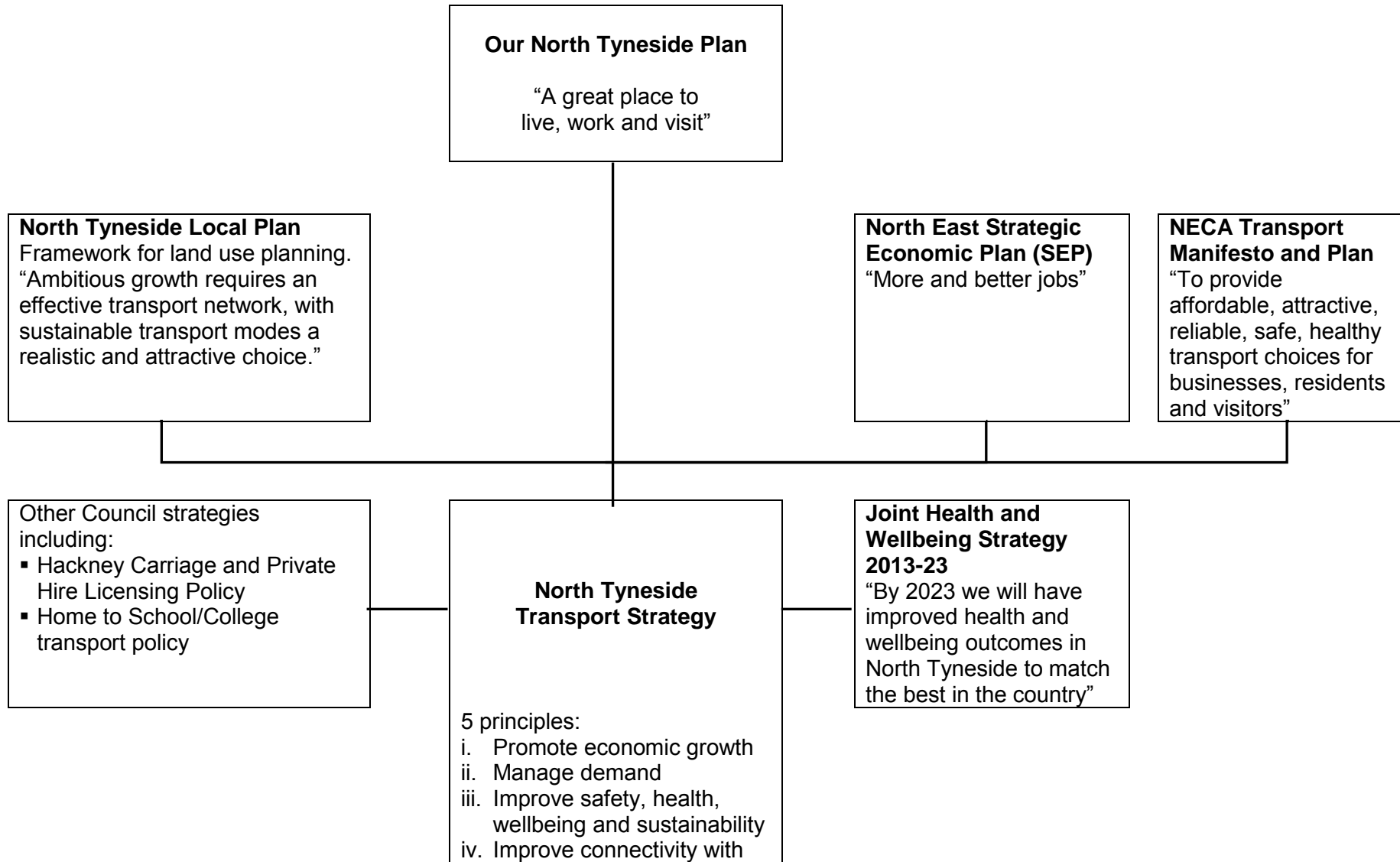
The completion of the annual self-assessment questionnaire requires the Council to score themselves against a set of criteria aimed at assessing performance in relation to asset management, resilience, customer engagement, benchmarking and efficiency and operational delivery. In 2017/18 we scored ourselves as a level 2 authority with an action plan in place to achieve level 3 in forthcoming years.

It is therefore more important than ever that we shape this strategy to secure maximum funding for North Tyneside and develop the strategy in line with the Department for Transport's best practice guidance and adopt the principles of asset management to manage our highway assets.

The challenge for the Council is to adopt and implement asset management practices to manage our highway infrastructure assets and achieve level 3 to ensure maximum funding for the Borough is attained. Our progress to adopt asset management and attain level 3 funding will be documented in the Annual HAMP report.

Should the Council be unable to demonstrate the implementation of the recommendations outlined in the highway self-assessment questionnaire, monies received from the Incentive Fund will reduce on a sliding scale year on year. This would result in a significant reduction in the available monies to carry out improvement works to the highway infrastructure assets within the scope of this document.

**Annex 1
Highway Asset Management Strategy Context**



other areas
v. Enable smart choices for all

LDD12 – Transport and Highways Supplementary Planning Document that provides direction and guidance for prospective developers on the transport implications of new developments

Parking Strategy
Effective management of parking in the borough including supporting the vitality of our town centres

Highway Asset Management Plan (HAMP)
Deliver effective management of the highway infrastructure assets in the most efficient way through the adoption of asset management principles to meet the needs of our stakeholders.

Cycling Strategy
2030 Vision – for North Tyneside to be the North East’s leading cycling borough by 2030
Encourage everyday cycling and improve the cycling network

Travel Safety Strategy
Improving safety on our transport networks including road safety promotion and casualty reduction

Network Management Plan
Facilitate the efficient movement of vehicles, pedestrians, cyclists on our highway network; improve reliability of journey times; and co-ordinate activities on the highway

