Cabinet

North Tyneside Council

15 June 2018

Monday, 25 June 2018 Room 0.02, Ground Floor, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside **commencing at 6.00pm.**

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 14 May 2018 (Ordinary Meeting) and the Extraordinary meeting held on 29 May 2018 (previously circulated).

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

North Tyneside Council wants to make it easier for you to get hold of the information you need. We are able to provide our documents in alternative formats including Braille, audiotape, large print and alternative languages.

For further information about the meeting please call (0191) 643 5320.

(6)   **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 item 6(a) 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 3 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act.

Reason for taking the item in private: The report contains information relating to the financial or business affairs of any particular person (including the authority holding the information).

(a)   **Construction Project - Accommodation (All Wards)**   94-99

To seek approval to submit a full application for ERDF Grant and to commence a procurement exercise and appoint the preferred provider to deliver the relevant works following the procurement exercise.

(7)   **Date and Time of Next Meeting(s)**

Monday 30 July 2018 at 6.00pm (Ordinary Meeting)

Circulation overleaf…..

Circulated to Members of Cabinet: -

N Redfearn (Elected Mayor)
Councillor G Bell
Councillor C Burdis
Councillor S Cox
Councillor S Day
Councillor P Earley
Councillor R Glindon
Councillor M Hall
Councillor C Johnson
Councillor B Pickard (Deputy Mayor)

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

Poppy Arnold, Young Mayor
Alma Caldwell, Age UK
Mark Adams, North Tyneside Clinical Commissioning Group
Janice Hutton, Northern Area Commander, Northumbria Police
Roger Layton, North Tyneside Joint Trade Union Committee
Ellen Vick, Voluntary and Community Sector Representative
David Hodgson, Business Representative

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North Tyneside Council
Report to Cabinet
Date: 25 June 2018

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ITEM 5(a)

Title: Cabinet Response to: Report of the Transition Sub-Group - Transition Process for Young People with Special Educational Needs and Disability

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Portfolio(s):	Children,Young People and Learning.	Cabinet Member(s):	Councillor P Earley
	Adult Social Care		Councillor G Bell

Report from Service Area:	Health, Education, Care and Safeguarding.	
Responsible Officer:	Jacqui Old. Director of Children's and Adult Services	Tel: (0191) 6437317
Wards affected:	All	

PART 1

1.1   Executive Summary:

The North Tyneside Council Children, Education and Skills Sub-committee agreed that a Sub-group should be established to examine the process undertaken by both Adult Services and Children Services, when a child with special education needs and/or a disability (SEND) transfers to Adult Services at age 18.

At its meeting on 9 April 2018, Cabinet received a report on the work of the Transitions Sub-group.

Cabinet noted the report and the findings of the Transitions Sub-group and resolved that a detailed response to the recommendations be provided at a future Cabinet meeting, no later than June 2018. Cabinet has a statutory duty to respond to scrutiny recommendations within two months of receiving them.

The purpose of this report is to seek Cabinet's approval to the proposed response to the recommendations of the report of the Transitions Sub-group.

1.2   Recommendation(s):

It is recommended that Cabinet agrees the proposed responses to the recommendations the report of the Overview, Scrutiny and Policy Development Committee on the Transition Process for Young People with SEND from Children to Adult Services as set out in Appendix 1 to this report.

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 13 May 2018.

1.4   Council Plan and Policy Framework

This report relates to the Our People priority in the Our North Tyneside Plan 2018-2021. Our People will:

- Be listened to
- Be ready for work and life
- Be ready for school
- Be cared for, protected and supported
- Be healthy and well
- Be more independent, volunteer and do more for themselves and their communities

1.5   Information:

1.5.1 Background

1.5.2 At its meeting on 23 January 2017The North Tyneside Council Children, Education and Skills Sub-committee agreed that a Sub-group should be established to examine the process undertaken by both Adult Services and Children Services, when a child with special education needs and/or a disability (SEND) transfers to Adult Services at age 18.

1.5.3 The remit of the sub-group was to find any gaps in provision, knowledge or processes which could disrupt a smooth transition and cause the experience for the young person and their families to be an unhappy one and then make recommendations to improve the experience.

1.5.4 The transition process for disabled children / young people had not been recently examined by the Children, Education and Skills Sub-committee and due to the implementation of new legislation, (specifically the Children and Families Act 2014 the Care Act 2014 and the SEND Code of Practice) it was an appropriate time to consider whether transition processes were fit for purpose.

1.5.5 The Children and Families Act 2014 and Care Act 2014 both require local authorities to take a whole-family approach to assessing and supporting adults and young carers and deliver support in a coordinated way. It is the responsibility of councils to coordinate the support of those who have been using children's or transition services with the support provided by adult services.

1.5.6 In 2016, in response to legal requirements and feedback from parents and carers in North Tyneside, Children and Adult Services established a Whole Life Disability Board to develop a single strategic oversight of all elements of the SEND agenda. This included moving staff working with children with disabilities, under the umbrella of Adult Social Care; creating a coordinated approach to the support provided.

1.5.7 Significant progress on meeting the SEND agenda as set out in The Children and Families Act 2014 and Care Act 2014, has already been made and acknowledged in the Ofsted inspection of Children's Services in 2017 and the recent SEND Peer Review in January 2018.

1.6 **Decision options:**

<u>Option 1</u>

Cabinet may accept the recommendation set out in paragraph 1.2 above.

<u>Option 2</u>

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

<u>Option 3</u>

Cabinet may accept, reject or amend any of the proposed responses in Appendix 1.

Option 1 is the recommended option.

1.7 **Reasons for recommended option:**

Option 1 is recommended for the following reasons:

The work of the Transitions Sub-group underpins and compliments the work undertaken in North Tyneside by the Whole Life Disability Board.

The actions from the sub-group are consistent with best practice, national guidance and local plans for improvement. The developments have been put in place with colleagues from different agencies as well as parents and family carers.

Option 1 sanctions the on-going development of a transition from children to adult services for those individuals with SEND and their families.

1.8 **Appendices:**

Appendix 1 – Cabinet Response to Overview and Scrutiny Recommendations – Local Authority response.

Appendix 2 – North Tyneside SEND Governance and Planning Structure

1.9 **Contact officers:**

Sue Wood, Assistant Director Mental Health and Disability - tel. (0191) 6437003
Scott Woodhouse, Strategic Commissioning Manager – Adults, tel. (0191) 6437082
Mark Taylor, Strategic Commissioning Manager – Children, tel. (0191) 6438755
John Thompson, Senior Manager SEND – tel. (0191) 6437706
Tim Downing, Senior Manager Employment & Skills – tel. (0191) 6435863

1.10 **Background information:**

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

<u>Overview, Scrutiny and Policy Development Committee:</u>
The transition process for young people with SEND from children to adult services in North Tyneside. January 18.

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

It is envisaged that all actions can be delivered within existing budgets. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

The legal issues arising from this matter are set out in the body of the report.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The Sub-Group consulted with officers of the Authority as follows:

Jodie Henderson, Senior Manager Looked after Children's Services
Haley Hudson, Assistant Director, Strategy and Transformation
Elizabeth Kerr, Democratic Services Officer
Toni McMullan, Participation and Advocacy Advisor
Joanne Safe, Service Manager Whole Life Disability
Sue Wood, Assistant Director, Mental Health and Disability

External Contributors:

2.3.2 External Consultation/Engagement

The Sub-Group consulted with the following external individuals/organisations:

Tom Dunkerton, Commissioning Manager NHS North Tyneside Clinical Commissioning Group
Steve Rundle, Head of Planning and Commissioning, NHS North Tyneside Clinical Commissioning Group
Jack Skeldon – service user
Candy Carpenter – service user
Nicki Hartley, parent
Judith Oliver, parent
Jacqui Rodgers, parent

2.4 Human rights

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

2.5 Equalities and diversity

There are no equality and diversity issues arising from this report.

2.6   Risk management

There are no risk management issues arising from this report.

2.7   Crime and disorder

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

2.8   Environment and sustainability

There are no environment and sustainability issues arising from this report.

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 |

Cabinet Response to Overview and Scrutiny Recommendations
Completed Action Plan

Transition Process for Young People with Special Educational Needs and Disability

In accordance with Section 122 of the Local Government and Public Involvement in Health Act 2007, Cabinet is required to provide a response to the recommendations of the Overview, Scrutiny and Policy Development Committee within 2 months. In providing this response Cabinet is asked to state whether or not it accepts each recommendation and the reasons for this decision. Cabinet must also indicate what action, if any, it proposes to take.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
Recommendation 1: Create a fact sheet to accommodate the needs of the family and young person to inform all involved of the different processes which need to be undertaken for transition and their likely timeframe This should include which organisation is responsible for which aspect of the care and support. Ensure any delay is fully explained.	The Transition Policy and Procedure is being reviewed. This includes developing a fact sheet for a parent/young person that includes roles and responsibilities across education, health and social care.	Accept	Work has commenced and a draft policy/procedure is being written. Requires partner organisation sign off. Timescale for completion September 2018.
Recommendation 2: Embed the 'Tell us once' principle to transition.	Service delivery models across the region are being looked at. Gateshead, Darlington and Newcastle have already established contact. Learning regarding 'Tell it Once': ▪ All workers have access and training on Adults computer system (LAS) and Children's computer system (LCS) ▪ 17 weeks of commissioned training provided to embed Whole Life	Accept	Visits have commenced and liaison is taking place. Actions have been agreed through the Whole Life Disability Board. Complete

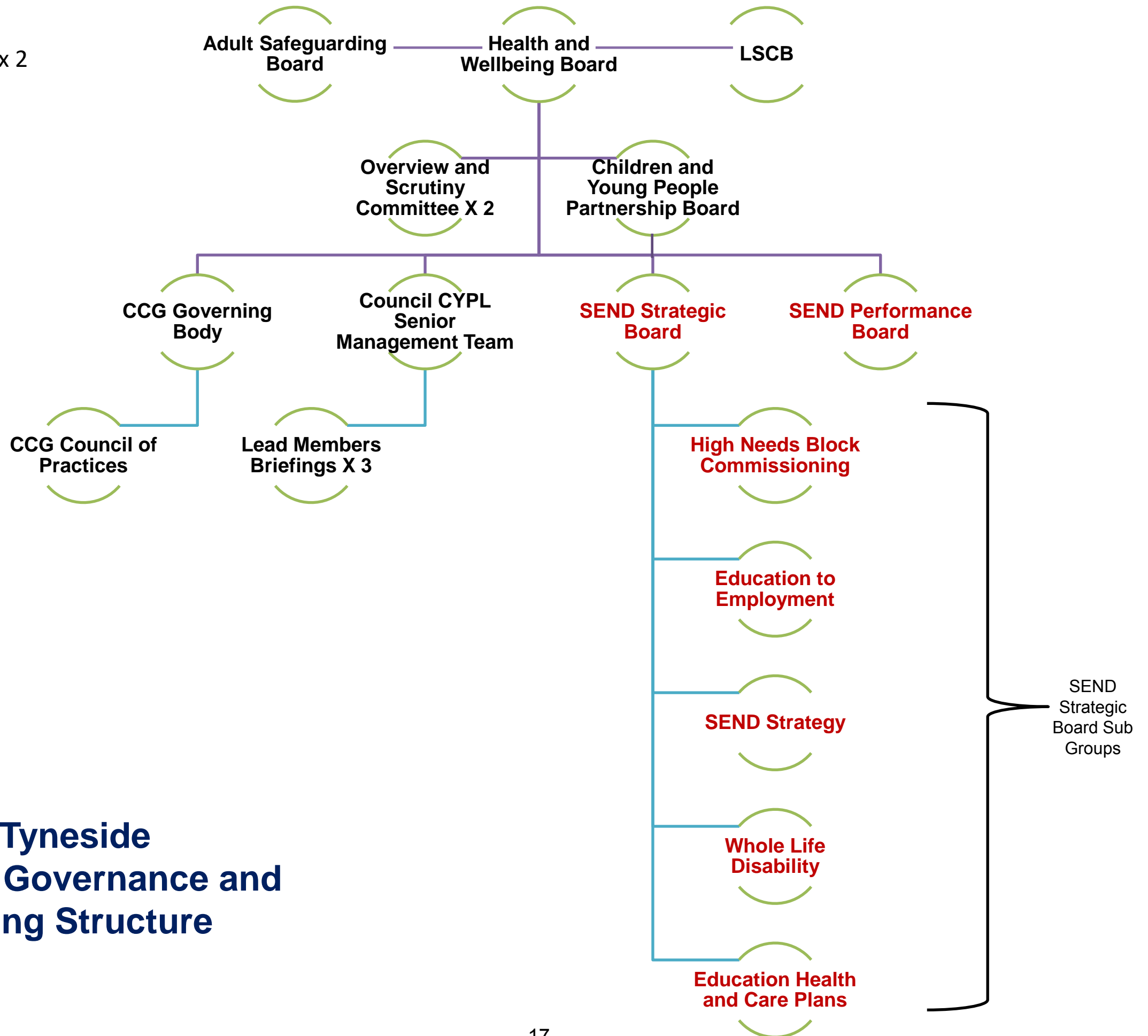| Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
	Disability/Life Stages in principle and practice ■ Social Workers read all previous documentation prior to meeting child/parent/guardian, to avoid duplicate assessments. ■ Review starts from previous review with emphasis on recent not historical information. ■ Business Support Officer to co-ordinate all reviews including EHC reviews. ■ Team Managers (0-25 and 26+) meet monthly to agree optimum time transition should occur		Implementation will commence immediately.
Recommendation 3: Increase the promotion of and improve the format and content of the Local Offer website and Disabled Children's Register.	The Authority will continue to work with children, young people and their parents/carers to co-produce the SEND Local Offer and ensure that services are commissioned to meet need. The North Tyneside Parent Carer Forum is actively involved in co-production as well as in supporting the wider flow of SEND information to and from other families in their network. The Local Offer website publishes information on how to access SEND services. The site invites feedback from parents and young people to continually improve both the service offered and demonstrate how we work collaboratively.	Accept	Significant work on the Local Offer has been undertaken since the Peer Review in January 2018 Updates have been made to the Local Offer website - http://intra.northtyneside.gov.uk/news/4350/new-send-local-offer-web-pages This work will be on-going and will be modified and updated in collaboration with Parents and Carers.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
Recommendation 4: Produce different assessment forms for young people transitioning to adult services to those used for adults entering adult services for example one form for young people with SEN, another for young people with disabilities and another for those with SEND.	Currently piloting new annual review paperwork. Launch event arranges with SENCO's in June 18, with the aim new paperwork will be in use from September 18. New documentation strengthens the theme of Preparation for Adulthood. There are four suggested areas of good practice that have been explored: **Wolverhampton –** Clear employment pathway from year 9 developed from NDTi and BASE pilot in 2015. Recommended by BASE as good practice. http://www.wolverhampton.gov.uk/CHttpHandler.ashx?id=8268&p=0 Emphasis on person centred planning and use of one page plans in transition: http://win.wolverhampton.gov.uk/kb5/wolverhampton/directory/localoffer.page?localofferchannel=7_5 **Dudley –** Level of detail and comprehensive information in the PfA section of the local offer, e.g. clear information on funding and eligibility **North Yorkshire –** Employment Pathways https://www.northyorks.gov.uk/sites/default/files/fileroot/Children%20and%20families/SEND%20-	Accept	Pilot of paperwork in progress Timescale for completion September 18.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
	%20local%20offer/Supported_employment_service_-_employment_pathways.p and local offer aimed at young people. **Nottingham** Clear step-by-step information on the education, health and social care pathway: https://www.nottshelpyourself.org.uk/kb5/nottinghamshire/directory/localoffer.page?newdirectorychannelnew=9		
Recommendation 5: Ensure officers are prepared for meetings with the family/carers, being aware of the individual requirements and are pro-active in keeping parents up to date with progress of work on accommodation adaptations, applications and assessments	Standards document to be developed for Chairing Meetings. Standard letters to be reviewed and co-produced. Include recommendations on cross-working social workers from 17 years old.	Accept	Work to commence. Timescale for completion August 2018.
Recommendation 6: Improve/ensure sufficient communication/co-ordination between adult social workers and children social workers to ensure needs of each young person and their family/carers are understood by those managing the transition process and ensure transition begins at the time appropriate for each young person and is seamless and personalised.	Create a Fact Sheet to inform parents/carers of transition processes as outlined in recommendation 1 above. Include likely timeframes and which organisation is responsible for which aspect of the care and support.	Accept	Work has commenced and a procedure is being written. Final sign off required from internal and external partners. Timescale for completion September 2018

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
Recommendation 7: Establish procedures which ensure parent/carers are involved in the commissioning of services / accommodation to make certain that the young person's needs are understood/reflected in the specifications for the procurement exercise.	We currently work proactively with the provider market and with parents on new procurement exercises. This includes shaping the content of the specification, understanding what is important to young people and their parents and what questions will need to be asked as part of the procurement. Wherever possible we include family carers in the evaluation process and as an integral part of the panel arrangements. In terms of agreeing individual packages of education, health and care we will ensure that young people and their parents are fully aware of their role in the process and how they can contribute fully. This will cover the processes for assessing need, planning the right support package, decision making, sourcing and reviewing packages of support.	Accept	This mirrors the work undertaken over the last 3 three years with parent carers in Adult Social Care where there is active engagement and involvement in the commissioning / procurement process. Complete.
Recommendation 8: Establish procedures which ensure that when construction work is required and/or decisions on housing are being made, parents/carers and the young person are involved from the beginning. The procedures also require that parents and carers are regularly kept informed in writing to achieve a plan to ensure all have shared expectations.	The parent and carers forums are regularly informed of proposed relevant housing developments in North Tyneside. A Housing Task & Finish Group has been set up to improve communication with the families of people who are on the independent supported living pathway. To support this we have produced a communication standard that defines the point	Accept	Housing communication procedure inclusive of timescales in place Complete

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
	of contact with families from initial engagement, through to tenancies commencing, and beyond.		
Recommendation 9: Improve communication with ward councillors regarding the building of or conversion of existing housing to specialist housing and/or the re-location of young people to properties in their ward.	We meet and update Lead Members as part of standard established weekly briefing sessions. We work with colleagues in Environment, Housing and Leisure to update ward members as appropriate on local developments or specialist housing in ward areas.	Accept	Lead Member briefing meetings already in place. Housing delivery team meeting in place, use this as a vehicle for considering ward member briefings. Complete.
Recommendation 10: In light of the changes to the organisation and management structures across Children's Services and other service areas across the whole Authority, Cabinet requests the Senior Leadership Team to review the information and support provided to both internal and external newly appointed senior managers across the Authority to ensure that they are aware of the decision making processes and their implications.	Revise induction programme for new employees, to include overview of Whole Life Disability and SEND. Explore an on line training module on SEND. SEND strategic board is chaired by the Dr Lesley Young-Murphy. Executive Director of Nursing and Chief Operating Officer at North Tyneside CCG with an agreed governance and decision making structure in place. Appendix 2	Accept	Work to commence Timescale for completion September 2018. SEND strategic board in place.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
Recommendation 11: Cabinet requests the Head of Health, Education, Care and Safeguarding and the Head of Finance to create a programme to promote and encourage borough employers to employ people with SEND; for example a networking session with the Business Forum to enable businesses to talk to each other about the implications and benefits to employers recruiting employees with SEND.	The SEND Strategic Board has set up a number of task groups, one of which is the SEND Education to Employment Pathways group. One of the strategic aims of the SEND Board is to: *Ensure a smooth progression to adulthood for all young people with SEND.* The SEND Education to Employment Pathways task group set out to deliver and has achieved a number of objectives to support in preparing young people with SEND for adulthood and the 'World of Work'. Key amongst those objectives is engagement with the Business Community of North Tyneside.	Accept	The SEND Education to Employment Pathways task group is operational and the work of the group will be on-going. Complete

Adult Safeguarding Board — Health and Wellbeing Board — LSCB

Overview and Scrutiny Committee X 2

Children and Young People Partnership Board

CCG Governing Body

Council CYPL Senior Management Team

SEND Strategic Board

SEND Performance Board

CCG Council of Practices

Lead Members Briefings X 3

High Needs Block Commissioning

Education to Employment

SEND Strategy

Whole Life Disability

Education Health and Care Plans

SEND Strategic Board Sub Groups

North Tyneside SEND Governance and Planning Structure

North Tyneside Council
Report to Cabinet
Date: 25 June 2018

Portfolio(s):	Environment and Transport	Cabinet Member(s):	Councillor Carl Johnson

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", and sets out five principles which are key to achieving this.

The Strategy provides a commitment to report progress on delivery of it to Cabinet on an annual basis. The purpose of this report is therefore to present information to Cabinet to in order to fulfil that commitment.

1.2 Recommendation(s):

It is recommended that Cabinet notes the content of this report and associated supporting information contained within Appendix 1, 2 and 3.

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 26 February 2018.

1.4   Council Plan and Policy Framework

The proposals in this report relate to a number of priorities in Our North Tyneside Plan 2018-2020, in particular:

▪ Our people will:
  - Be ready for school
  - Be ready for work and life

▪ Our places will:
  - Have an effective transport and physical infrastructure

1.5   Information:

1.5.1 Background

The North Tyneside Transport Strategy was adopted by Cabinet on 8 May 2017 and 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. In order to provide regular information about transport in North Tyneside the Transport Strategy contains a commitment to provide an annual information report to Cabinet.

Strategic policies that feed into the Transport Strategy are the:

- Our North Tyneside Plan 2018 - 2020;
- Local Plan 2017 - 2032;
- Health and Wellbeing Strategy 2013 - 2023; and
- NECA Transport Manifesto and Plan.

The Authority's policies and strategies specific to transport matters, which are aligned with the Transport Strategy, are the:

- Local Development Document LDD12 – Transport and Highways;
- North Tyneside Cycling Strategy;
- North Tyneside Travel Safety Strategy;
- North Tyneside Parking Strategy;
- North Tyneside Highway Asset Management Plan (HAMP); and
- North Tyneside Network Management Plan (currently being refreshed).

1.5.2 The Transport Strategy Annual Information Report

The purpose of this annual information report is to demonstrate progress against delivery of the Transport Strategy. The main priority of this first year has been to refresh and update the Authority's policies and strategies which

are specific to transport and ensure these are aligned with the Transport Strategy. The majority of these have been updated within this past year, while a refreshed Network Management Plan is expected to be brought to Cabinet for its approval in autumn 2018. A summary of the changes to these policies is provided below:-

North Tyneside Local Development Document 12 (LDD12) Supplementary Planning Document (SDP) - adopted May 2017 - 'sustainable transport focussed'

The revised document sets out in detail the policies and procedures adopted by the Authority with regards to the traffic and transport impacts of new development. The document has been re-focussed on the need to ensure sustainability in all new development and improved connectivity to local centres, schools and employment sites through new and enhanced infrastructure.

The document supports the housing and jobs growth requirements of the Local Plan whilst challenging development to; limit car based travel to 50% of trips, support an increase in public transport to 25% of trips, and sets a minimum target of 10% for walking and cycling trips.

The Travel Plan requirements for new development have been made more rigorous to encourage developers to deliver on the robust targets outlined above and ensure the opportunity for sustainability travel is maximised from the outset.

The revised LDD12 was adopted by Cabinet in May 2017 and directly supports all of the principles set out in the Transport Strategy.

North Tyneside Parking Strategy – adopted February 2018 - 'address the source of the parking problem'

On average, 96% of the lifetime of a car is spent parked and parking management is an ongoing challenge. The revised strategy enabled the Authority to review charging levels with a consistent charge rate now applicable along the entire foreshore area with the added flexibility to pay for an all-day ticket that is transferrable for use along the coast.

The North Tyneside Parking Strategy also sets out a transparent and fair assessment procedure for considering requests for restrictions and permits. The new procedure aims to reduce the assessment time and allow prompt decisions to be taken with clear next steps shared with an applicant.

Parking forms an integral part of the Authority'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.

The new approach applies a "Solutions Tool" to any request that identifies the source of the problem and seeks to resolve inconsiderate parking through engagement first before resorting to restriction measures. When inconsiderate parking is causing an acute road safety or access restriction for services these requests will be expedited. If engagement is unsuccessful at reducing the scale of the problem then requests would still result in restrictions being considered.

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 LDD12. The revised Parking Strategy was adopted by Cabinet in February 2018 and directly supports the principles set out in the Transport Strategy.

Highway Asset Management Plan (HAMP) – adopted in September 2017 - 'move towards a risk based approach to maintenance and asset management based on objective evidence'

The local highway network is the responsibility of local highway authorities. The local highway network is the largest, most valuable and most visible infrastructure asset for which the Authority is responsible. Well maintained and accessible highway infrastructure is vital and fundamental to the economic, social and environmental wellbeing of the communities of North Tyneside. The aim to maintain a good highway network is complementary to the Our North Tyneside Council Plan and our commitment to making North Tyneside a great place to live, work and visit.

Resident surveys and other feedback show that a well-maintained highway network is a high priority.

The HAMP sets out the Authority' strategic approach to highway and infrastructure maintenance. In order to provide regular information about the highway and infrastructure the HAMP contains a commitment to provide an annual information report to Cabinet. This report will be presented to Cabinet in October 2018 and will provide information on work undertaken within the last 12 months, future planned activities and other items of general interest.

The HAMP supports all of the principles set out in the Transport Strategy.

North Tyneside Cycling Strategy – adopted March 2018 - 'encourage everyday cycling and improve cycling network'

Cycling is a healthy and sustainable way of making everyday journeys, which often replace motorised journeys, and supporting the demand for increased participation in cycling can boost the local economy, people's health and quality of life, helping to make North Tyneside a great place to live, work and visit.

The revised Strategy will support and encourage the growth of cycling in the borough, with a focus on securing further growth in everyday cycling, working

in partnership to deliver projects which get more people cycling of all ages and in all areas. Wherever possible, improving the borough's infrastructure and information, delivering a programme of works which makes everyday cycling simple, safe direct and attractive and supports the growth in everyday cycling.

The Cycling Strategy is supported by our first Cycling Design Guide which provides design guidance to make sure that cycling is considered as part of all highway and regeneration projects and any new infrastructure is in line with best and emerging good practice.

The Cycling Strategy and supporting Design Guide were adopted by Cabinet in March 2018 and directly supports all of the principles set out in the Transport Strategy.

North Tyneside Travel Safety Strategy – adopted March 2018 - 'provide a safer environment for everyone travelling around the borough'

The refreshed Travel Safety Strategy has broadened the previous road safety remit to consider the safety of all users of the highway including, pedestrians, cyclists, horse riders, motorists and public transport patrons (bus/metro/taxi). A key aim for both our Transport Strategy and the North Tyneside Local Plan is to provide a safer environment for road users and to continue to reduce the number of people injured on the transport network in North Tyneside.

This Strategy sets out how the Council intends to further improve road safety by reviewing and improving infrastructure, increasing awareness and education of road safety matters and working in partnership to address travel safety concerns on our transport network.

The Strategy makes a commitment to report on performance against key road safety casualty reduction targets and progress against the actions set within the strategy itself. The Travel Safety Strategy was adopted by Cabinet in March 2018 and directly supports the principles of the Transport Strategy.

Network Management Plan – to be considered by Cabinet in October 2018 - 'identifying investment priorities and managing the peaks'

The refreshed Network Management Plan is currently under development and will consider where future highway investment should be focussed to support the Local Plan and reflect on the improvements delivered through the current major scheme investment programme. The Plan will focus on demand management and opportunities to more efficiently manage the operational capacity of the highway network.

The Plan will also consider the role of data and connected technology to provide all travellers with better information and the opportunity to make more informed decisions on when, where, and how to travel efficiently.

1.5.3   Performance 2017/18

A "Transport Strategy Data Factsheet" summarising the key performance data for 2017/18 is included as **Appendix 1** to this report. The Data Factsheet includes a Highway Network map showing accident cluster sites, and sections of road where excessive speeding has been recorded in 2017/18 that will be added to the ongoing speed monitoring programme and subject to future mitigation schemes.

The five principles of the Transport Strategy guide our actions and act as a framework for measuring performance. Our performance against each of these principles is summarised below:

Principle 1 - Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment

As shown in the Collisions by Year and Severity 2013-2017 graph included in the Data Factsheet in Appendix 1, there continues to be a steady decline in the number of collisions occurring on the North Tyneside Highway Network. However due to a change in the reporting procedures by Northumbria Police there has been a change in the proportions of Serious and Slight collisions. The change in reporting has resulted in an increased number of collisions being interpreted as Serious, e.g. casualties are detained in hospital or suffer from a fracture, concussion or burn.

North Tyneside report on progress against the following 2020 regional collision reduction targets:-

- Reduction of 35% for KSI (Killed or Seriously Injured) collisions
- Reduction of 50% for child (under 16) KSI (Killed or Seriously Injured) collisions
- Reduction of 40% for Slight collisions

Performance is measured in terms of progress towards the 2020 reduction targets which were set in 2010. Therefore there is a target 10 year reduction trajectory against which a particular rolling 3 year average can be interpolated and measured against.

North Tyneside's performance along with all other local authorities in the region has been impacted by the change in Police reporting methods which took place in 2016. This has negatively impacted performance against targets that consider Serious severity collisions but positively impacted those that consider Slight severity collisions.

The table below summarises our performance against the interpolated 3 year reduction targets.

Table 1: Performance Against Collision Targets

Target	2005-09 Baseline	2014-16 Actual	2015-17 Actual	2015-17 Target	Target (+/-)	% Reduction since 2010	% Reduction Target (2020)
KSI	63	53	57	48	+9	10%	35%
Child KSI	13	3	7	9	-2	46%	50%
Slight	603	352	326	442	-116	46%	40%

The results show that despite the changes in reporting we are still well on course to achieve our Child KSI reduction target of 50%. The number of slight injuries has significantly reduced, again due to the reporting changes, which therefore already delivers well above the 2020 target of 40%. However the KSI target is worsening due the increased number of serious collisions reported from 2016 onwards. The 2012-15 reduction was 23% and therefore on course to deliver the 2020 target, however this has since reduced to 16% last year and now 10% this year, all due to the reporting change.

During 2017, 270 collisions were recorded on roads in North Tyneside (including the A1 and A19, which are managed by Highways England, as well as roads managed by the Authority). These collisions resulted in 356 casualties, of whom 65 were either killed or seriously injured (KSI). This figure included eight child KSIs. The collisions include 44 pedestrian casualties and 49 collisions involving a pedal cycle.

The positive outcomes of the analysis are that the total number of collisions on the network continues to fall with a 7% reduction compared to the previous 3 year rolling average (2014-16). The number of collisions on the network has now halved since 2010 when the regional targets were set.

Further detailed analysis will be undertaken by North Tyneside to consider the following collision characteristics and the impacts investment in these areas has had on safety:-

- Child pedestrian and cyclist casualties within 250 metres of a school
- Pedestrian collisions occurring within Town Centres
- Cyclist collisions occurring along Strategic Cycle Network routes
- Speed related collisions occurring within 20mph zones
- Pedestrian trips/falls on the highway

Since the Travel Safety Strategy was adopted in March 2018 there has been limited time and data available post policy implementation to consider the effectiveness of investment to address these themes. However baseline 2017 collision data has been collected and summarised below for reference.

The graph below shows how those casualties involving children (under 16) break down across different travel modes, specifically walking, cycling, and as a passenger (car or public transport). The data shows that approximately 77% of child casualties are associated with walking and cycling trips. Of the 43

casualties recorded in 2017, 41% occurred within 250 metres of a school, but were not necessarily associated with a school journey.

Mode of Travel for Casualties age 16 and under
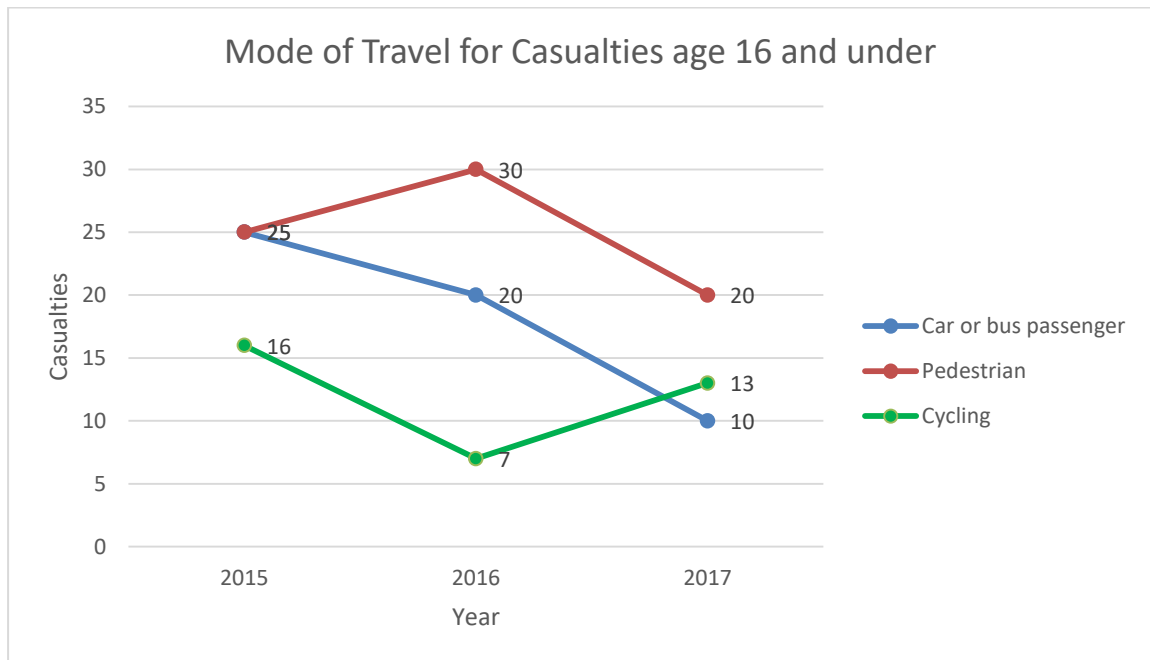
As part of the Go Smarter North Tyneside behavioural change programme we are investing in infrastructure along routes to schools to support more sustainable travel choices. Our Go Smarter work is coordinated with road safety training such that pupils are made aware of how to safely use the new and existing infrastructure and become confident in travelling by foot, scooter, or cycle. Improving the safety records outside and around schools is a key focus if parents and children are going to be encouraged to travel more sustainably. We will report on how this road safety record improves following investment and training at schools in future Annual Information Reports.

The graph below shows how pedestrian casualties on the highway network have reduced in recent years. Pedestrians are the most vulnerable road users and are almost always injured when in a collision with a vehicle. The Authority continue to invest in upgrading and introducing additional crossings across the network to support the safe interaction of pedestrians and highway traffic. In 2017, 12% of the recorded casualties were pedestrians. We intend to carry out further detailed analysis on where these pedestrian related collisions occurred, with a particular focus on the borough's Town Centres but also proximity to formal crossing points. This will provide a greater understanding of where the Authority should be investing in improved crossing provisions but also support safe short walking journeys to our Town Centres.

Pedestrian Casualties
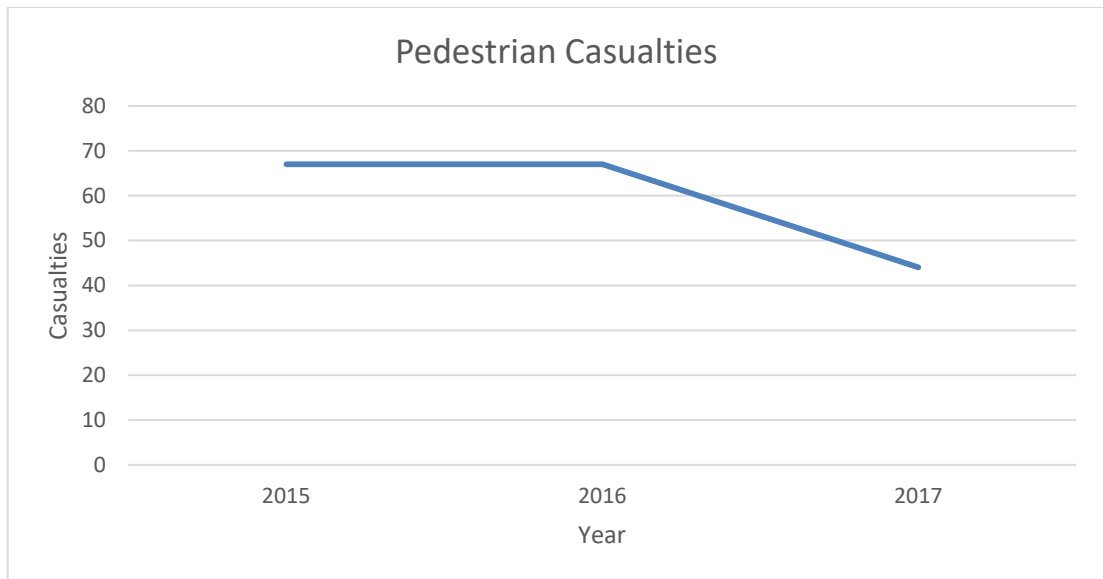
The graph below shows how the number of collisions involving cyclists has been reducing in recent years against an increase in cycling of approximately 37% since 2005. As identified in the North Tyneside Cycling Strategy we have ambitious growth targets for cycling of 7% per year and aim to develop a Network of Strategic Cycle Routes ("Tube Map"), see **Appendix 2**. In support of this it is essential that safety for cyclists is improved as this has a major influence on resident's decisions to cycle or not.

We propose to undertake further detailed analysis around reviewing the locations of these collisions to identify if they would benefit from the proposed investment in the Strategic Cycling Network. In 2017, 18% of collisions involved a cyclist. This remains a disproportionately high figure when considering the proportion of trips undertaken by cycling was 3% according to the 2011 Census.

The Authority continues to deliver cycling training through the DfT Bikeability programme with more pupils receiving training each year. However more needs to be done to improve safety for cyclists and a major step towards this was taken in March 2018 when we adopted our first Cycling Design Guide. The Design Guide supports the delivery of appropriate infrastructure that supports increased cycling numbers and design considerations that improve safety.

Collisions involving a Pedal Cycle 2015-2017
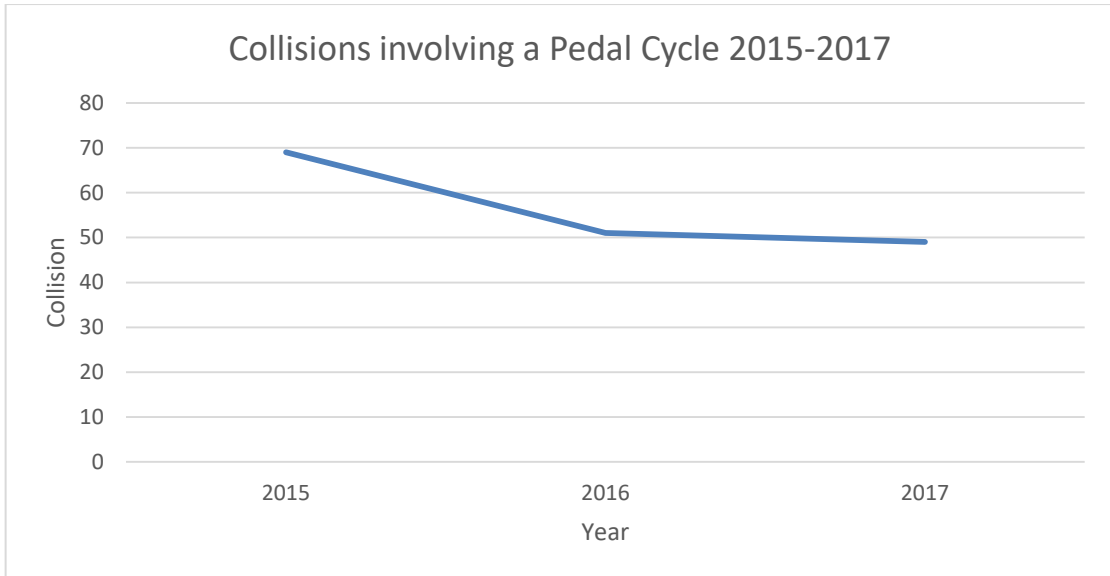
The chart below splits all road traffic collisions that occurred in 2017 into the respective speed limits of the roads they occurred upon. As part of the Travel Safety Strategy the Council committed to providing an update on the effectiveness of the 20mph zone programme and how this had reduced speeds and consequently the number of road traffic collisions in these mainly residential areas. The chart shows that only 5% of collisions occurred on a road subject a 20mph limit, of which some of these will be outside of a residential 20mph zone. When considering that 76% of the local highway network is subject to a 20mph limit this shows that the likelihood of a collision in a 20mph zone is substantially lower than anywhere else on the highway network.

This is not surprising however, as the risk of a collision occurring is more closely related to traffic volumes than traffic speeds. Traffic speeds do however have a significant bearing on the severity of a subsequent collision. The chart shows that most collisions occur on 30mph roads which only account for 15% of the local highway network, but the vast majority of which are A and B roads where traffic volumes are substantially higher.

Breakdown of Collisions by Speed Limit 2017

Legend:
- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

5% (20mph), 71% (30mph), 7% (40mph), 2% (50mph), 4% (60mph), 11% (70mph)

Breakdown of Collisions by Road Type 2017

21%, 12%, 13%, 54%

Legend:
- A Road
- B Road
- C Road
- Unclassified Road
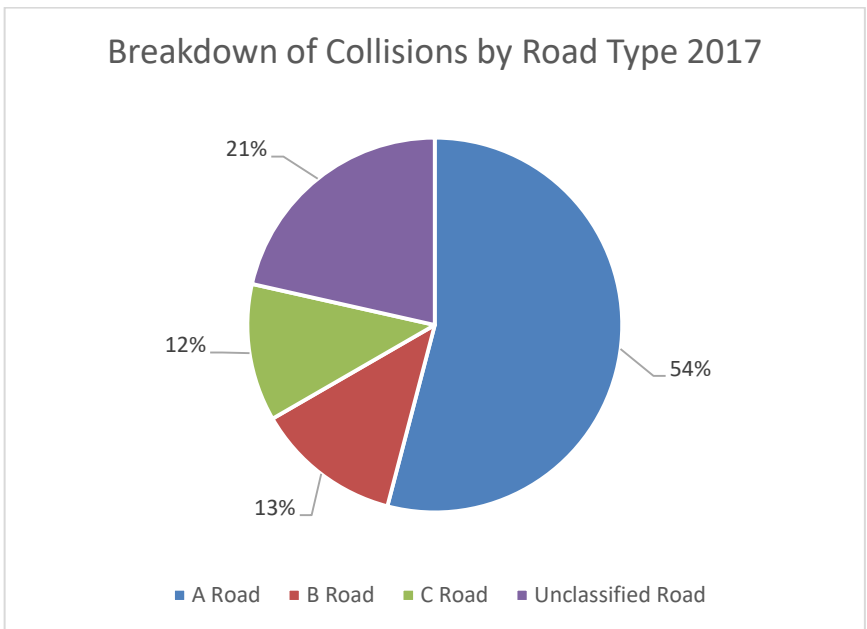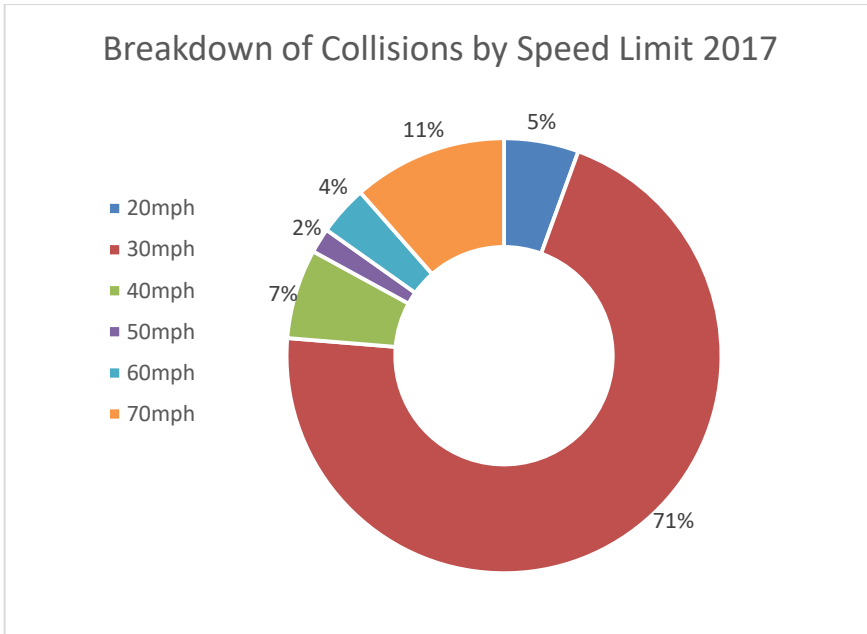
The chart above shows the road classifications upon which collisions occurred in 2017. This is roughly proportionate to the volumes of traffic travelling along these types of road, however North Tyneside does have many unclassified roads that carry high traffic volumes such as Norham Road, The Silverlink North, Goathland Avenue, Northgate and Southgate in Killingworth.

This Authority is currently delivering a significant 5 year highway investment programme which started in 2014. The majority of the main highway congestion hot-spots and road safety black-spots have been subject to junction improvements by way of a major scheme. This has had a profound affect upon the latest collision cluster analysis which was previously dominated by these locations.

A cluster site is identified as a location where more than 5 collisions have occurred over a 3 year period within a 50m radius of a junction. The table below identifies the nine locations where this criteria was met and identifies what current and future schemes will seek to address them.

Cluster Location	Cluster Rank	Slight	Serious	Fatal	Daily Traffic Volume (Est.)	Proposed Scheme or Measures
A19 Seaton Burn roundabout	1	16	2	0	50,000	Future Highways England Scheme
A19 Silverlink roundabout	2	13	0	0	70,000	Current Highways England Scheme (completion 2019)
A186 Station Rd / A1058 Coast Rd roundabout	3	7	1	0	20,000	S.278 condition developer mitigation scheme (East Benton Rise)
A1058 Billy Mill junction	4	8	0	0	40,000	Completed Major Scheme. Collisions are from prior to major scheme construction
A189/ A188 West Moor roundabout	5	7	0	0	30,000	Future A189 Corridor Major Scheme (commence in 2018)
A193 Percy Main roundabout	6	4	2	0	12,000	Current North Bank of Tyne Major Scheme (completion 2018)
A187 Swans Eastern Access junction	7	5	1	0	10,000	Signal operation to be revised as part of North Bank of Tyne Major Scheme (completion 2018)
A187 North Shields roundabout	8	6	0	0	10,000	Potential future LTP scheme
A193 High St W / West St junction	9	6	0	0	10,000	Potential future phase of current LTP A193 corridor study

In 2017/18 the Authority delivered 8 small scale local road safety schemes aimed at addressing local sections of highway subject to excessive speeding and improving crossing provisions on busy roads.

The 2017 Data Factsheet included in Appendix 1 of this report includes a borough wide network plan that highlights those roads which are to be added to our existing annual Speed Monitoring Programme. These locations will therefore be included in our Driver Speed Feedback Sign rotation programme which includes 125 locations where speed monitoring will be undertaken quarterly. Supported by the survey data captured from the Feedback Sign

programme the Authority undertakes a review of existing highways infrastructure at these identified locations and identifies additional mitigation measures that should be considered. The feedback signs themselves usually achieve a reduction of approximately 3-4mph bringing speeds into compliance with the signed speed limit and therefore provide a positive impact for local residents.

The Driver Speed Feedback Sign rotation programme is supplemented by permanent traffic speed surveys sites across the wider network. North Tyneside are investing in additional new technology that can utilise existing highways signal equipment and passively record driver speeds, volumes, and vehicle classifications.

In addition to local on-site traffic survey data the Authority has utilised DfT Trafficmaster data which monitors up to 135,000 vehicles every 1 to 10 seconds whilst they travel across the whole of the UK road network. This dataset provides a vast volume of data against which our local observations can be used to validate actual speeds across the network every year.

Those locations where speeds have positively changed from the previous year will be identified and analysed to consider the impacts that mitigation measures such as the feedback signs have had. Those links where speeds have increased or are in excess of DfT recommended tolerances will be added to the Speed Monitoring Programme until such time as the roads return to compliance with the signed speed limit.

Principle 2 - Support economic growth; through effective movement for people, businesses and goods and to support the regional aim of "more and better jobs"

The Authority is in year 4 of a 5 year highway investment programme that will see a total of £120M spent on junction and corridor improvements aimed at addressing longstanding road safety, congestion, and sustainable transport issues. The main objective of the majority of these schemes is to support economic growth at local employment sites and provide improved access to these locations by all transport modes.

The 11 Major Schemes that have been completed and/or are currently on site will be subject to robust post-scheme evaluation and monitoring. This monitoring will include comparisons of road safety, journey times, cycling usage, traffic volumes and speeds, and public transport journey time reliability. As this monitoring is undertaken future editions of this report will include updates from each major scheme.

The table below lists the major schemes that will be delivered and for which post-scheme monitoring will be undertaken.

Scheme	Construction start date	Construction end date	Cost
A188 Four Lane Ends Corridor	August 2014	August 2015	£3.6M
A1058 Coast Road – Phase 1 – Beach Road	January 2016	July 2016	£7.2M
A1058 Coast Road – Phase 2 – Billy Mill roundabout	July 2016	July 2017	
A1058 Coast Road – Phase 3 – Norham Road Bridge	May 2017	August 2018	
A1058 Coast Road Cycle Scheme	July 2016	March 2019	£1.5M
A191 Tyne View Park	March 2016	June 2017	£1.7M
A1056 Weetslade Corridor	March 2016	August 2017	£4.8M
A19 Cobalt Corridor	July 2016	January 2018	£5.1M
Cobalt Cycle Scheme	January 2017	August 2017	£0.65M
North Bank of the Tyne	September 2017	December 2018	£4.7M
Silverlink junction improvement – Highways England	June 2016	March 2019	£85M
A189 Corridor Scheme	September 2018 (est.)	June 2019 (est.)	£5.5M

Principle 3 - Improve connectivity; with all parts of the borough, the region, the rest of the country and the world

The Authority, through its 5 year highway investment programme have delivered approximately £5 million of cycling infrastructure to support growth in cycling. Across the major schemes approximately 16.3km of new/upgraded/refreshed cycle path infrastructure has been delivered (7.7km of hard surface construction and 8.6km of dust construction).

As part of the Cycling Strategy a proposed Strategic Cycle Network "Tube Map" is published, included in Appendix 2, identifying the key corridors along which future investment should be focussed. This Strategic Network is expected to develop in conjunction with the development areas identified in the Local Plan but will also coordinate with strategic routes emerging from Newcastle City Council as part of their Cycle City Ambition Fund works.

Principle 4 - Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to

In September 2017 the Authority re-launched the Go Smarter behavioural change programme aimed at reducing car based trips for school and work based journeys. The programme will develop in phases with an initial focus on Primary Schools, followed by Secondary Schools and Employment sites, and finally expanding to include new residential developments in conjunction with the Local Plan.

The first tranche of 22 Primary Schools were engaged in September 2017 and these schools will be supported with infrastructure selected by the pupils that improves local road safety, removes severance issues, and enhances routes to the schools. To date, 11 of these schools have had their infrastructure

projects delivered which is anticipated to further support modal shift towards more sustainable modes. This builds upon the numerous initiatives being delivered at each school including, car free days, road safety training, bikeability cycle training, and national incentivised behavioural change schemes such as Modeshift Stars.

The Go Smarter programme aims to deliver significant reductions in car trips to schools with a target of 75% of trips being by active travel modes (walk/scoot/cycle). Monitoring the progress of behaviour change achieved by schools is an ongoing process and once Go Smarter has been operational for at least a full year we will be able to provide evidence of the positive changes are targeting. Baseline surveys from the first tranche of schools suggest the average proportion of trips to school by car is 43% and thus active travel modes are 57%. However the first tranche of schools have been selected due their high levels of car trips reported.

To date we have engaged with 8,569 pupils through our Go Smarter programme, with a further 2,137 receiving Bikeability cycle proficiency training, and 3,558 receiving road safety related training. As the Go Smarter programme develops we aim to engage with all schools on an annual basis, encouraging and supporting behavioural change, promoting and educating pupils in road safety, promoting healthy choices, and increasing awareness of the environmental impacts of travel choices.

The North Tyneside Cycle Strategy was adopted in March 2018 and set a target to achieve an annual increase in cycling trips of 7%. North Tyneside currently has a limited number of permanent cycle counting equipment across the network, but those we have are installed along the key strategic routes. The annual data from these counters identify an 11% increase in cycling trips from 2016 to 2017 with an increase from 1.34 million to 1.49 million annual weekday cycling trips. Included as part of the major schemes delivery are additional cycle counters that will expand the coverage of our annual survey and improve the accuracy of our growth figure.

Principle 5 - Manage demand; on transport networks and assets and address current and future transport challenges

North Tyneside adopted its first Cycling Design Guide in March 2018 which sets out minimum requirements for delivering safe, well designed cycling infrastructure that supports our aspirations for growth in cycling journeys. The final major scheme of our investment programme is set to deliver a 2.5km high standard segregated cycle route along the A189 corridor between the Haddricks Mill junction in Newcastle and West Moor roundabout in North Tyneside. This will be the first major investment that applies the recently adopted design principles in the Cycle Design Guide.
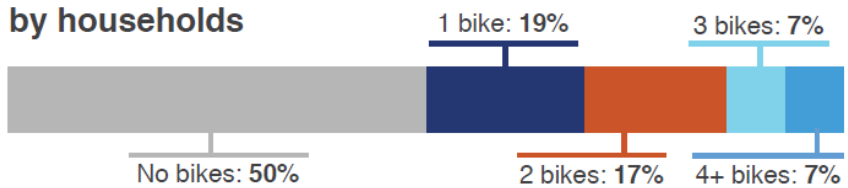
Recent cycling surveys undertaken by Sustrans and the Freshfield Foundation research group in Newcastle as part of the Bike Life 2017 publication have highlighted many interesting facts and figures which are equally applicable to North Tyneside. The graphics below illustrates that 50% of households do not

own a bike, making the first barrier to overcome to increase cycling access to a working bicycle.

The second graphic shows the split of journey purpose for those whom already cycle, with a close correlation between the level of leisure trips and those who commute by bicycle. As leisure trips are typically over longer distances than the average commute distance in Tyne and Wear it is not surprising that those whom cycle for leisure often also commute by bicycle. This is an important consideration in particular for North Tyneside as some of our most popular cycling routes (NCN 10 and NCN 72) serve leisure users more so than commuters.

Newcastle Bike Life 2017 excerpts

Adult bike ownership by households

1 bike: 19%
3 bikes: 7%
No bikes: 50%
2 bikes: 17%
4+ bikes: 7%

Number of trips in the past year

Leisure: 2,599,000
Work: 2,762,000
Shopping & other purposeful trips: 2,190,000
College or University: 559,000
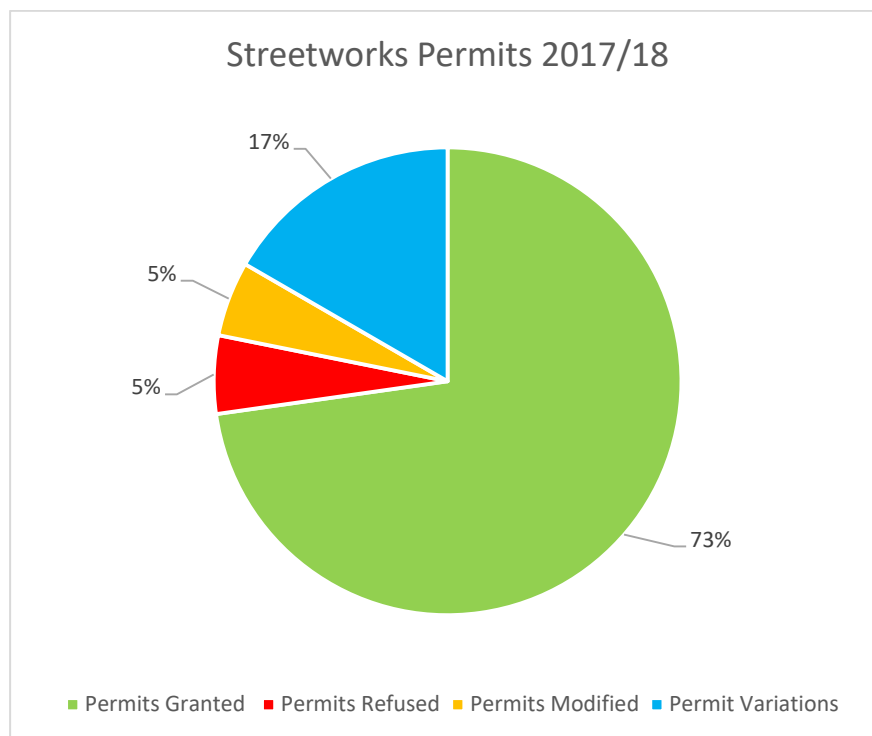School: 690,000

North Tyneside are part of the Bike Life research study and will be included in the 2019 and 2021 publications.

In support of effective management of the Highway Network, North Tyneside are the only local authority in the region to operate a Streetworks permitting system. This system provides greater control over when and how utility companies carry out work on the Highway network. The Streetworks process requires utility companies to provide 3 months advance notice of any major works and submit traffic management proposals to be considered. The North Tyneside Streetworks system allows the authority to challenge the traffic management arrangements if they feel they cause significant delays on the network or if works in the vicinity are already underway. In recent years in North Tyneside there has been significant activity on the local highway network as part of the highway investment programme. During this period the Streetworks systems has proved invaluable as it has allowed the Council to

restrict all non-emergency works proposed on routes directly or indirectly (diversionary) impacted by the major schemes underway at the time.

The chart below shows that 27% (3,447) of the 12,653 permit requests received have been challenged or modified through the permitting process. The majority of these refusals are associated with identified conflicts in concurrent road works on the highway network. Those permit requests subject to modification or variation were associated with challenging and changing the traffic management proposals (avoiding the use of 3-way traffic signal control where possible), hours of operation (limiting works to off-peak hours only), and clarifications around specific works extents and locations.

Streetworks Permits 2017/18

- Permits Granted
- Permits Refused
- Permits Modified
- Permit Variations

To assist the Authority in managing the operation of the Highway Network more efficiently and improve the decisions we make on where to invest in infrastructure, the Authority has identified areas where technological advances will support our network management. As the highway network continues to operate at and above capacity in areas during peak times there has been an increasing need to provide traffic signal control at busy junctions. Traffic signal control allows traffic demand to be managed proportionately whilst also supporting improved crossing facilities for pedestrians. It is therefore essential that traffic signals operate efficiently to ensure highway network users receive a consistent and reliable journey time during peak periods, and that delays are limited where possible.

To support this approach North Tyneside has invested in a trial at 3 major signal controlled junctions, A1058 Billy Mill, A1056 Sandy Lane, and A191 Station Road. These junctions have been installed with extra traffic detection loops on all approaches and exits to the junction. In coordination with the traffic signal control unit it is then possible to survey for each vehicle
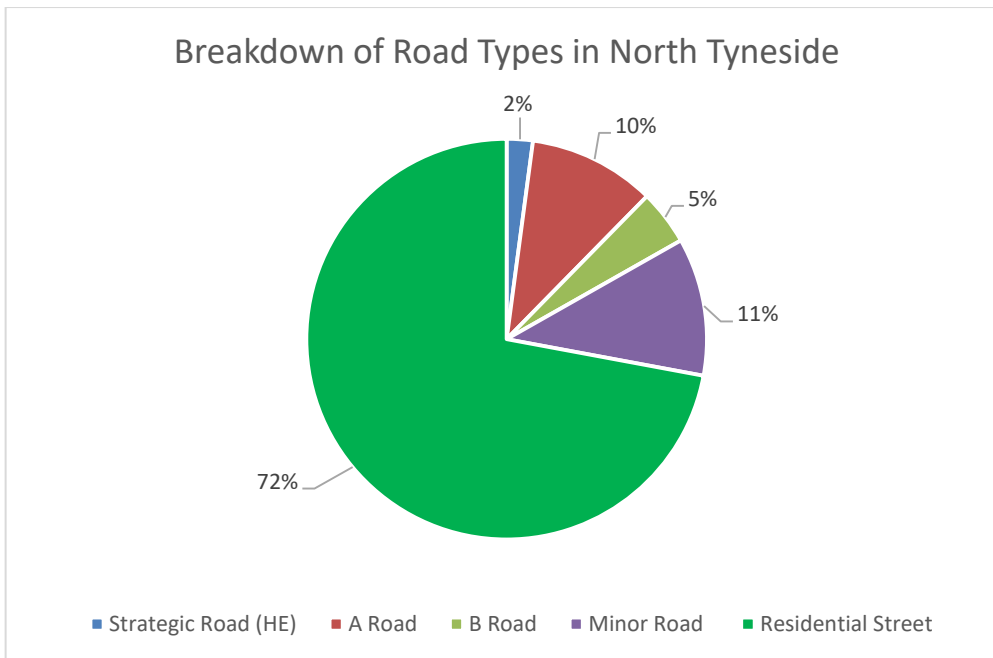
movement in real time the volumes, speeds, and classification of vehicles travelling through the junction. This for example, can identify when the exact peak traffic arrival rate is for each approach and allow the signals to more intelligently operate in response to these anticipated peaks. Subject to the trial proving successful the Authority will seek to roll this technology out across the busiest signal controlled junctions in the borough.

This technology further enhances existing operations such as UTC (Urban Traffic Control) systems which remotely link and coordinate corridors of traffic signals to maximise throughput. In North Tyneside our first UTC corridor will be the A191 between Station Road (Forest Hall) and Four Lane Ends. The UTC system will improve the efficiency of this corridor by coordinating signal operations in response to differing peak period demands which in this location are tidal in the AM and PM peaks.

As part of a regional bid to the National Productivity Improvement Fund (NPIF) the Authority has secured a substantial investment to upgrade and roll-out new traffic management technology. This will include the completion of 11 journey time corridors which will install ANPR (Automatic Number Plate Recognition) cameras at key locations allowing information on real-time journey times to be gathered and shared with the public to allow more informed decisions to be taken and when and which routes to travel across the borough along. The ANPR data will also provide real-time incident monitoring capabilities allowing the regional UTMC control room to identify incidents and implement network recovery plans promptly to minimise delays and disruption caused. The data will also help quantify the level of delays and locations which will inform the Authority on where to consider future investments into the highway network.

Linked to this ANPR network will be several new VMS (Variable Message Signs) placed at strategic route decision making points around the highway network. These VMS displays will advise on current journey times being experienced along routes by different modes, advocate alternate routes if congestion is high, and report incidents that are likely to impact network operation.

In 2017/18 there was approximately 26.5km of carriageway resurfaced in North Tyneside which equates to approximately 2.8% of the total 946km of highway network. There were also 42 footpath resurfacing schemes undertaken in 2017/18. The highway network incorporates roads of differing standard and class as shown in the graph below.

Breakdown of Road Types in North Tyneside

2%	
10%	
5%	
11%	
72%	

■ Strategic Road (HE)　■ A Road　■ B Road　■ Minor Road　■ Residential Street

The refreshed HAMP includes a commitment as Part 3 to provide an annual report on network performance in terms of maintenance and condition of assets. The annual HAMP report is due to be submitted to Cabinet in October 2018 and therefore this report will not include further details of network performance in terms of maintenance and condition.

Included as Appendix 3 to this report is a summary note on the regional and national transport trends that will influence future behaviour and policy direction.

1.5.4　Conclusions

Following the 5 year programme of highway investment there will have been substantial improvements in provision for sustainable travel, reduced road traffic collisions, and traffic control technology. This investment and the post-scheme monitoring evidence will provide a rich source of information from which to learn and apply to future highway schemes.

North Tyneside must consider the changing social and demographic trends nationally and regionally to ensure that the transport network remains effective, safe, and responsive to future demands. Considering the Local Plan population projections the biggest challenge for North Tyneside is related to appealing to our non-working age population to consider when and how they travel.

National trends are showing that commuting trips are continuing to reduce as a proportion of total employment and that those whom do still commute are doing so more sustainably than ever before.

Schools remain an opportunity for increased behavioural change and support the national trend of future generations being more sustainable than those

they follow into working age. However the narrative around school journeys should be focussed on the health and environmental benefits to be gained rather than any consequential reduction in congestion.

Local Plan population projections suggest that the working age population will remain static whilst post-working age population will increase up to 2032. If behavioural change in schools and investment in sustainable transport options continue then there will be a reduced pressure on the network at peak times if effectively managed.

North Tyneside's roads continue to get safer every year despite continuing modest traffic growth, however collisions involving cyclists remain disproportionately high. Further more expansive work is required in delivering road safety training to all pupils in all schools annually. This should lead to future road users behaving more considerately and respectively towards non-car users as evidence has shown that those whom also travel sustainably have a greater appreciation of the risks faced and space required for those users.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet should note the content of the Transport Strategy Annual Information Report for 2017-18.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

No alternative options have been outlined as no further direct decisions by Cabinet are sought in relation to the Transport Strategy Annual Information Report for 2017-18.

1.8 Appendices:

Appendix 1 – Transport Strategy Data Factsheet
Appendix 2 – Strategic Cycle Route "Tube Map"
Appendix 3 – Regional and National Transport Trends Note

1.9 Contact officers:

Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620
Nicholas Bryan, Highway Network Manager, Capita, 0191 643 4808
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 (approved by Cabinet on 8 May 2017)
     https://my.northtyneside.gov.uk/category/1237/transport-strategy

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

(3) North East Combined Authority (NECA) Transport Manifesto
     https://northeastca.gov.uk/what-we-do/transport/

(4) Supplementary Planning Document LDD12 – Transport and Highways
     https://my.northtyneside.gov.uk/category/1150/supplementary-planning-documents-and-masterplans

(5) North Tyneside Travel Safety Strategy

(6) North Tyneside Cycling Strategy
https://my.northtyneside.gov.uk/meeting/19369

(7) North Tyneside Parking Strategy
https://my.northtyneside.gov.uk/category/699/parking-facilities

(8) North Tyneside Highway Asset Management Plan (HAMP)
https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/September%2017%20HAMP%20Appendix%201.pdf

(9) North Tyneside Network Management Plan (currently being updated)
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=569773&p_subjectCategory=41

(10) North Tyneside Joint Health and Wellbeing Strategy 2013-2023
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=537759&p_subjectCategory=387

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and resource implications directly arising from this report. This report provides the Annual Information Report relating to the North Tyneside Transport Strategy.

It is envisaged that all actions within the Transport Strategy itself can be delivered within existing budgets (the Local Transport Plan capital budget and Technical Services Partnership managed budget) or using specific external grant funding, where applicable. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

There are no legal implications arising directly from this report.

The Authority 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, 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 some aspects of travel safety.

By virtue of section 9D of the Local Government Act 2000 any function of the Authority is the responsibility of the Executive unless there is a contrary intention expressed in legislation. There is nothing in the Acts referred to in this section or the Local Authorities Local Authorities (Functions and Responsibilities) (England) Regulations 2000 that indicate that the Transport Strategy is not to be a matter for Cabinet.

2.3 Consultation/community engagement

There are no consultation or community engagement implications directly arising from this report.

2.4 Human rights

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

2.5 Equalities and diversity

There are no equalities and diversity issues directly arising from this report. An Equality Impact Assessment was undertaken at the time of the approval of the Transport Strategy.

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
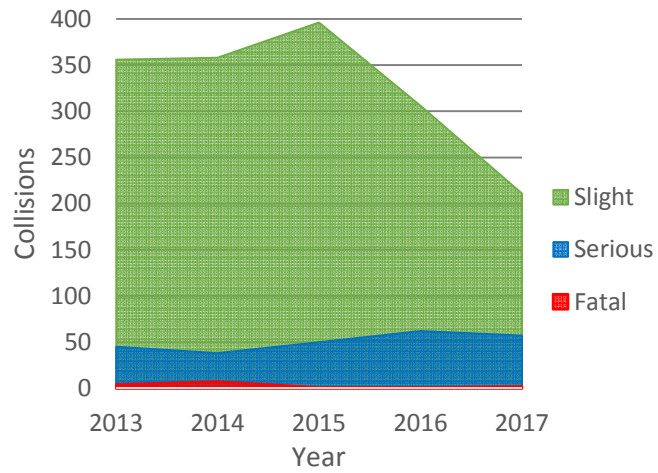
There are no environment and sustainability issues directly arising from this report.

PART 3 - SIGN OFF

- Deputy Chief Executive   X

- Head(s) of Service   X

- Mayor/Cabinet Member(s)   X

- Chief Finance Officer   X
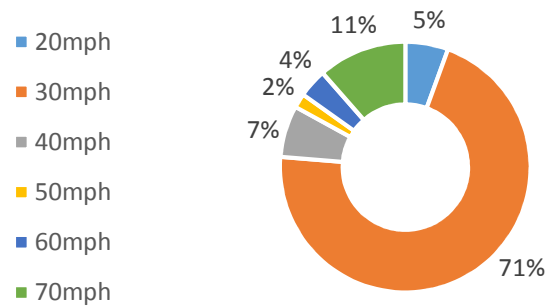
- Monitoring Officer   X

- Head of Corporate Strategy   X

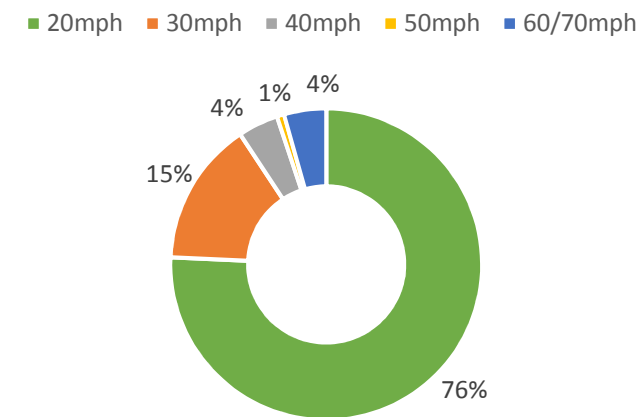## Road Safety

Collisions by Year and Severity 2013 to 2017

Legend: Slight, Serious, Fatal

27% reduction in total collisions 2016 to 2017

Proportion of Collisions by Speed Limit 2017

- 20mph — 5%
- 30mph — 71%
- 40mph — 7%
- 50mph — 2%
- 60mph — 4%
- 70mph — 11%

Speed Limits in North Tyneside

- 20mph — 76%
- 30mph — 15%
- 40mph — 4%
- 50mph — 1%
- 60/70mph — 4%
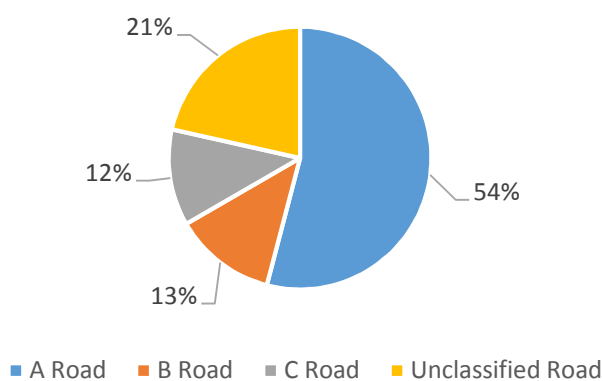
There are 9 Cluster Sites in North Tyneside within the 3 year period 2015 - 2017

A Cluster Site is defined by at least 5 Collisions within a 50m radius

Collisions by Road Type 2017

- A Road — 54%
- B Road — 13%
- C Road — 12%
- Unclassified Road — 21%

Sustainable Travel

Go Smarter Re-launched in September 2017 coordinating with Health, Environment & Safety themes. With 11 out of 22 initial schools having received walking and cycling infrastructure.

Working in partnership with CAPITA

In 2017 approx. 44% Primary School Trips were by car. 21,084 daily school trips by car.

Training Engaged with:

- 8,569 school pupils through Go Smarter;
- 2,137 received Bikeability Training; and
- 3,558 received Road Safety Training.

Cycling

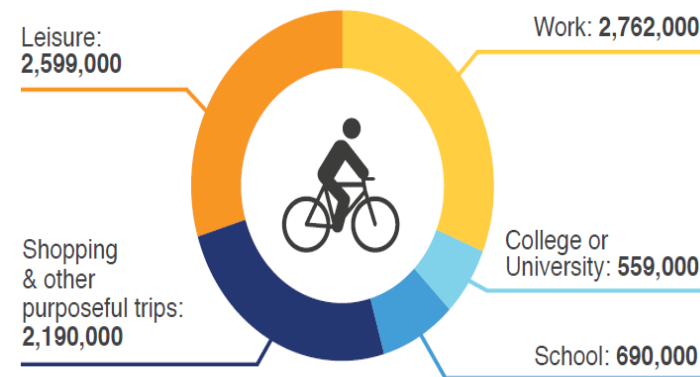18 Schemes delivering approx. 16.3Km new / upgraded infrastructure.

Recorded cycle growth is 11% from 2016 to 2017

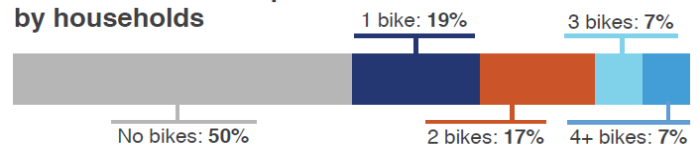Cycle figures taken from fixed counter sites within North Tyneside

NTC Adopted First Cycling Design Guide in March 2017

Sustrans Regional Cycling Behaviour Survey:
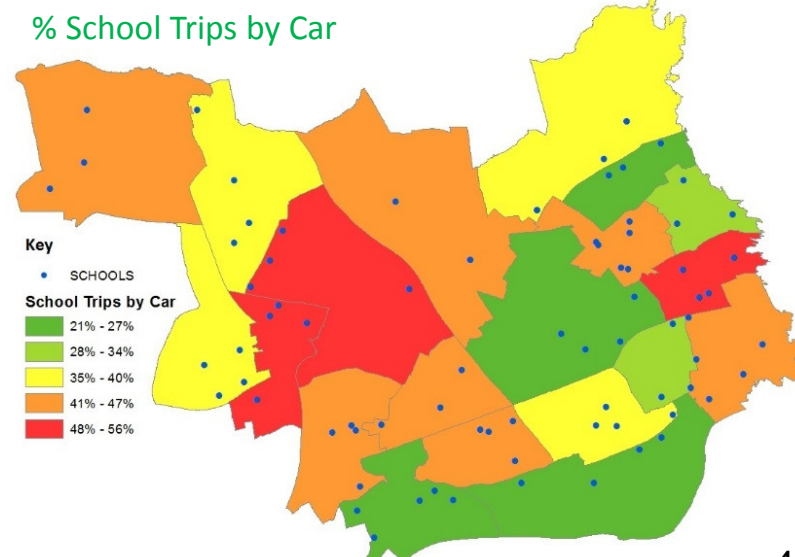
Number of trips in the past year

- Leisure: 2,599,000
- Work: 2,762,000
- College or University: 559,000
- School: 690,000
- Shopping & other purposeful trips: 2,190,000

Adult bike ownership by households

- No bikes: 50%
- 1 bike: 19%
- 2 bikes: 17%
- 3 bikes: 7%
- 4+ bikes: 7%

Taken from Sustrans survey in Newcastle

% School Trips by Car

Key
- SCHOOLS
- School Trips by Car
  - 21% - 27%
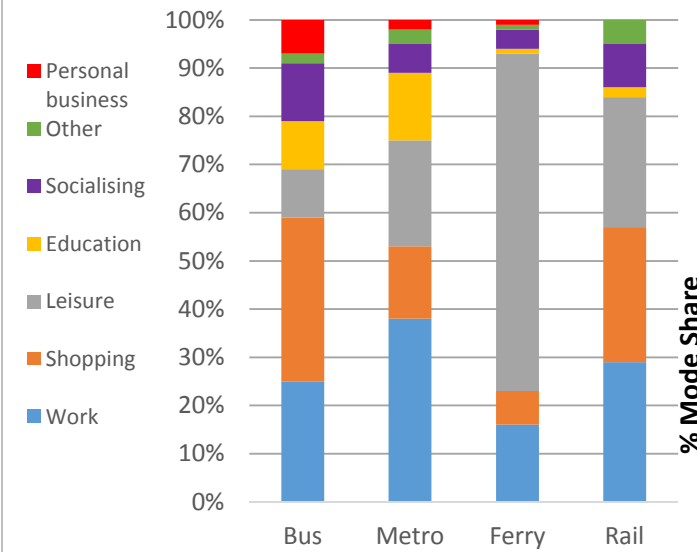 - 28% - 34%
  - 35% - 40%
  - 41% - 47%
  - 48% - 56%

% figures based on averaged figures for all schools in each Ward
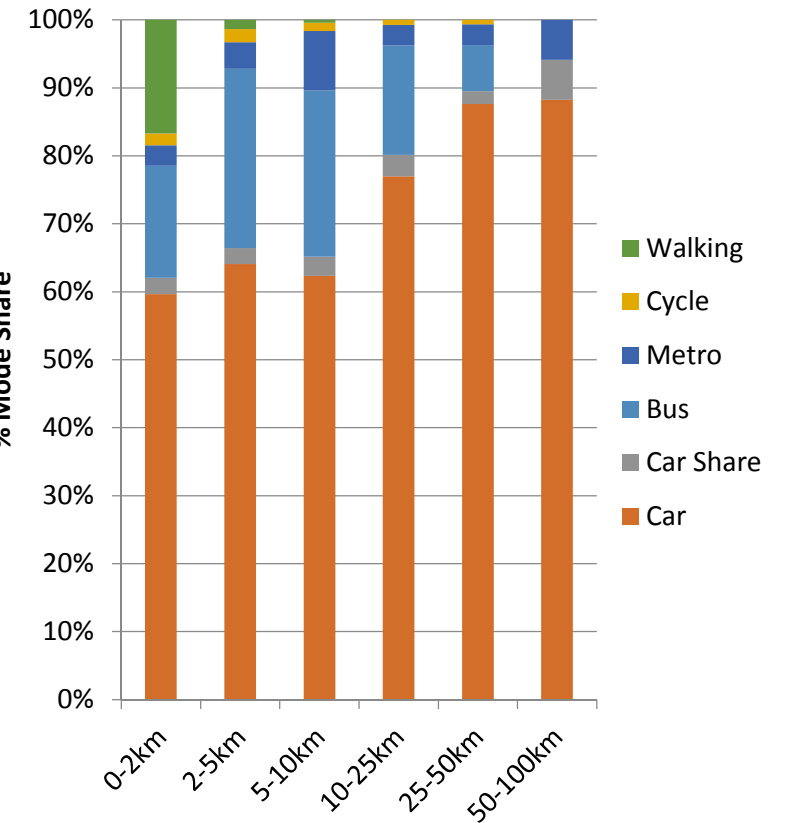
National / Regional Trends

"We travel substantially less today, per head of population, than we did one or two decades ago. We make 16% fewer trips than 1996, travel 10% fewer miles than in 2002 and spend 22 hours less travelling than we did a decade ago"

Journey Purpose in Tyne & Wear

Legend: Personal business, Other, Socialising, Education, Leisure, Shopping, Work

Categories: Bus, Metro, Ferry, Rail

Annual population increase of 0.4%

Population figures:
- 2017: 47082 / 116904 / 40510
- 2022: 51751 / 115874 / 41564
- 2027: 57348 / 115808 / 41622
- 2032: 62579 / 115704 / 41381

Legend: Pre-working age, Working age, Post-working age

Cobalt Business Park - Main Method of Travel to Work by Distance

Legend: Walking, Cycle, Metro, Bus, Car Share, Car

Distances: 0-2km, 2-5km, 5-10km, 10-25km, 25-50km, 50-100km

Whilst there continues to be a steady increase in the level of employment nationally, there has been a decline in commuting trips over the same period equating to a 15% reduction. Reasons for this include, working from home, flexibility in working arrangements both in working hours and location and increased levels of self employment.

Investment

8 Major Schemes delivered up to end 2017 with 3 currently under construction including the Highways England A19 Silverlink Interchange.

In 2017/18 there were 27km of Highways resurfaced out of a network of 945km

In 2017/18 there were 55 Parking Schemes delivered.

Network Management

Streetworks Permits 2017/18

- Permits Granted — 73%
- Permits Refused — 5%
- Permits Modified — 5%
- Permit Variations — 17%
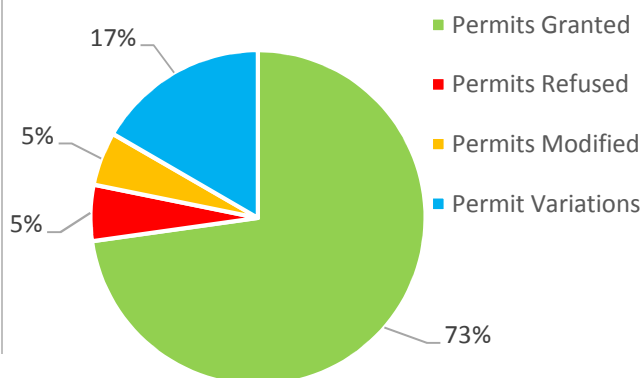
37% of North Tyneside is within 800m of a Metro Station

Approx. 10.3 million km of bus journeys within North Tyneside in 2016/17

There are 1,106 Taxis (hackney carriages and private hire vehicles) Registered in North Tyneside

Approx. 125 locations covered by driver speed feedback sign programme.

3 new journey time monitoring corridors with a further 8 to follow.

3 traffic signal trial sites for real time vehicle movement surveys to optimise junction operation.

Collision Cluster Locations & 2017 Additional Speed Monitoring Programme Sites

May 2018

DRAFT

N
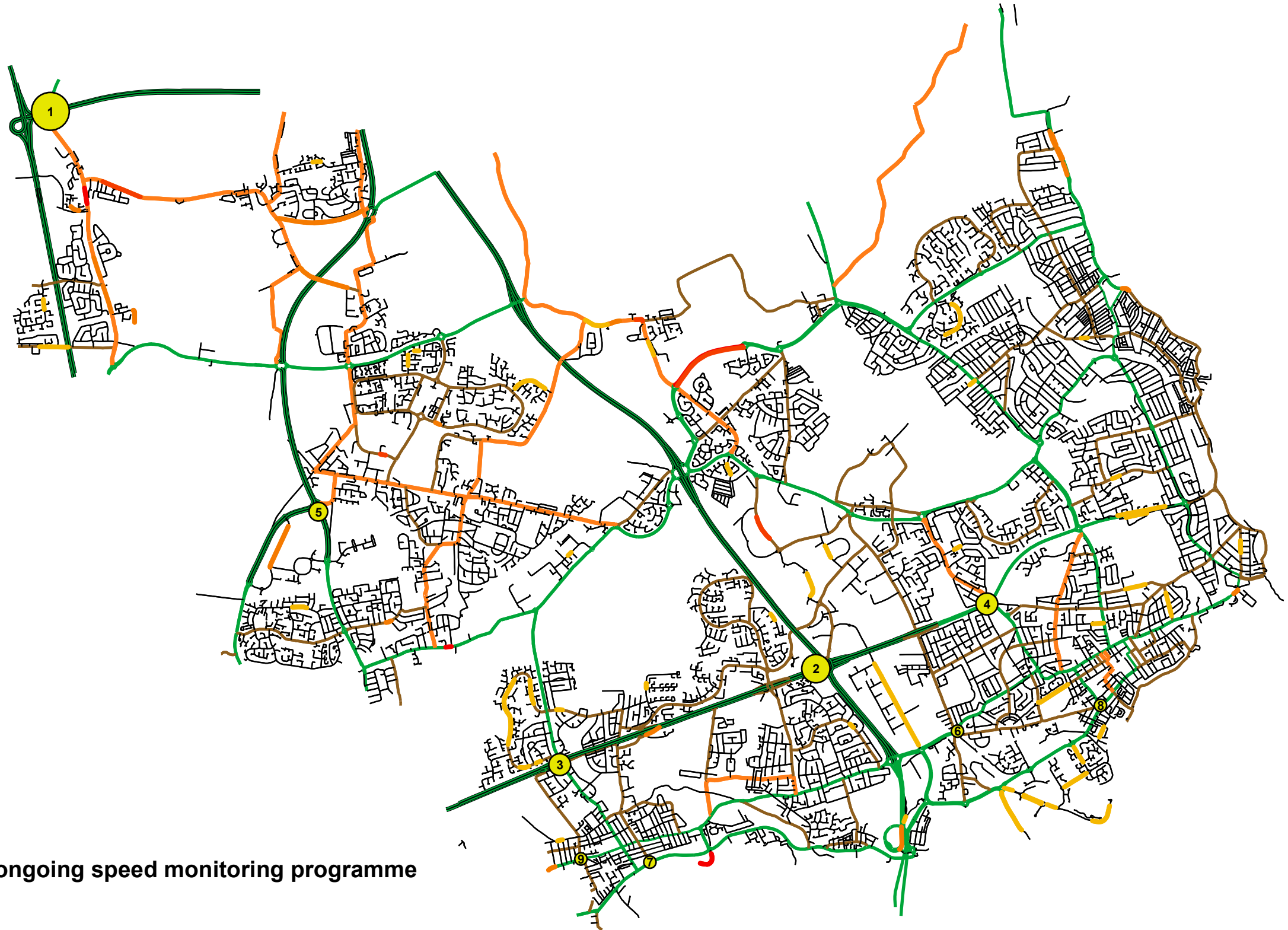
Key

NTC Cluster Sites

Total Collisions at Cluster

○ 6
○ 7
○ 8
○ 9 - 13
○ 14 - 18

Additional links identified for ongoing speed monitoring programme

— 25 - 30
— 31 - 40
— 41 - 50
— 51 - 60

0 0.475 0.95   1.9   2.85   3.8
Kilometers
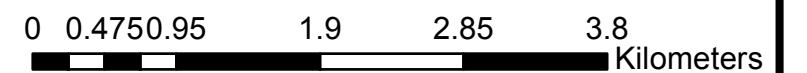
Collision Cluster Sites are for period 2015 to 2017. Clusters are ranked from 1 (more collisions) to 9 (less collisions).

Appendix 2– Strategic Cycle Network "Tube Map"

DRAFT North Tyneside Strategic Cycle Routes
A grid of local routes (not shown) will complement the strategic routes
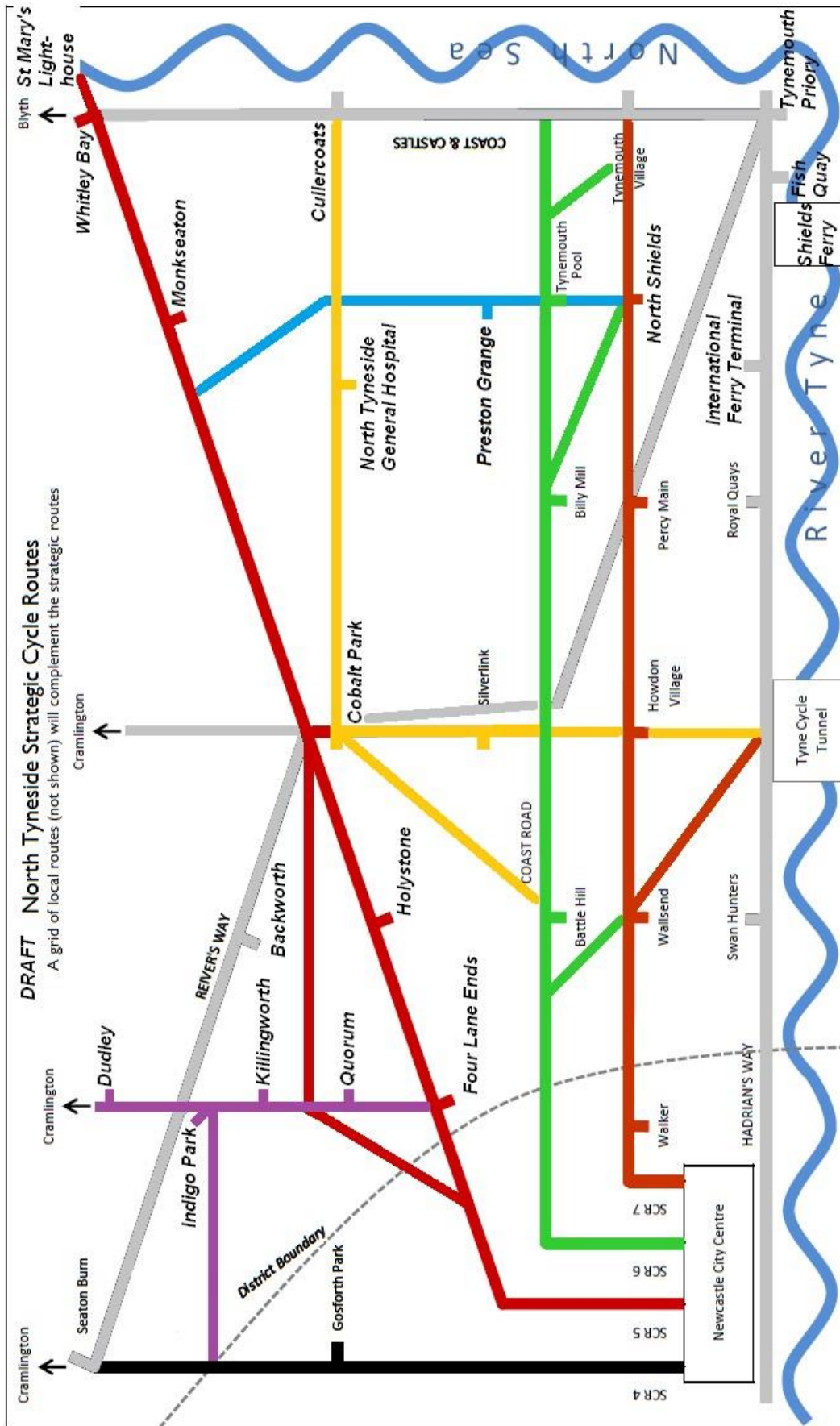
How will we deliver this?

o Bidding for external funding for sections of route

o Through the planning process, as new developments are brought forward

o Through the general programme of highway schemes and regeneration schemes

Appendix 3 - National and Regional Travel Trends Note – 2017/18

Whilst the Transport Strategy Annual Information Report is primarily focussed on performance and progress within North Tyneside it is useful to reflect on recent publications around changing travel behaviour nationally that could influence future policy direction. This note will also consider some local evidence around major employment sites within North Tyneside and opportunities/areas that encourage further consideration.

The chart below of the last Census in 2011 shows that 58% of commuting trips in North Tyneside were by car, 21% by public transport, and only 3% by bicycle. In the 7 years since this data was gathered there have been significant changes recorded in cycling growth, as detailed previously, but also captured within evidence prepared to support our Local Plan. Most notably from the Local Plan evidence was that due to the successfulness of Business Parks and Industrial Estates such as Cobalt, Quorum ,and Tyne Tunnel Trading Estate the Borough is becoming increasingly self-contained in terms of local jobs being fulfilled by local residents. When considering the relatively 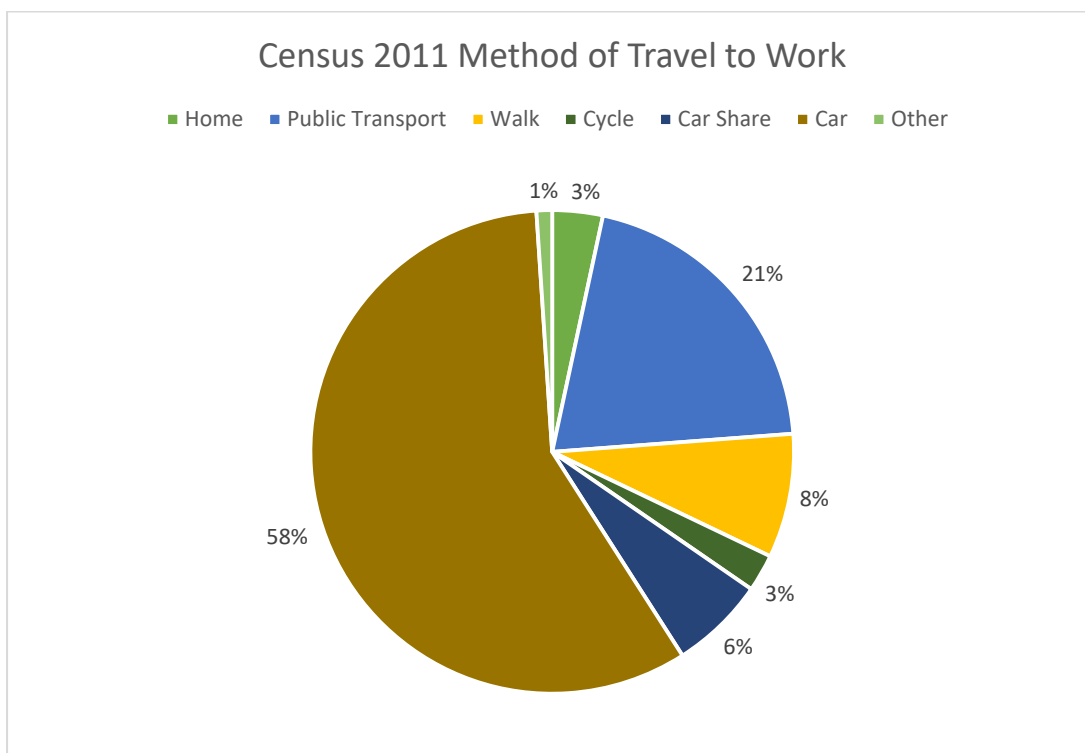small size of the Borough it becomes increasingly reasonable to expect commuters to become less reliant on car journeys and transfer to alternative more sustainable modes to undertake these short journeys.

Census 2011 Method of Travel to Work

Population projections for the Borough for the Local Plan period up to 2032 predict no change in our working age population, but show a substantial increase in residents above 59 or 64 for women and men respectively. It is a common assumption that peak hour congestion is consequential of commuting and school related trips however as our post-working age population increases this could lead to more leisure and retail related trips having an impact.

A recent publication in May 2018 by the Commission on Travel Demand, an independent academic research group assembled as part of the Research Council UK, titled "All Change? The future of travel demand and the implications for policy and planning" provides further insight into the abovementioned trends. The report identifies that the future of transport is changing and demonstrates that the assumptions, developed during decades of planning for growing car ownership, which previously underpinned our understanding of travel demand growth are now limited and sometimes wrong.

A key finding from this research is that *"We travel substantially less today, per head of population, than we did one or two decades ago. We make 16% fewer trips than 1996, travel 10% fewer miles than in 2002 and spend 22 hours less travelling than we did a decade ago. This was not anticipated. It is not fully explained by our current models. Our assessment is that it is a combination of longer-term societal shifts in activities such as how we work and how we shop, changing demographics, shifts in income across the population as well as policies in the transport sector which have encouraged urbanisation. The recession has played a part as has the shift to mobile internet and other advances in information and communication technologies. However, the trends predate both of these. The outcomes are not a 'blip' from a one off event. The relationship between how much, how often, when and how we travel and the activities we take part in has changed and continues to do so. We need to change our approach to understanding this and planning for it."*

The following charts taken from the All Change? Report show national trends that correlate to our own observations and evidence in North Tyneside. The first chart shows how distance travelled per person has declined since 2001 with Metropolitan areas such as North Tyneside seeing the lowest distances travelled outside of Greater London.

Car/van driver travel by grouped local authority area-types 1971-2011

Legend:
- 9-11 Shire town, resort and rural
- 7-8 Districts with Industry and New Towns
- 5-6 Freestanding Cities
- 3-4 Metropolitan Areas
- 1-2 Greater London

Image courtesy of: Peter Headicar

Source: All Change? The future of travel demand and the implications for policy and planning – The first report of the Commission on Travel Demand, May 2018

The figure below highlights the widening gap between the number of people employed nationally and the level of commuting trips undertaken, illustrated by the arrow. Whilst there continues to be a steady increase in the level of employment nationally, there has been a decline in commuting trips over the same period equating to a 15% reduction. Reasons for this include, increased working from home, flexibility in working arrangements both in terms of hours worked and location with fewer people having a fixed base, plus increased levels of self-employment.

Within North Tyneside those residential areas developed over the past decade have a significantly higher proportion of residents that work from home, based on Census 2011 data. In some new residential areas the propensity to work from home equates to around 8% whereas in more established residential areas this remains at around 2%.
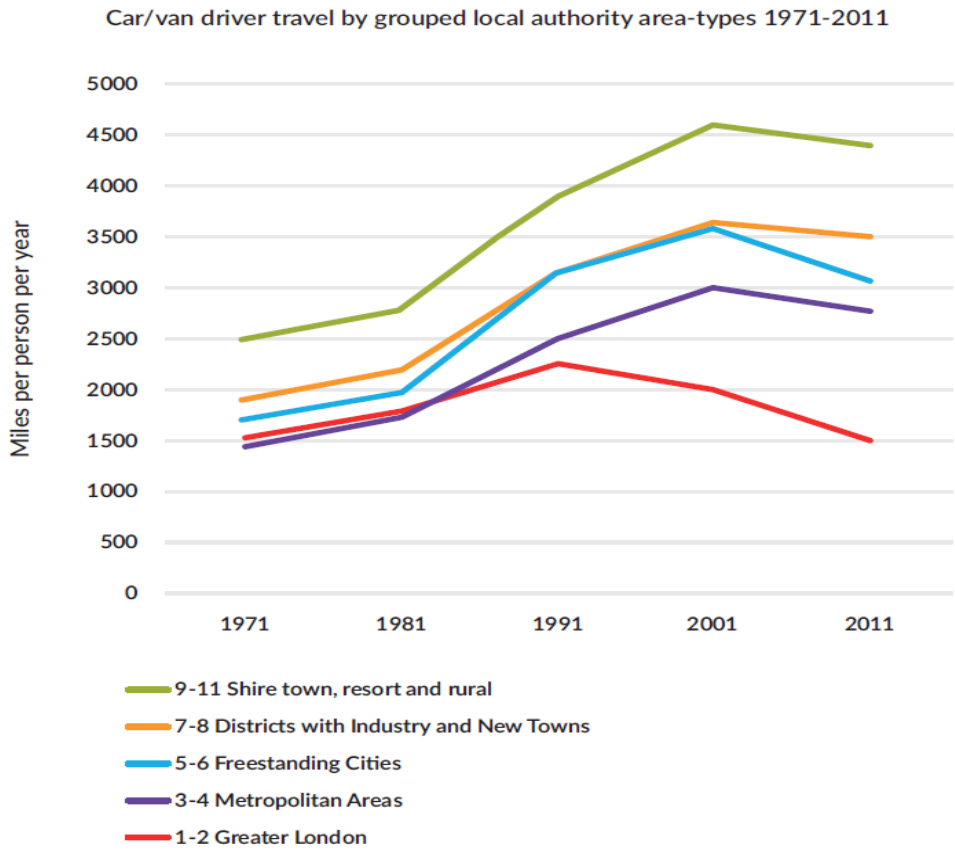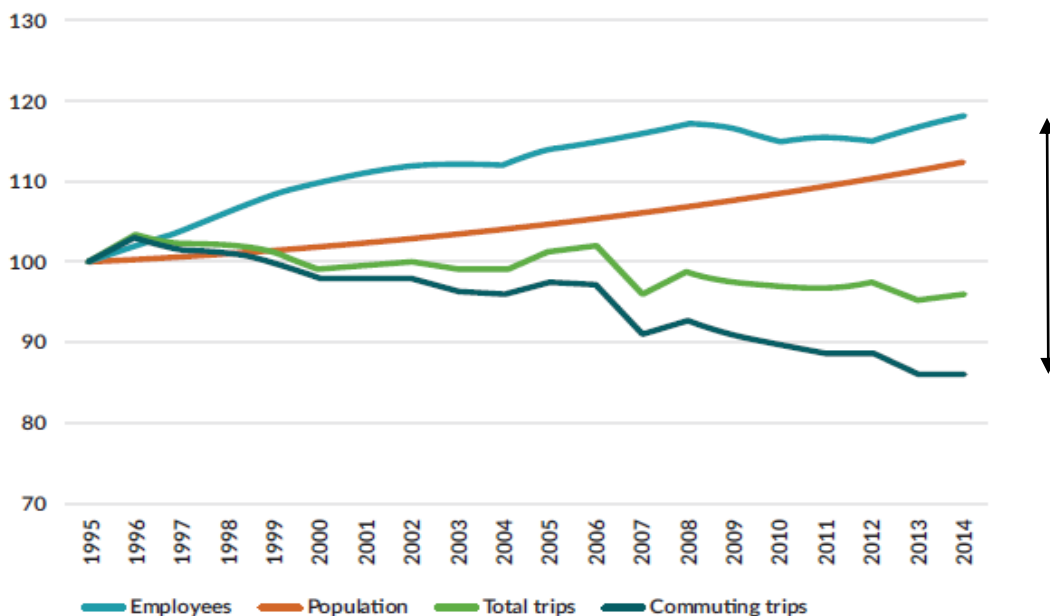
Source: All Change? The future of travel demand and the implications for policy and planning – The first report of the Commission on Travel Demand, May 2018

Whilst car ownership in the UK remains on the increase this trend is not consistent when broken down by age. The population entering working age over the past 5 years are substantially less inclined to own or use a car than the equivalent population leaving the workforce over the same period. This same generation represent a large proportion of future residential demand and are likely to occupy many of the new houses being delivered in the Local Plan. It is key therefore that Local Plan developments are sustainable and well connected to local employment areas, schools, and services to ensure these future residents are not forced into car ownership through a lack of alternative travel opportunities.

In North Tyneside, the Cobalt Business Park is the largest single employment area within the Borough with approximately 14,000 staff now employed on site. With this workforce increasingly originating from within the Borough (within 5km) there is an opportunity to convert these short car trips to more sustainable alternatives. Disappointingly, the trend line shown on the chart below identifies where the proportion of car journeys by distance should be and the arrows highlight which trips should be converted. Cobalt will be subject to North Tyneside's Go Smarter behavioural change programme in the future which will focus on converting these short trips and removing them from some of the Boroughs most congested routes, including the A191 Rake Lane, A192 Seatonville Road, and A1058 Coast Road.

Cobalt Business Park - Method of Travel to Work by Distance
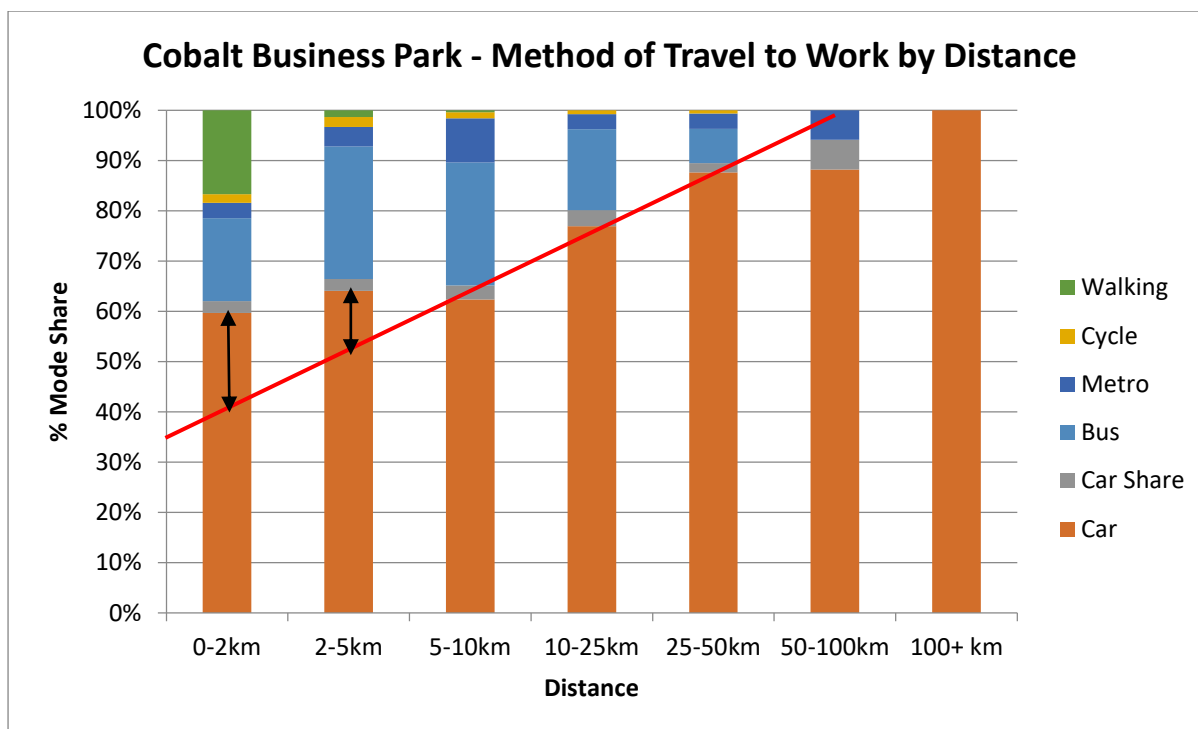
North Tyneside is served well by public transport, and in particular the Tyne & Wear Metro, with 16 stations in the Borough and 37% of the Borough within 800 metres of a station. North Tyneside benefits from being served by local bus services which travel over 10 million km within North Tyneside each year. Metro patronage has unfortunately declined recently, with reliability sighted as a primary reason for users changing mode. However Nexus are embarking on a fleet replacement programme due to commence in 2022 which along with the ongoing programme of station upgrades will help address the decline and return patronage to previous levels.

Concerns around personal safety also remain a major factor in declining bus and Metro patronage levels with approximately 20% of bus passengers stating they felt unsafe at bus stops, dropping to 12% on the bus itself. However this appears to be a problem around perception as only 0.4% of passengers actually directly/indirectly experienced anti-social behaviour during a journey. These figures came from the National Bus Passenger Survey 2016 broken down to Tyne & Wear.

The table below shows the breakdown of journey purpose by each public transport mode across Tyne & Wear. The data shows that Metro is the preferred public transport mode for commuters, whilst schools trips are more equally shared between Bus and Metro.

Purpose of travel	Bus	Metro	Ferry	Rail
Work	25%	38%	16%	29%
Shopping	34%	15%	7%	28%
Leisure	10%	22%	70%	27%
Education	10%	14%	1%	2%

Socialising	12%	6%	4%	9%
Other	2%	3%	1%	5%
Personal business	7%	2%	1%	0%

Conclusions

Following a 5 year programme of highway investment there have been substantial improvements in provision for sustainable travel, reduced road traffic collisions, and traffic control technology. This investment and the post-scheme monitoring evidence will provide a rich source of information from which to learn and apply to future highway schemes.

North Tyneside must consider the changing social and demographic trends nationally and regionally to ensure that the transport network remains effective, safe, and responsive to future demands. Considering the Local Plan population projections the biggest challenge for North Tyneside is related to appealing to our non-working age population to consider when and how they travel for social, leisure, and shopping reasons.

National trends are showing that commuting trips are continuing to reduce as a proportion of total employment and that those whom do still commute are doing so more sustainably than ever before.

Schools remain an opportunity for increased behavioural change and support the national trend of future generations being more sustainable than those they follow into working age. However the narrative around schools journeys should be focussed on the health and environmental benefits to be gained rather than any consequential reduction in congestion.

Local Plan population projections suggest that the working age population will remain static whilst post-working age population will increase up to 2032. If behavioural change in schools and investment in sustainable transport options continue then there will be a reduced pressure on the network at peak times if effectively managed.

North Tyneside's roads continue to get safer every year despite continuing modest traffic growth, however collisions involving cyclists remain disproportionately high. Further more expansive work is required in delivering road safety training to all pupils in all schools annually. This should lead to future road users behaving more considerately and respectively towards non-car users as evidence has shown that those whom also travel sustainably have a greater appreciation of the risks faced and space required for those users.

<table>
<tr><td>

**North Tyneside Council
Report to Cabinet
Date: 25 June 2018**

</td><td>

ITEM 5(c)

Title: Introduction of Alternate Weekly Bin Collections Plan

</td></tr>
</table>

Portfolio(s):	**Environment and Transport**	**Cabinet Member(s):**	**Councillor Carl Johnson**

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:

This report seeks approval to implement the Alternate Weekly Bin Collections plan, to deliver the efficiencies agreed as part of the 2018-2020 Financial Planning and Budget Process and the expected increase in recycling rates.

Having been reviewed by the new Cabinet Member for Environment and Transport the report also seeks approval for the approach to assess requests for larger bins.

1.2 Recommendations:

It is recommended that Cabinet:

(1) authorise the implementation of Alternate Weekly Bin Collections and the associated communications plan and exception criteria, as set out in Appendix 1 to the report; and

(2) authorise the Head of Environment, Housing and Leisure to introduce and manage the above changes and in consultation with the Cabinet Member for Environment and Transport, Head of Finance and the Head of Law and Governance and to undertake all ancillary matters associated with this recommendation.

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 25th May 2018.

1.4   Council Plan and Policy Framework

This report relates to the following priorities in the 2018-2020, Our North Tyneside Plan:

Our places will:-

- Provide a clean, green, healthy, attractive, safe and sustainable environment
- Be great places to live

1.5   Information:

1.5.1   Background

Over 75% of Local Authorities across the country collect waste on a two weekly cycle and all of our regional neighbouring Authorities now operate this system. North Tyneside is currently one of the few remaining Authorities where a weekly collection of household waste still takes place.

Alternate Weekly Collections has a positive environmental impact by increasing householders' awareness of the waste they throw away and different ways to deal with it, including an increased take up of home composting.

The experience of other Local Authorities that have moved to Alternate Weekly Collections is that recycling rates increase and costs associated with waste disposal reduce. There are also positive impacts on air quality due to the reduction in vehicles required to deliver the service.

In 2016/17, the Authority sent 52% of the Borough's waste to the Energy from Waste plant in Teesside. This plant burns waste to produce electricity, which is then fed into the national grid to power homes and businesses. 38% of the Borough's waste was recycled and 10% was sent to landfill.

Having previously been a comparatively strong performer, North Tyneside Council was in the bottom quartile in 2016/17 for recycling performance, which is linked to weekly collections.

Waste disposal costs have risen dramatically in the last 10 years, from £44 per tonne in 2007, £95 per tonne in 2012 to £122 per tonne currently. In contrast, the Authority pays considerably less per tonne for recycling (currently £12.81), so it is important to maximise the shift from green bin (refuse) to grey bin (recycling).

1.5.2   The Budget Proposal

In 2012/13, the Authority received circa £3.4 million from national Government to subsidise weekly collections (a combination of £2.5m revenue and £0.9m capital). This funding has now been exhausted and the national funding has not been renewed.

After funding specific revenue initiatives around waste and recycling, £0.397m per annum was available for five years until March 2017, to support weekly collections. The grant ran out at the end of 2017/18.

As part of the Authority's 2018/19 budget setting process, proposals were included to introduce Alternate Weekly Collections. This not only will deliver a financial benefit but will deliver a number of environmental improvements.

Engagement on the budget proposals was undertaken with residents and key stakeholders between 28 November 2017 and 24 January 2018. The details of consultation undertaken with respect to this proposal as a part of the budget engagement process, is set out in paragraph 2.3 below. Many of those raising issues as part of the engagement process either actively agreed with Alternate Weekly Collections, especially if it was accompanied by improved recycling, or accepted the proposal with certain caveats. However a sizable minority of respondents wished to retain weekly household waste collections.

Notwithstanding the feedback received, it is important that the Authority moves to Alternate Weekly Collections to ensure that the environmental and financial benefits are achieved. An Equality Impact Assessment (EIA) has been undertaken to identify any impact the proposals may have on those with protected characteristics (as defined in the Equality Act 2010). The EIA also sets out the mitigations that the Authority has identified to address any identified impact. The EIA is available for inspection via the background document link in paragraph 1.10 below.

Cabinet is now being requested to authorise the implementation of Alternate Weekly Collections from August 2018.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1
To agree the recommendation set out in Paragraph 1.2 of the report.

Option 2
Not to agree the recommendation and ask Officers to reconsider the options available to Cabinet in relation to the introduction of Alternate Weekly Collections.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

To achieve the financial saving agreed by Council on 15th February 2018;

To deliver the environmental benefits associated with an increase in recycling and reduction in waste going to landfill.

1.8 Appendices:

Appendix 1 - Exception Criteria

1.9   Contact officers:

Samantha Dand, Senior Manager, Local Environmental Services; Tel 0191 643 7294
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)   Environmental Protection Act 1990
        http://www.legislation.gov.uk/ukpga/1990/43/contents

(2)   Controlled Waste (England & Wales) Regulations 2012
        http://www.legislation.gov.uk/uksi/2012/811/contents/made

(3)   Frequently asked questions relating to the introduction of Alternate Weekly Collections
        https://my.northtyneside.gov.uk/category/1278/alternate-weekly-bin-collections

(4)   Rubbish and Recycling section of the website
        https://my.northtyneside.gov.uk/category/80/rubbish-and-recycling

(5)   Budget proposals 2017-2020 AWC business case
        https://my.northtyneside.gov.uk/sites/default/files/meeting/related-documents/Council%20Budget%20Business%20Cases%2001%2002%2018.pdf

(6)   Waste Strategy
        https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Changing%20our%20thinking%20-%20Waste%20Management%20Strategy%202013-30.pdf

(7)   Equality Impact Assessment
        http://vm-otxtfe1.northtyneside.gov.uk/otcs/livelink.exe?func=ll&objaction=overview&objid=6761228

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The background to the proposal to introduce Alternate Weekly Bin Collections is set out in Paragraph 1.5 of the report. The 2018-2020 Financial Planning and Budget Process outlined a reduction of £0.218m (part year effect for 2018/19) increasing to £0.318m during 2019/20, achievable through the proposal to introduce Alternate Weekly Bin Collections.

Waste disposal costs have risen dramatically in the last 10 years, from £44 per tonne in 2007, £95 per tonne in 2012 to £122 per tonne currently. In contrast, the Authority pays considerably less per tonne for recycling (currently £12.81), so it is important to maximise the shift from green bin (refuse) to grey bin (recycling).

It is envisaged that actions proposed within the exceptions list can be delivered from within existing budgets. Any expenditure which cannot be contained from within existing budgets will be reported to Council/Cabinet, as appropriate, for a decision before any expenditure is incurred or committed.

2.2 Legal

The Environmental Protection Act 1990 states that Waste Collection Authorities have a duty to arrange waste collection. However, there is no stated or implied frequency imposed on these collections.

Section 9D of the Local Government Act 2000 is clear that all functions of the Authority should be discharged by Cabinet unless there is a contrary indication in legislation. There is nothing in the Environmental Protection Act 1990 or the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 to indicate that this decision cannot be taken by Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The proposals have been developed following consultation with the Cabinet Member for Environment and Transport, and via the budget setting process 2018-2020.

2.3.2 External Consultation/Engagement

We have spoken to Local Authorities in the region and have taken into consideration their experiences and best practice associated with the implementation of Alternate Weekly Collections.

The 2018/19 Budget Engagement Strategy was agreed at Cabinet on 11 September 2017.

Between June and September 2017, there was a programme of engagement across the Borough through the 'Big Community Conversation'. A key theme for residents was that the Authority should provide efficient, value for money services. The proposals in this report will increase the financial efficiency of the waste collection service.

Further engagement on the Cabinet's initial budget proposals including Alternate Weekly Collections and Our North Tyneside Plan priorities took place from 28 November 2017 to January 2018.

The budget engagement included an online survey published on the North Tyneside Council website. 256 questionnaires were completed between 28th November 2017 and 10th January 2018. Of those 219 respondents raised additional issues for consideration and from 205 unique responses 40 concerned the household waste budget proposals. Most of those who raised additional issues either actively agreed with Alternate Weekly Collections, especially if it was accompanied by improved recycling, or accepted the proposal with certain caveats. However, a sizeable minority wished to retain weekly household waste collections.

Engagement also took place with residents on 29th May 2018 via the Council's social media relating to Alternate Weekly Collections. The response from residents has been overwhelming reaching the largest audience ever for the Authority on social media.

This is highlighted in the table below.

Facebook	
Reach	**140,094**
Reactions	1,073
Shares	922
Comments	1,526
Post clicks	54,324
Link clicks	627

Feedback and comments from residents has largely been about the capacity of bins, perceived health issues and queries regarding the rationale for the change. These issues have been carefully considered during the planning for implementing the proposal.

In response to the feedback, a list of frequently asked questions has been developed and will be published at the same time the first press release is made advising the public of the change to the current arrangements. It was also included in the 'Our North Tyneside' magazine which is delivered to every household across the borough.

There will also be support for residents with disability and mobility problems in relation to assisted lifts, and an exception criteria has been developed where the Authority will consider requests for larger bins.

Waste collection arrangements have been discussed in North Tyneside over the last few years. Cabinet will note that recent engagement outcome mirrors the longer term debate. Many residents understand the environmental and financial benefits. A significant number of residents are concerned about the consequence of the change.

Having spent time learning from national best practice and policy to mitigate the risks, the officer team are confident the change can be successfully implemented (albeit with an expected few months to settle down) and the environmental and financial benefits secured.

The Implementation and Communications Plan has been prepared.

2.4 Human rights

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

2.5 Equalities and diversity

An Equality Impact Assessment has been undertaken in relation to the proposed changes and is included within the background information to this report.

The Equality Impact Assessment identified some risks for which the Authority should show due consideration in the implementation of Alternate Weekly Bin Collections, namely around residents with disability and mobility problems which could be limiting when moving a heavier bin, and potential capacity problems for larger families and those with medical needs.

The Authority has identified a number of mitigating actions including promotion of the Authority's Assisted Lift scheme for elderly residents, residents with mobility problems and pregnant women, promotion of subsidised garden composters as an alternative to putting some food waste (such as vegetables, fruit and egg shells) into the general waste bin, promoting the Authority's subsidised reusable nappy scheme and developing an exception criteria (Appendix 1).

2.6 Risk management

Failure to introduce the proposals outlined in the report will impact on the financial and environmental benefits.

Failure to introduce the proposals outlined in the implementation and communications plan may cause confusion amongst residents, leading to disruption in the collection service and increased levels of recycling contamination.

2.7 Crime and disorder

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

Evidence from other Authorities currently operating this type of collection service does not suggest that fly tipping increases as a result of Alternate Weekly Collections, however this will be closely monitored as part of the implementation plan.

2.8 Environment and sustainability

It is anticipated that implementation of the proposals outlined in the report will further reduce the amount of waste going to landfill, increase recycling and reduce vehicle emissions, therefore assisting with good environmental practice.

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

Exception Criteria

Our starting point will be to provide residents with advice and information including practical steps for managing their waste and recycling more efficiently. Further advice and support will be provided where residents feel that they still can't manage following the introduction of Alternate Weekly Collections.

Also, following a discussion with the Cabinet Member and having considered the experience of other local authorities and national best practice, it is proposed that the exception criteria below be implemented as part of Alternate Weekly Collections.

Decision		Cost	Considerations
1.	Only approve a request for a bigger bin (360L) in exceptional circumstances, such as households with 6 occupants and above.	Free of charge	Could be circa 1,500 requests approved. One off cost of £60k to purchase and supply larger bins.
2.	Only approve a request for a bigger bin (360L) where the resident can evidence that due to medical needs a 240 ltr bin is inadequate.	Free of charge	Cost of circa £5,000 for purchase and supply of larger bins.

North Tyneside Council
Report to Cabinet
Date: 25 June 2018

Portfolio:	**Environment and Transport**	**Cabinet Member:**	**Councillor Carl Johnson**

Report from Service Area:	**Environment, Housing and Leisure**	
Responsible Officers:	**Phil Scott - Head of Environment, Housing and Leisure**	**Tel: 0191 643 7295**
Wards affected:	**All**	

PART 1

1.1   Executive Summary:

Cabinet are well aware of the importance of good air quality and the national attention being paid to the matter. As part of national modelling, Government officials at the Department for Environment, Food and Rural Affairs (DEFRA) have identified an 800m length of the Coast Road at North Tyneside's boundary with Newcastle which, after 2020, is anticipated to be marginally above the permitted level of nitrogen dioxide. Officers have been working with DEFRA colleagues to explore and agree the best way to prevent this happening. As 13% of the nitrogen dioxide in this area comes from buses, the Authority has been offered, and accepted (as part of the Financial Management Plan considered and approved by Cabinet on 12th March 2018), a grant of £1.201m which will be passported directly to the relevant bus operators to make engine improvements which will reduce vehicle emissions and should bring the relevant portion of the Coast Road into compliance.

Having accepted the grant the purpose of this report is to seek delegated approval to enter into individual agreements with qualifying bus operators to enable funding to be released to them on a back-to-back basis in order to indemnify the Authority of any liability.

1.2   Recommendation(s):

It is recommended that Cabinet:

(1) note that the Authority has accepted the grant funding from the Department of Environment, Food and Rural Affairs in accordance with the Financial Management Plan considered and approved by Cabinet on 12 March 2018; and

(2) authorise the Head of Environment, Housing & Leisure, in consultation with the Cabinet Member for Finance, the Head of Finance and Head of Law and Governance

to award grants to qualifying local bus operators on terms approved by the Head of Law and Governance.

1.3   Forward Plan:

It has not been possible to provide twenty eight days notice of this report. The report first appeared on the Forward Plan published on 1 June 2018.

This timetable has been driven nationally and in accordance with the need to comply with a national process and achieve the strict timescales imposed by DEFRA. The report requires consideration at this meeting of Cabinet because bus operators qualifying for a grant allocation are now at an advanced stage in making arrangements to retrospectively fit Euro 6 compliant engines to their fleet to improve vehicle emissions.

1.4   Council Plan and policy framework:

This report relates to the following priorities in the 2018-20 Our North Tyneside Plan:

- Our places will:

  - Provide a clean, green, healthy, attractive, safe and sustainable environment
  - Have effective transport and physical infrastructure.

1.5   Information:

1.5.1   Background

As part of the National Air Quality Plan for tackling roadside nitrogen dioxide concentrations the Department for Environment, Food and Rural Affairs (DEFRA) undertook a modelling exercise to highlight local authorites with areas that it is anticipated will be above the legal limit of nitrogen dioxide after 2020. This modelling exercise considered national traffic data rather than local readings and indicated that without the introduction of measures to improve air quality there would be an 800m area of the Coast Road within the Borough that would be marginally in excess of the annual emission limit after that date.

If this emissions limit is not met the Secretary of State has power to declare a Clean Air Zone which can impose requirements on the Authority such as the need to introduce restrictions on vehicles operating in the designated area.

As a result the Authority was directed to carry out a feasibility study for tackling the reduction in roadside nitrogen dioxide concentrations to identify the options which will deliver compliance with the legal limits for the affected area in the shortest time possible. One of the options identified was the retrofitting of 69 buses which operate within the Borough and using the specified route with Euro 6 compliant engines.

The Authority has been awarded capital funding from the Clean Bus Technology Fund of £1.201m to passport through to bus operators to undertake the retrofitting. The funds are provided directly to the Authority and are to be spent by March 2019.

The main points from the Clean Bus Technology Fund Grant are:

- Retrofitting of buses to the Euro 6 standard from the current Euro 5 standard will provide a 95% reduction in nitrogen oxides (NOx) exhaust emissions, which has a positive benefit in reducing nitrogen dioxide levels;

- It has been shown that identified buses contribute 13% of the NOx in the affected area of the Coast Road;

- It has been calculated that retrofitting to ensure all buses meet the Euro 6 standard will ensure that NO2 emission limit can be achieved in the shortest time possible;

- Qualifying bus operators are required to demonstrate a commitment to retain the retrofitted buses for 5 years or 150,000 miles and each are to enter a contractual agreement with the Authority to meet this requirement; and

- 69 buses with associated bus routes in North Tyneside have been identified.

1.1.1 Funding Agreement

Under the terms of the funding received from DEFRA, it is for the Authority to determine how it is passported through to the qualifying bus operator.

The Authority intends to pass on the capital funding of £1.201m received to Go North East, Stagecoach and Arriva through formal agreements to improve air quality. There is no additional contribution required from the Authority.

It is proposed that the Authority enter into these agreements with the bus operators to ensure distribution of the funding on a back-to-back basis in order to indemnify the Authority against any liability. The terms of the back to back agreement has not been prescribed by DEFRA and it is proposed that the Authority together with neighbouring authorites (Gateshead, Newcastle, South Tyneside) who have been awarded the funding will each use a pro forma agreement, with minor amendments as required to provide consistency across the region. The terms of the back to back agreements will be agreed by the Head of Environment, Housing and Leisure in consultation with Cabinet Member for Finance,the Head of Finance and Head of Law and Governance, as set out in the recommendations in Section 1.2 of this report. The agreements will:

- Specify the terms and conditions of the funding to be provided to the qualifying bus operator in line with the conditions imposed for the grant funding by DEFRA;

- Require the qualifying bus operator to meet the relevant duties and obligations imposed on the Authority under the funding terms; and

- Require the bus operator to monitor the delivery and outcomes of the project and provide the Authority with information to enable it to prepare reporting information to DEFRA on the numbers of buses retrofitted in the previous quarter.

The Authority will continue to work with its neighbouring authorities, Newcastle City Council, Gateshead Council and South Tyneside Council who are also about to distrubute the grant funding they have received to their qualifying bus operators. This will ensure that, as far as is practicably possible, consistency in approach is achieved.

1.2   Decision Options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations set out in Section 1.2 of this report.

Option 2

Not to approve the recommendations set out in Section 1.2 of this report.

Option 1 is the recommended option.

1.7   Reasons for Recommended option:

Option 1 is recommended for the following reasons:

Approval of the recommendations as set out in Section 1.2 will permit the release of funds to qualifying bus operators on appropriate terms as set out in the report. This will also enable compliance with the conditions of funding imposed on the Authority under the funding terms. The qualifying bus operators will be required under the agreement to meet the relevant duties and obligations and monitor the delivery and outcomes of the project. The retrofitting of the buses to achieve Euro 6 compliance has been identified as one of the measures to improve air quality by reducing the nitrogen dioxide levels within the identified 800m area of the Coast Road in the shortest possible time. If the Authority fails to take action then it is likely that some form of Clean Air Zone would be imposed that would provide restrictions on vehicles operating in the identified 800 m of the Coast Road.

1.8   Appendices:

There are no appendices associated with this report.

1.9   Contact Officers:

Frances McClen, Environmental Heath Group Leader, Environmental Health, Tel: (0191) 643 6640
Claire Wilson, Scientific Officer, Environmental Health, Public Protection Tel: (0191) 643 6645
Colin MacDonald, Senior Manager, Technical & Regulatory Services,
Tel: (0191) 643 6620
Alison Campbell, Financial Business Manager, Tel: (0191) 643 7038
Carol Humphries, Lawyer, Legal Services, Tel: (0191) 643 5340

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.

- Clean Bus Technology fund 2017-2019
https://www.gov.uk/government/news/government-funding-boost-for-bus-industry-in-drive-to-improve-air-quality

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and Other Resources:

The Authority has been allocated a capital grant of £1.201m for the retrofitting of buses operating within North Tyneside. £0.862m has been received and the balance of £0.339m is to be received by March 2019. This was included as part of the Financial Management Report agreed by Cabinet on 12 March 2018 and included within the 2017-20 Investment Plan.

Distribution of the funding and performance management of it will be administered by the Authority's Technical Services partner, Capita. The associated staffing costs for overseeing the project will be managed within the service area from existing budgets.

2.2 Legal:

The Authority has entered into a grant funding agreement with DEFRA in accordance with the Financial Management Report approved by Cabinet in March 2018, in relation to retrofitting buses which operate within the Authority area with appropriate technology to reduce emissions. In accordance with the funding application it is proposed that the Authority enters into back to back agreements with relevant qualifying bus operators to provide funding to them to undertake the retrofitting works. The back to back agreement will be entered into before any funding is released to the bus operator and will pass to the operator the obligation to comply with, and enable the Authority to comply with, the terms of the funding agreement between the Authority and DEFRA.

In the absence of the back to back agreement being entered into the Authority will either be unable to deliver the project as proposed and the buses will not be retrofitted, such that the Authority may breach acceptable exceedance limits, or alternatively the funding may be provided without the necessary legal protection to the Authority as to how the works will be completed and ensuring ability to claw back any monies misused or not utilised for the project.

It is considered that the Clean Bus Technology Retrofit project does not involve state aid. The retrofit programme is available to all bus operators operating routes within North Tyneside who will be provided with 100% capital funding for the Selective Catalytic Reduction retrofit technology and bring the bus emissions to meet the highest Euro 6 emissions standard and beyond. As such there is no selective advantage such that state aid is not present.

There is no statutory requirement for the bus operators to retrofit the buses, there is no obligation for the bus operators to take part and the grant will not provide any financial advantage to the bus operators as the retrofit undertaken will increase operating and maintenance costs for the vehicles, a financial burden for the operators.

The funding will 'pass through' the Authority and be applied on a 100% basis to the refitting of buses. No benefit will be retained by the Authority. This reflects the approach taken by other neighbouring local authorities.

2.3 Consultation/Community Engagement:

There are no consultation/community engagement implications arising directly from this report. The Authority has accepted the funding outlined in the report following appropriate approval from the Investment Programme Board and consultation with relevant Cabinet Members.

2.4 Human Rights:

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

2.5 Equalities and Diversity:

There are no equality and diversity implications arising directly from this report.

2.6 Risk Management:

Risks associated with this project are monitored as part of the strategic and operational risk register for the Technical Services Partnership which is overseen by the corporate governance arrangements in place.

2.7 Crime and Disorder:

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

2.8 Environment and Sustainability:

The recommendations outlined in section 1.2 of the report are aimed at distributing funding to directly address the air quality exceedance in the area identified in section 1.5 the report.

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

North Tyneside Council Report to Cabinet 25 June 2018	ITEM 5(e) Title: Regional Adoption Agency

Portfolio(s):	Children, Young People and Learning	Cabinet Member(s):	Councillor Peter Earley

Report from Service Area:	Health, Education and Safeguarding	
Responsible Officer:	Jacqui Old, Head of Health, Education, Care and Safeguarding	(Tel: 0191 643 7317)
Wards affected:	All Wards	

PART 1

1.1 Executive Summary:

It is currently planned that the development of a Regional Adoption Agency (RAA) for the North East will be subject to approval in September 2018 by the Cabinet of each of the participating local authorities: Gateshead MBC, Newcastle City Council, North Tyneside Council, Northumberland County Council and South Tyneside Council (the Constituent Councils).

This report provides an update to Cabinet on the progress of the development of the proposals of the RAA and seeks authority to undertake consultation with stakeholders on the current proposals to create the RAA. Cabinet last considered this matter at their meeting on 12th March 2018

It is also proposed that North Tyneside Council will act as the host authority for the RAA delegation of the adoption functions of the other participating local authorities to North Tyneside Council pursuant to the Local Government Act 2000.

1.2 Recommendation(s):

Cabinet is recommended to:

1. note the progress with the development of a Regional Adoption Agency for Gateshead MBC, Newcastle City Council, North Tyneside Council, Northumberland County Council and South Tyneside Council to be known as "Adopt North East";

2. note the preferred business model for "Adopt North East" is the local authority

hosted model with the delegation of the Constituent Councils' adoption functions to North Tyneside Council as the host local authority pursuant to Sections 9EA and 9EB of the Local Government Act 2000 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012:

3. agree to proceed with consultation on the proposals for "Adopt North East" with the relevant stakeholders as set out in the report, jointly with the other Constituent Councils; and

4. note that a further report will be submitted to Cabinet in September 2018 seeking final agreement to the proposals following the receipt and analysis of consultation responses and the completion of the Final Business Case and the approval of the terms of the Agreement between the Constituent Councils addressing legal financial and operational matters to support the approved business model as set out in the Final Business Case.

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 12 March 2018.

1.4   Council Plan and Policy Framework

Our North Tyneside Plan does not contain any references to the regionalisation of adoption services. Nevertheless, it does refer to

Our people will

•   Be listened to, and involved by responsive, enabling services

•   Be ready for school – giving our children and their families the best start in life

•   Be ready for work and life – with the skills and abilities to achieve their full potential, economic independence and meet the needs of local businesses

•   Be healthy and well – with the information, skills and opportunities to maintain and improve their health, wellbeing and independence

•   Be cared for and safeguarded if they become vulnerable

1.5   Information:

1.5.1   Background

The development of Regional Adoption Agency proposals is part of the national adoption agenda set out in the Department for Education (DfE) paper 'Regionalising Adoption' in June 2015. This was further developed by the Government in 'Adoption; A Vision for Change' in March 2016.

In these papers the Government has sought to address a number of challenges in adoption as follows:

- Inefficiencies in the delivery of adoption services in England
- Matching of children
- Recruitment concerns
- Adoption Support challenges

The Government has signaled a clear intention that by 2020 all local authorities will be part of regional agencies. The Education and Adoption Act 2016 makes provision for the Government to direct a local authority to have its adoption functions carried out on its behalf by another authority or adoption agency where such provision has not already been made by the Authority.

Newcastle City Council has received funding from the DfE to develop a regional Adoption Agency on behalf of the Constituent Councils, namely Northumberland County Council, North Tyneside Council, Gateshead MBC, South Tyneside Council and Newcastle City Council [and four voluntary adoption agencies - After Adoption, Barnardos, ARC NE and Durham Family Welfare (DFW)].

The vision for the RAA is to provide "Excellent adoption services that transform children's and families' lives for the better" The vision is supported by a range of objectives, namely:

- We place all children in a timely way in high quality, successful, life-long adoptive placements which meet all of their needs.
- Families and prospective adopters receive a high quality experience no matter where they live.
- Adoptive children and families receive the support they need for as long as they need it.
- Our skilled and dedicated staff are proud to work for the service.
- We achieve our objectives by working together in a spirit of collaboration, openness and co-production.
-

1.5.2 Local Authority Adoption Responsibilities

Local Authorities have a statutory duty to provide adoption services to all those affected by adoption living in their area. Services to meet those responsibilities are required to meet legislative requirements and Minimum Standards for Adoption Services and are inspected regularly by Ofsted to ensure they do so.

The move towards the proposed Regional Adoption Agency will not remove the statutory responsibilities placed on local authorities but will have a material impact on how those functions are organised and managed.

While all the Constituent Councils provide high performing adoption services, the Government expects that Regional Adoption Agencies will be better able to target the recruitment of prospective adopters, speed up the matching and placement of children, improve adoption support services and may create efficiency savings.

The proposed RAA would deliver the following main services across the five local authority areas:

- Recruitment and Assessment of prospective adopters;
- Matching and Placement - to match prospective adopters with children in need of adoption
- Post placement and post Adoption Order support (3 year limit)
- Support and advice to all affected by adoption
- Develop and manage all forms of post adoption contact (Post Box) between adopted children and their birth families
- Step Parent Adoption
- Inter-country Adoption

Further information on the functions to be undertaken by the RAA and those wish will remain with the Constituent Councils is set out in Appendix 1.

1.5.3   Initial Options Appraisal

To take the project forward, a Project Board comprising representatives of the Constituent councils and voluntary adoption agencies: After Adoption, Barnardo's, Arc Adoption and Durham Family Welfare considered a range of options for regionalised adoption services. The potential delivery models, which the DfE asked the Project Board to consider, are summarised below:

- Option 1: A single local authority host on behalf of a number of local authorities;
- Option 2: A Joint Venture between local authorities;
- Option 3: A Joint Venture between the voluntary adoption agencies and the local authorities;
- Option 4: A Commissioned RAA (Consortium of Voluntary Adoption Agencies proposed model also considered in addition to DfE options)
- Option 5: Outsourcing to existing Voluntary Adoption Agency

Financial modelling has been carried out on Option 1 and Option 2. Options 3, 4 and 5 were discounted at an early stage as none of the voluntary adoption agencies indicated a wish to enter in such arrangements.

In June 2017 the Constituent Councils indicated their support in principal for the continued development of a RAA for the North East and the use of a local authority owned Joint Venture Company (JVCo) as the preferred business model to deliver the RAA. This "in principal" support was subject to an analysis of the available options and the final decision on the model.

In March 2018, a further report to Cabinet indicated that although initial results of the options appraisal exercise had indicated that Option 2 could provide flexibility and the ability to innovate in a business sense, financial modeling had clarified that the cost of this model would be considerably higher than current arrangements in each local authority.

The financial modelling highlighted that, between the two options, the ability to recover VAT within the local authority hosted model established a clear and significant financial difference between the two options with the host model assessed as significantly more efficient in this regard.

In relation to ease of implementation generally, the delegation of adoption functions to one local authority is more straightforward than establishing a joint venture vehicle and commissioning that vehicle to provide the required services. In addition the transfer of staff to another local authority and the provision of proper pension arrangements is simpler and more cost effective than with a joint venture vehicle. Furthermore it is considered an advantage in terms of the sense of ownership if the regional adoption service is hosted by one of the Constituent Councils.

In the light of the above the recommended delivery model for the RAA is a hosted model (Option 1).

To enable the hosted model to operate effectively the Constituent Councils must delegate their adoption services functions to the Host Authority. The Host Authority is then able to deliver the adoption services on behalf the Constituent Councils. This arrangement will be supported by an appropriate legal agreement between the Constituent Councils dealing with such matters as the financial contributions and support, indemnities, sharing of budget shortfalls together with internal governance and oversight.

North Tyneside Council has been identified as the host and lead authority in view of this Authority's ability and readiness to undertake the role. It is also proposed that the hosted RAA will be known as "Adopt North East" and be based at an agreed venue to be determined.

Under the proposed Host Authority arrangement approximately fifty staff from across the Constituent Councils will be transferred to the employment of the host authority under the Transfer of Undertakings (Protection of Employment) Regulations 2006.

1.5.4   Consultation

Further engagement with stakeholders will be necessary to consult on the current proposals for the establishment of Adopt North East if the current proposals are supported by the Constituent Councils. Consultation with the stakeholders will include an online questionnaire, promoted through each of the Constituent Councils and engagement sessions with key stakeholder groups, including adopted children, families and potential adopters. It is anticipated that this further engagement will be for a period of 8 weeks following the Cabinet decisions of each of the Constituent Councils.

1.5.5   Final Decision

The results of the consultation process together with the Final Business Case for the RAA are planned to be presented to the Constituent Councils in September 2018. At that

time the Constituent Councils will be invited to agree the proposed final model and to proceed with the establishment of the RAA.

1.5.6   Appointment of an interim Senior Manager

In anticipation of the arrangements to mobilise Adopt North East the project will be lead by a senior officer from one of the constituent Councils seconded to undertake the role.

1.6   Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations set out in Paragraph 1.2.

Option 2

To reject the recommendations set out in Paragraph 1.2 and request Officers undertake more work in relation to the development of proposals for a Regional Adoption Agency.

Option 1 is the recommended option.

1.7   Reasons for recommended option:

Option 1 is recommended as this option meets the requirements being place on the Authority by the Government in relation to the regionalisation of adoption services and is the most financially and legally efficient available option.

1.8   Appendices:

Appendix 1 – Functions to be undertaken by the RAA

1.9   Contact officers:

Stephen Ballantyne, Law and Governance – Tel 643 5329
Alison Campbell, Finance – Tel. 643 7038
Jodie Henderson, HECS – Tel 6437388

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. Regionalising Adoption – Department for Education June 2015
2. Adoption: A Vision for change – Department for Education March 2016
3. The Education and Adoption Act 2016

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1   Finance and other resources

The direct financial implications of the RAA on the Authority are in the process of being identified as a part of the development of the final business case. The RAA Project Board

has been working closely with the Authority to develop the business case based on the proposal that North Tyneside Council is the host and lead authority for the RAA.

The final business case will detail the financial, human resources and asset management matters that will need to be brought to Cabinet's attention when it makes a final decision on this matter.

2.2 Legal

The Government has signaled a clear intention that by 2020 all local authorities will be part of regional agencies. The Education and Adoption Act 2016 makes provision for the Government to direct a local authority to have its adoption functions carried out on its behalf by another authority or adoption agency where such provision has not already been made by the Authority.

A local authority may delegate specified responsibilities to another local authority to undertake on the delegating authority's behalf pursuant to Sections 9EA and 9EB of the Local Government Act 2000 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012.However the delegating authority does not lose the adoption services function. As a result to ensure that appropriate oversight of and financial support to the Host Authority is provided an agreement to address these issues is entered into by the Constituent Authorities.

A decision of the Constituent Authorities to progress with the proposals as set out in this report will trigger the obligations placed on the Constituent Councils under the Transfer of Undertakings (Protection of Employment) Regulations 2006 to consult with the recognised trade unions/work place representatives of the employees affected.

In relation to the secondment of a senior officer from one of the Constituent Authorities to act as an interim Senior Manager to assist in the mobilisation of the RAA, authority to fund the secondment through the use of the project grant must be sought from the DFE.. A job description and person specification for the role Senior Manager role been developed and has been shared at the Project Board for approval. The appointment of a Senior Manager at this point in time is essential to the project meeting its anticipated start date of early December 2018.

2.3 Consultation/community engagement

Engagement with stakeholders has been an integral part of the RAA project. Engagement events have taken place with over 250 participants from stakeholder groups including - adults, children and young people affected by adoption; adopters, LA and VAA adoption staff; partners in health – CCG's; education via Virtual Heads; and the Court Service. Engagement events have been held since February 2016 and continued stakeholder involvement has taken place through web based surveys, staff newsletters and face to face events.Cabinet Member responsible for Children, Young People and Learning for has been briefed regularly on the progress of the development of the RAA, this process will continue with the new portfolio holder.

Further engagement with stakeholders will be necessary to consult on the current

proposals for the establishment of Adopt North East if the current proposals are supported by the Constituent Councils. Consultation with the stakeholders will include an online questionnaire, promoted through each of the Constituent Councils and engagement sessions with key stakeholder groups, including adopted children, families and potential adopters. It is anticipated that this further engagement will be for a period of 8 weeks following the Cabinet decisions of each of the Constituent Councils.

2.4 Equalities and diversity

People with protected characteristics		
Younger people and / or older people (age)	There is no upper age limit to adopt, although the applicant has to be physically and mentally fit to provide a high standard of care and in recognition of the life-long nature of adoption. The legal minimum age to adopt is 21. Children can be adopted up to the age of 18 (19 in exceptional circumstances) though adoption is usually only considered in relation to children under the age of about 10. Moving to a RAA is expected to widen the pool of potential adopters particularly for harder to place children including those at the upper end of the usual age range to be adopted. Moving to a RAA will not change the current situation with regard to age with regard to other service users (adopted adults, birth parents, adoptive families) affected by adoption.	
Disabled people	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to disability	Disability is not a barrier to adopting. Any disability is assessed in terms of the potential impact of the applicant's ability to care for a child. This will not change with a move to a Regional Adoption Agency (RAA). From the perspective of children needing adoptive families, moving to a RAA will widen the pool of potential

		adopters for children with more complex needs including those related to a disability, as will the opportunity for more targeted recruitment.
Carers	Moving toward a Regional Adoption Agency is not seen to have any actual or potential negative outcome with regard to caring responsibilities.	Prospective adopters are considered on their capacity to care for a child and having a caring responsibility would not be a bar in itself to adopting. Setting up the local RAA will provide opportunities for positive benefits as the agency will be a specialist adoption agency with experienced staff who will be able to offer independent and more targeted support to birth parents in need.
People who are married or in civil partnerships	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to marriage and civil partnership.	Those who are married may adopt as may those in civil partnerships. There are no additional benefits or positives from moving to a RAA.
Sex or gender (including transgender, pregnancy and maternity)	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to gender.	Prospective adopters are assessed, irrespective of gender. Female and male adopters are considered and approved as single adopters or as a couple in a relationship. There are no issues with regard to gender in respect of services to other groups affected by adoption, for example, adopted adults & birth parents. Services are open to all, and this will not change with the creation of a RAA.
People's sexual orientation	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to sexual orientation.	Sexual orientation does not affect whether an applicant is approved to adopt or not. This will not change with the implementation of the RAA.
People of different races	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to race.	Considerable efforts are already made to attract prospective adopters from a wide range of cultural and ethnic backgrounds to reflect

		the diverse needs of children requiring adoption. A wider pool of prospective adopters and more targeted recruitment for children from different ethnic and cultural backgrounds is seen as one of the potential positive benefits from moving to a RAA.
People who have different religions or beliefs	Moving toward a Regional Adoption Agency will not have any actual or potential negative outcome with regard to religion or belief.	Applications to become adopters are encouraged from all religious and faith groups. Few birth parents are themselves of active faith backgrounds but where they are, we try to find families for their children, locally or nationally, to reflect their wishes. This will not change with the implementation of the RAA.

2.5 Human rights

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

2.6 Risk management

A risk register is maintained by the Project Board as part of regular project management practice with mitigating actions identified to ensure the likelihood and impact of risks is managed proactively. A summary of key risks is set out below.

Risk 1: Disruption during the period of transition and managers/staff becoming focussed on the change process rather than service delivery may lead to delays in plans for children.
Mitigation: Thorough and effective transition planning agreed with service managers and flexibility to enable service delivery priorities to be managed. Early secondment of a Head of Service to the RAA will support transition planning.

Risk 2: Adopters and adoptive children may lose confidence during the change process resulting in the potential for fractured relationships and breakdown in service delivery
Mitigation: Communications planning and involvement of adopters and adoptive children and young people throughout the process. Service monitoring during transition to ensure no impact on service delivery.

Risk 3: ICT system change may impact on service information, governance and records. Potential impacts include loss of personal information, delays in processes, safeguarding risk and cost of information security failures, undermining confidence in the new service and reputational damage.

Mitigation: ICT lead officers involvement and collaboration in planning and developing appropriate solutions. Detailed information gathering and analysis prior to service implementation will reduce potential confusion and error.

Risk 4: Potential for fragmentation and loss of good working relationships with child care teams in authorities, and disrupted links with health, education and other services.
Mitigation: Engagement of child care teams in the project and specific input into service specification and process changes to ensure links are maintained. Engagement with all partner agencies, service providers and ensuring robust systems are in place to maintain ongoing relationships into the future.

Risk 5: Set up and running costs may be underestimated leading to unforeseen liabilities for partners and/or the new RAA.
Mitigation: Financial analysis and modeling involving expert advice is included in the financial and transition plans. Sufficient time will be allocated to these activities and engagement of all partners in agreeing proposals to ensure estimates are understood by all and are as accurate as possible.

2.7 Crime and disorder

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

2.8 Environment and sustainability

There are no direct environment and sustainability implications arising from this report.

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

Appendix 1

Services to be delivered by the Regional Adoption Agency

Child Journey	LA	RAA
Case Responsibility and Care Planning	X	
Pre-adoption support assessments and support planning at the point of the SHOBPA decision	X	
ADM best interest decision / SHOBPA	X	
Support to Children's Social Work Teams in assessing children's needs and early identification of children for whom an adoption plan is suitable	X	X
Challenge and decision making in relation to Care Plans and Child Placement Reports	X	
Provision of advice, support and training in relation to completion of Child Placement Reports	X	X
Early identification and tracking of children requiring adoption, primary LA responsibility. Non-identifying information to be provided to RAA	X	X
Tracking children with a plan for adoption	X	X
Early Permanence Placements		
Allowances and fees as per LA Fostering Service payments for duration of fostering placement	X	
Responsibility for early permanence placements and supporting Fostering For Adoption foster carers under these arrangements		X
Recruit, register and supervise the Fostering For Adoption foster carers		X
Approval of Fostering For Adoption foster carers	X	
Responsibility for identifying at the earliest opportunity where a child has 'harder to place' characteristics	X	
Supporting, challenging and raising LA ambition around the identification at the earliest opportunity where a child has 'harder to place' characteristics	X	X
Shared use of a common tracking tool	X	X
Identifying where adopters able to meet specific needs may be required, e.g. where a child has 'harder to place' characteristics		X
Identifying suitable adopters at the earliest stage		X
Preparing profiles of the child, including completing the early profile of the child (with Child's Social Worker)	X	X
Identifying early matching considerations.	X	X
Preparation of the child		
Preparing the child for an adoptive placement.	X	
Responsibility for the preparation of the child's Life story book.	X	
Partnership working to ensure that preparation work for	X	X

'harder to place' children is progressed		
Funding decision including therapeutic support	X	
Producing the Later Life Letter.	X	
Relinquished children		
Family finding (requires partnership working, RAA lead)	X	X
Linking and matching (requires partnership working, RAA lead)	X	X
Introductions (requires partnership working, RAA lead)	X	X
Organising the Matching Panel and LA Agency Decision Maker (ADM) arrangements for matches, including sourcing legal advice		X
ADM decision on matches	X	
Adopter Journey		
Recruitment and approval of adopters		
Marketing and recruitment activity including targeted marketing and recruitment of prospective adopters for children who may be harder to place. Provision of information DBS checks for prospective adopters Preparation and training Assessment of prospective adopters Additional training and preparation for prospective adopters to meet the needs of specific children Quality Assurance Visits Approvals of prospective adopters		X
Purchase and sale of inter-agency placements where most suitable match.		X
Family finding for adopters	X	X
Approvals of prospective adopters		X
Introductions and adoption support assessments		X
Matching Panels		X
ADM decision making for adopter approval		X
Annual reviews of prospective adopters		X
Support and supervision of placements, including early permanence placement		X
Independent Review Mechanism		X
Post placement pre-order		
As part of adoption support planning, assessment and proposal to LAs of Adoption Allowances using a common protocol, with agreed financial limits, across all LAs around eligibility for Adoption Allowances for new adoptions made through Adopt North East	X	X
Approval of RAA assessments for Adoption Allowance, and making payments for current and future adoptions and annual review mechanism	X	
Support and supervision of placements including statutory visits, LAC reviews	X	
Post-approval support to adopters inc contribution to LAC reviews		X

Therapeutic intervention identified and commissioned	X	X
Assessments and funding applications to the Adoption Support Fund		X
Match funding where fair access limit reached (£5K)	X	
Disruption process	X	X
Annex A co-production	X	X
Cost of court applications for adoption order	X	
If Adoption Order contested or appeals (financial support for Independent Legal Representation for Prospective Adopter)	X	
QA of Adopter Journey once AO granted		X
Post Adoption support for families		
Post adoption support assessments and support planning for relevant children /families in first 3 years of placement or at the request of the LA (at any time during the adoptive placement), for example alongside a joint assessment for a child in need. Also for new families moving to the LA area after 3 years.	X	X
Review of adoption support plans		X
Creation of a menu of support and ability to tailor support in line with need		X
Provision of a core adoption support offer (Tier 2) as set out in assessment for the first 3 years of placement for relevant families.		X
Providing or commissioning Tier 3 targeted and specialist support, via a) direct services within RAA, b) VAA block contracts and c) commissioned bespoke adoption support provision.	X	X
Assessments and funding applications to the Adoption Support Fund.		X
Match funding where fair access limit reached (£5K)	X	
QA of intervention once completed		X
Support for those affected by adoption		
Pre-adoption support and post adoption contact for birth family members, including Letterbox		X
Birth Parent Support		X
Support for adopted adults – access to records (LA) and counselling (Adopt North East)	X	X
Step parent adoption assessment		X
Step parent statutory checks costs	X	
Inter-country adoption		X

Services not in scope of Adopt North East

Special Guardianship Orders (SGO's), assessment and post order support for Special Guardians are not in scope for Adopt North East.

North Tyneside Council
Report to Cabinet
Date: 25 June 2018

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ITEM 5(f)

Title: Drug and Alcohol Treatment Service Procurement Exercise 2018/19

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Portfolio: Public Health and Wellbeing	**Cabinet Member: Councillor Margaret Hall**

Report from Service Area:	**Public Health**
Responsible Officer:	**Wendy Burke, Director of Public Health** **(Tel: (0191)6462104)**
Wards affected:	**All**

PART 1

1.1   Executive Summary:

Local Authorities have the duty to reduce health inequalities and improve the health of their local population. Drug and alcohol treatment services make a significant contribution to tackling health inequalities, increasing life expectancy, improving the health and well-being of families and reducing crime and disorder in local communities. Drug and Alcohol services are not a mandated service under the provisions of the Health and Social Care Act 2012 but they are a condition of the ring fenced Public Health Grant which the Authority receives from the Department of Health and Social Care to deliver the public health functions of the Authority.

The current specialist drug and alcohol treatment service in North Tyneside performs well against a number of national indicators. Challenges remain across the health and social care economy in relation to the number of alcohol related hospital admissions locally.

Drug and alcohol problems are best addressed by a range of evidence-based interventions comprising preventative measures, early interventions targeted at those who are particularly vulnerable to the harms associated with alcohol and drug use, and the delivery of recovery-focused treatment and support.

The Contract for the delivery of the specialist Drug and Alcohol Treatment Service held by the Authority is due to end on 31 March 2019, with no further options to extend. In accordance with Contract Standing Order 8(4), this report requests approval to proceed with a procurement exercise as the estimated potential total contract value to be procured will exceed £500,000.

1.2   Recommendation(s):

It is recommended that Cabinet delegate authority to the Director of Public Health, in consultation with the Head of Health, Education, Care and Safeguarding, Head of Commissioning and Investment, Head of Finance, Head of Law and Governance and the

Cabinet Members for Adult Social Care, Public Health and Wellbeing, Finance and Resources to:

  i.   undertake a procurement exercise for specialist drug and alcohol treatment services in North Tyneside to identify a provider(s);

  ii.   appoint and award following the procurement exercise, a Contract for the provision of a specialist Drug and Alcohol Treatment Service across the borough for an initial contract period of 12 months, with an option to extend for a further two 12 months periods.

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 25 May 2018.

1.4   Council Plan and Policy Framework

This report directly links to the Our North Tyneside Plan 'People' Theme and to the priorities of 'Our people will be cared for, protected and supported, be healthy and well, be ready for school and be ready for work and life.

Drug and alcohol misuse are key priorities for the NTSP Health and Wellbeing and Safer North Tyneside themed partnerships.

1.5   Information:

1.5.1   National context: Substance Misuse

- Drug Misuse: The Government published a new national Drug Strategy in 2017 with the overall aim to reduce all illicit and other harmful drug use and increase the rate of individuals recovering from their dependence, through balancing prevention and harm reduction with longer term recovery and social reintegration with an emphasis on evidence based approaches to treatment.

  The Strategy acknowledges the new emerging threats including new psychoactive substances such as 'spice', image and performance enhancing drugs, 'chemsex' drugs and misuse of prescribed medicines and the rising number of drug misuse deaths.

  It has four key themes: reducing demand; reducing supply; building recovery and global action. The drug and alcohol procurement exercise proposed is in line with the key theme of building recovery by offering people who misuse drugs the best possible chance of recovery.

  The Strategy draws attention to the economic and social cost of crime.   Each year in the UK, drugs cost society £10.7 billion in policing, healthcare and crime, with drug-fuelled theft alone costing £6 billion a year.

- Alcohol Misuse: In terms of alcohol related harm the most recent Government Alcohol Strategy was published in March 2012. The strategy focuses on preventing alcohol-related harm by reducing the number of people drinking to excess and making "less risky" drinking the norm, both through local and national action. This is expected in turn to reduce the impacts of alcohol on health, crime and other areas.

- Tackling Substance misuse: This is best achieved through a multi component approach which includes population level prevention encompassing universal approaches across the life course and in particular interventions in schools with young people.   For alcohol misuse specifically it also includes the full use of licencing powers, managing the accessibility and availability of alcohol and continued lobbying in relation to Minimum Unit Pricing.

- Drug and Alcohol Treatment: Social inequalities in housing, employment and deprivation are all associated with drug and alcohol misuse which in turn cause poor physical and mental health, family breakdown and criminal activity. Drug and alcohol treatment which includes harm reduction, reduction in use, social integration and recovery addresses these issues. There is consistent evidence for example that methadone substitution treatment is consistent with reduced drug use and mortality as well as being an important driver of crime reduction and the provision of needle exchange programmes are associated with reduced rates of HIV and blood born viruses.

  Investment in drug and alcohol treatment can substantially reduce the economic and social costs of drug related harm. In a recent Public Health England Review (January 2017) on the effectiveness of drug and alcohol treatment it was estimated that for every £1 spent on substance misuse treatment there is a £2.50 saving recuperated on the social costs of drug misuse, making sound sense for local authorities to continue to invest in supporting people into recovery.

  Drug and alcohol treatment is underpinned by a suite of national guidelines which identify evidence based interventions (see Section 1.5.7).

1.5.2   Drug and Alcohol Misuse in North Tyneside

Most people in North Tyneside are not dependent on drugs and do not drink to dependent or harmful levels. National studies provide prevalence estimates for both alcohol dependence and opiates[1] and crack cocaine users (OCUs) for all local authority areas in England.   Prevalence estimates are not available for other drugs but opiate and crack cocaine have historically been the most prominent drugs used by people seeking specialist drug treatment.

Drug Misuse: In North Tyneside there are an estimated 1,108 OCUs - a prevalence of 8.5 per 1000 people aged 15 to 64 years[2]. This compares to the North East prevalence of 10.44 per 1000 and is similar to the national prevalence estimate of 8.57 per 1000. Although people from all socio-economic backgrounds use substances there is a clear association between estimates of OCUs at local authority level and indices of multiple deprivation. This is evident in the treatment data which shows that the highest proportion of those in treatment live in the most deprived areas of the borough.

Alcohol Misuse: In North Tyneside there are an estimated 2,604 alcohol dependent adults aged 18 years and over - an estimated prevalence of 1.6**%** of the general adult population.[3] This is lower than the North East prevalence of 1.72% but higher than the England prevalence of 1.38%**.** This measure specifically refers to those who are potentially in need of specialist assessment and treatment for dependence. There are an

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[1] Opiate is a drug containing opium or its derivatives, used in medicine for inducing sleep and relieving pain. Includes heroin (diamorphine), morphine, methadone, opium, codeine, pethidine and dihydrocodeine.
[2] Estimates of the Prevalence of Opiate Use and/or Crack Cocaine Use, 2014/15: Sweep 11 report Liverpool John Moores University Public Health Institute
[3] Pryce, R.E.(2017) Estimates of Alcohol Dependence in England based on APMS 2014, Sheffield University

additional 23.5% of the adult population of North Tyneside who drink at levels which are harmful to their health but who are not dependent on alcohol and do not require specialist treatment.

Alcohol dependence has numerous and serious ill effects on physical and mental health and represents a major public health burden. It also impacts on crime rates and hospital admissions.   Alcohol related admissions are often used as an indicator of alcohol-related ill health at a population level.   In 2016/17 1,930 people were admitted to hospital in North Tyneside where the primary diagnosis was an alcohol-related condition or a secondary diagnosis was an alcohol-related external cause. This is a prevalence rate of 942 per 100,000 all age population[4] . However, it is acknowledged that this indicator is heavily influenced by hospital admissions in general. Thus, in NHS Trusts with high rates of hospital admissions overall, the indicator for alcohol related admissions is likely to be higher. Work is on-going with colleagues locally in the NHS to address alcohol related admissions.

1.5.3   Unmet Need in North Tyneside

Table 1 shows that the proportion of opiate users and dependent drinkers who are not in treatment, this is an indicator of unmet need locally.   Levels of unmet need in North Tyneside compare favourably to England for drugs and alcohol. However, levels of unmet need for opiates are worse in North Tyneside compared to the North East region.

Table 1 – Unmet Need in North Tyneside

Indicator:	North Tyneside	England	North East	Statistical Neighbour Ranking**
Proportion of dependent drinkers not in treatment (%) (2014/15)	71.2%	80.3%		3rd
Proportion of opiate users not in treatment (%) (2014/15)	37.9%	40.8%	31.7%	11th

Data source: PHE Public Health Outcomes Framework and PHE Public Health Dashboard

KEY				
Green	Amber	Red		Grey
Better than England Or Top 25% Ranking	Similar to England Or Rank between 25% - 75%	Worse than England Or Bottom 25% Ranking	Benchmarking Data Or England Average	No comparable data is available

1.5.4   Tackling substance misuse in North Tyneside

The strategic approach to substance misuse in North Tyneside is led by the Safer North Tyneside Partnership and the Health and Wellbeing Board**.** The Authority works closely with partners in health and criminal justice to promote a whole system approach to drug and alcohol misuse in the borough.

Cabinet will know that strategic, whole-system approach features in a number of our universal and preventative services. For example the promotion of healthy lifestyles and understanding risk to all of our children and young people in our schools, through Active North Tyneside and their work with individuals and the work done by our Locality Teams

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[4] Local Alcohol Profiles for England (2016/17)

with specific families. Wherever possible, our goal is to ensure residents do not misuse drugs or alcohol. However, for those who do, we require effective treatment.

Drug misuse: A full assessment of the implications of the new National Drug Strategy for North Tyneside was undertaken in October 2017. This included a review of the universal and targeted approaches available across the borough and identified that the current service and interventions in place to reduce the demand for drugs, restrict supply and build recovery were consistent with the contents of the national strategy. The approach to drug misuse in North Tyneside is based upon strong collaborative partnerships with an emphasis on building resilience and confidence in young people. A small number of recommendations were made to the Safer North Tyneside Partnership chaired by Councillor Carol Burdis, to strengthen some areas of practice and these will be taken into account in the procurement exercise.

Alcohol Misuse: The North Tyneside Alcohol Partnership is chaired by Councillor Alison Waggot-Fairley and reports directly to the Health and Wellbeing Board. It has developed a multi-agency approach to alcohol misuse across the borough. There is a robust action plan in place detailing the key priorities and interventions and includes population level prevention, specific work with young people, provision of brief interventions in primary and secondary care, the focussed work of the hospital's alcohol liaison nurses and the approach to treatment resistant drinkers. The partnership is supported by Balance, the NE Alcohol Office which leads the way in delivering a social marketing approach to reduce consumption of alcohol and ultimately reduce the impact of alcohol misuse across the region.

1.5.5   Drug and Alcohol Treatment in North Tyneside

The responsibility for commissioning drug and alcohol treatment services in North Tyneside transferred to the Authority in April 2013.

In 2014 the Authority procured a fully integrated specialist drug and alcohol treatment service which redirected resources towards recovery. This procurement resulted in 3 providers, Northumberland, Tyne and Wear Mental Health Foundation Trust (NTW), Changing Lives and Turning Point, joining together as a consortium named 'North Tyneside Recovery Partnership' (NTRP) to deliver the specialist North Tyneside Drug and Alcohol Treatment Service. NTRP is currently delivered from two bases; Atkinson Terrace in Wallsend and Bedford Street in North Shields. As part of a holistic approach to service delivery based on service user needs NTRP offers a range of high quality drug and alcohol treatment including psychosocial interventions, clinical prescribing, recovery support and harm reduction/needle exchange. They are also responsible for the premises. 48 Community Pharmacies undertake Supervised Dispensing of Methadone and Buprenorphine and 6 provide a needle exchange. All of these services are funded from the Authority's Public Health ring-fenced grant and performance is monitored through quarterly contract meetings.

Individuals presenting to adult alcohol and drug treatment services are categorised by the substances they cite as problematic at the start of treatment. They are categorised by the following criteria:

- any mention of opiate use in any episode results in the client being categorised as an 'opiate' client (irrespective of what other substances are cited)
- clients who present with non-opiate substances (and not opiates or alcohol) will be classified as 'non-opiate only'

- clients who present with a non-opiate substance and alcohol (but not opiates) recorded in any drug in any episode in their treatment journeys will be classified as 'non-opiate and alcohol'
- clients who present with alcohol and no other substances will be categorised as 'alcohol only'

In the 12 month period to 31 December 2017 a total of 1,273 adults were in treatment with NTRP; just over one-third (n452) were treated for alcohol only misuse, 562 for opiate misuse, 121 for non-opiate misuse and 138 for alcohol and non-opiate misuse. In the same period there were 580 new presentations to the service: 48% presented for alcohol only misuse; 25% for opiate misuse; 14% were alcohol & non-opiate users and 13% non-opiate only users. 208 clients recovered and left the service, with alcohol only users accounting for half of these, opiate users 22%, non-opiate and alcohol users 15% and non-opiate only 13%. See Tables 2 and 3 for comparisons regionally and nationally.

Gender Profile
At end of March, 2018 the gender split in the Service is 67% male /33% female.

Age Profile
Non-opiate only use and alcohol and non-opiate use is highest amongst the 30-34 age group, opiate use is highest amongst the 35-39 age group and alcohol only use is highest amongst the 45-49 age group.

Employment Profile
61% of clients are unemployed and seeking work, 15% have not been in employment for 5-10 years.   The national percentage is 24%, with 16% having been unemployed for one year or under.

1.5.6   Performance of Current Service

Tables 2 and 3 compare North Tyneside's performance across a number of indicators and draw national, regional and statistical neighbour comparisons. The current service has brought many positives to the treatment journey for drug and alcohol users in North Tyneside and performs strongly with good outcomes for treatment particularly in relation to waiting times and deaths in treatment.

Table 2: Alcohol Treatment data comparison North Tyneside

Indicator: Alcohol	North Tyneside	England	North East	Statistical Neighbour Ranking**
Proportion waiting over three weeks for treatment (%) (2015/16)	0%	4.1%	1.1%	1st
Successful completion of treatment (%) (2017)	34.1%	40%	31.8%	
Deaths in treatment, mortality ratio (2013/14 - 15/16)	0.94	1.0	1.13	9th

Table 3: Drug Treatment data comparison North Tyneside

Indicator: Drugs	North Tyneside	England	North East	Statistical Neighbour Ranking**
Proportion waiting over three weeks for treatment (%) (2015/16)	0%	2.1%	1.1%	1st
Successful completion of drug treatment for opiate users (2016)	7.1%	6.7%	5.2%	
Successful completion of drug treatment for non-opiate users (2016)	28.7%	37.1%	27.4%	
Deaths in treatment, mortality ratio (2015/16)	0.63	1.0		2nd

Data source: PHE Public Health Outcomes Framework and PHE Public Health Dashboard

KEY				
Green	Amber	Red		Grey
Better than England Or Top 25% Ranking	Similar to England Or Rank between 25% - 75%	Worse than England Or Bottom 25% Ranking	Benchmarking Data Or England Average	No comparable data is available

However, challenges remain in the successful completion of treatment.

Drugs: The successful completion of treatment [5] for opiate users, whilst higher than both the regional and national average, is low at 7.1%. The evidence review of the outcomes that can be expected of drug misuse treatment in England published by Public Health England in January 2017 predicts that overall, given the ageing cohort of opiate users in treatment who are particularly entrenched in their drug use, the rate of completions for opiate users is likely to fall over the next four years and local areas should take this into account when considering setting any performance targets

For non-opiate users who only receive psychosocial interventions, whilst comparable with the regional average the successful completion rate in North Tyneside is lower than England average.

Research shows that factors associated with successful completion of drug treatment are being in employment or education, being in younger age groups and having good physical health. In contrast clients are less likely to complete treatment if they are daily users of opiates before treatment starts, in the criminal justice system, inject, have a housing problem and come from a deprived area.

Alcohol: Challenges remain in relation to the successful completion of treatment for dependent drinkers and North Tyneside's performance is lower than the England average but higher than the North East average. In North Tyneside there are specific reasons for this:

- Successful completion for alcohol is defined nationally as abstinence and not reduced use, as is the case with drugs. For many people dependent on alcohol their treatment goal is to reduce their consumption of alcohol so that they are drinking in a controlled way rather than abstinence.

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[5] Definition of successful completion is being free of drug(s) of dependence and not re-presenting to treatment within 6 months.

- One of the measures of the complexity of service users within alcohol treatment is the number units of alcohol consumed prior to entering treatment, with higher levels of consumption leading to poorer outcomes. Nationally for people entering treatment the average units consumed are between 200 and 399 in the previous 28 days. In North Tyneside those people entering treatment are drinking on average between 400 and 599 units in the previous 28 days. Local data also identifies alcohol use is entrenched over long periods and many people present to treatment multiple times.

The focus of this procurement therefore is to work with partners to take a system wide approach to improving the successful completion rate for drug and alcohol misusers whilst at the same time ensuring that premature inappropriate discharge which could compromise care does not take place.

1.5.7 <u>Proposal for a Drug and Alcohol Treatment Service from 1 April 2019</u>

The current Contract commenced delivery on 1 April 2014 for an initial 3 year period with two 12 month extension periods. Both extension periods have been used.

In line with the Authority's Procurement Strategy consideration must be given on whether any part of the service can be directly delivered by the Authority.

There is no evidence of local authorities in England in-sourcing a drug and alcohol treatment service to date. The potential reasons for this are that the service provides a complex pathway of clinical, pharmacological and psychosocial interventions with a specialist medical and allied health professional workforce, which is supported by the Drug and Alcohol National Occupational Standards (DANOS).

Treatment services are closely aligned with clinical mental health services and this is the reason why many services are located within NHS mental health trusts. Local Authorities are not equipped to comply with the clinical governance requirements for the nature of this service for example in the prescribing of controlled drugs such as methadone and buprenorphine.

On this basis it is proposed that the Authority procures, through the open market, a drug and alcohol treatment service from 1st April, 2019 for a period of 36 months including extension options. The length of the Contract conforms to the guidance provided by the Advisory Council on the Misuse of Drugs issued in September 2017 which recommends that contracts should be for three years or longer**.**

The procurement process will be overseen by a Drug and Alcohol Procurement Steering Group chaired by the Director of Public Health.

The aim is to procure a high quality community based treatment service that includes detoxification, pharmacological support, harm reduction, psychosocial interventions with a range of clinical and recovery support interventions. The clinical focus on helping people recover from dependence is a vital component with crime reduction featuring as an important secondary outcome.

A systematic needs assessment is currently being undertaken. This will review the full range of performance and quality indicators available together with unmet need and build on the limited data contained in this Report. It will inform the development of the service specification which will ensure that the new service has a focus upon improving

outcomes. It will assess the range of options available from research for improving successful completions which include flexible opening hours, visible recovery through the use of peer support, good visibility within communities and the promotion of mutual aid.

The process will be guided by Best Practice Guidance and all relevant Department of Health and Social Care and National Institute for Clinical Excellence Guidelines and standards including but not limited to:

- Drug misuse and dependence: UK guidelines on clinical management (2017)

- Drug misuse in over 16s: opioid detoxification (CG52)

- Drug misuse in over 16s: psychosocial interventions (CG51)

- Needle and syringe programmes: providing people who inject drugs with injecting equipment. (CG18)

- Alcohol-use disorders: diagnosis, assessment and management of harmful drinking and alcohol dependence (CG115)

- Alcohol-use disorders: diagnosis and management of physical complications (CG100)

- Alcohol-use disorders: diagnosis and management (QS11)

- Nalmefene for reducing alcohol consumption in people with alcohol dependence (TA325)

The Indicative timetable for the procurement is as follows:

Consultation Period – June 2018 – September 2018
Draft Service Specification to Lead Member Briefing – Sept 2018
Publication of Tender via NEPO - October 2018.
Deadline for submission of completed Tender – November 2018
Evaluation of Tender Submissions – November 2018 – December 2018
Award of Contract – December 2018
Mobilisation Period - 1 January 2019 – 31 March 2019
Contract Start Date – 1 April 2019

1.6   Decision options:

The following decision options are available for consideration by Cabinet:

Option 1:

Cabinet to not approve the specialist Drug and Alcohol Treatment Service Procurement Exercise 2018/19 set out at 1.2 above and request Officers to look at alternative options for the delivery of treatment for drug and alcohol misuse in North Tyneside.

Option 2:

Cabinet to approve the specialist Drug and Alcohol Treatment Service Procurement Exercise 2018/19 set out at 1.2 above.

Option 2 is the recommended option.

1.7   Reasons for recommended option:

Option 2 is recommended for the following reasons:

Local Authorities have the duty to reduce health inequalities and improve the health of their local population. The provision of public health services aimed at reducing drug and alcohol misuse is a key way to address inequalities.

Whilst not mandated under the provisions of the Health and Social Care Act 2012 the provision of a drug and alcohol treatment service is a condition of the Authority's ring fenced Public Health grant. If the preferred option is not approved, the Authority will be unable to undertake the proposed procurement exercise and will be unable to meet its obligations under the Health and Social Care Act 2012.

The model of drug and alcohol treatment service in North Tyneside is based on expressed local need and evidence of effectiveness, whilst at the same time ensuring best value for the Authority. The current contract for the delivery of drug and alcohol treatment services will terminate on 31 March 2019. If approved, the Authority will be in a position to commence a procurement exercise to appoint a replacement provider when the current contract comes to an end, and allow for a transition period.

1.8   Appendices:

There are no appendices to the Report.

1.9   Contact officers:

Wendy Burke, Director of Public Health	Tel: (0191) 643 2104
Scott Woodhouse, Strategic Commissioning Manager, Adults	Tel. (0191) 643 7082
Oonagh Mallon, Commissioning Manager	Tel: (0191) 643 6434
Lynne Allen, Category Manager, Engie	Tel: (0191) 643 5661
Alison Campbell, Finance Business Manager	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:

Drug Strategy 2017 – available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628148/Drug_strategy_2017.PDF

National Alcohol Strategy 2012 – available at:
http://alcoholresearchuk.org/wp-content/uploads/2014/01/government-alcohol-strategy-2012.pdf

Commissioning impact on drug treatment – available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/642811/Final_Commissioning_report_5.15_6th_Sept.pdf

An Evidence Review of the outcomes that can be expected of drug misuse treatment in England – available at:

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Out of the Authority's £12.43m Public Health ring-fenced grant, £2.069m is currently spent on third party Drug and Alcohol Services. Procurement decisions will be made within the envelope of the funding available.

Procurement is an important tool in the drive for both quality improvement and greater efficiency.

Re-procuring Drug and Alcohol Services may have the potential to achieve efficiencies.

2.2 Legal

The procurement of a provider to deliver Drug and Alcohol treatment under a contract with the Authority will be a contract for services and as such will be governed by the Public Contracts Regulations 2015 (PCR). The Authority will carry out an open procurement exercise through the North East Procurement Organisation portal to determine the most suitable provider for this service. In doing so, the Authority will comply with the PCR 2015.

The nature of this service fits within the definition of health, education and social services as defined by the PCR 2015, which means the Authority will be able to apply the 'Light Touch Regime' to this procurement. This regime gives the Authority a greater degree of flexibility in the procurement process (including over the time periods for the procurement) provided that the Authority complies with the European Commission's overarching principles of fairness and transparency.

If Cabinet agree to the recommendations contained in this report, a further delegated officer decision will need to be taken by the Director of Public Health in consultation with the Head of Health, Education, Care and Safeguarding, Head of Commissioning and Development, Head of Finance and Head of Law and Governance prior to the award of the contract to the identified provider. 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

2.3.1 Internal Consultation

Consultation has been conducted with the Public Health Senior Management Team and the Cabinet Member for Adult Social Care, Public Health and Wellbeing to agree the procurement proposal. The Director of Public Health is part of the Procurement Steering which will develop the specification for the service.

2.3.2 External Consultation/Engagement

Discussions at contract meetings with providers have taken place since 2014. Letters to current providers have been sent out. Additionally, extensive consultation will take place with

stakeholders including service users as outlined in the Drug and Alcohol Procurement 2018/19 – Communication and Engagement Strategy.

2.4 Human rights

There are no Human Rights implications arising from this report.

2.5 Equalities and diversity

The recommendation will have a positive impact on equality and diversity within North Tyneside ensuring a new service provision is in place, which includes needle exchange and supervised consumption provision that remains open and is accessible to all residents within the borough.

Currently there is a difference in the life expectancy between the most deprived and least deprived communities in the borough. The commissioning and delivery of services will aim to focus on closing this gap by ensuring that services target those who are most vulnerable and at highest risk of developing disease.

The procurement of a drug and alcohol treatment service will be progressed in accordance with the aims and requirements of the 2010 Equality Act and the Public Sector Equality Duty.

The Tender documentation will require potential providers of drug and alcohol treatment services to confirm that they comply with all legal obligations for those with protected characteristics; an assurance that they are up to date with all relevant in legislation and that they have not been the subject of formal investigation on the grounds of unlawful discrimination.

The Contract will also contain a specific section in relation to equity of access, equality and non-discriminatory practice which outlines the obligation on the provider to assure the Authority on how it will comply with the requirements of the 2010 Equality Act and Public Sector Equality Duty.

Equality Impact Assessments are integral to the commissioning and procurement process. The Drug and Alcohol Treatment Service Procurement – Communication and Engagement Strategy contains the commitment to undertake an Equality Impact Assessment at each stage of the consultation process.

2.6 Risk management

2.6.1 Clinical risks

There are specific risks in procuring clinical services. It is anticipated that these risks will be managed through:

- Robust Service Specification following national guidance provided by Public Health England and The Department of Health 2017 *Drug misuse and dependence—UK guidelines on clinical management* (also known as the 'Orange Book')
- Clear standards
- A system of reporting for serious untoward incidents
- Adequate clinical governance arrangements
- The service places on the provider of the service the legal requirement to comply with the quality standards, policies and procedures of National Institute for Health and Care Excellence (NICE), Public Health England, Department of Health and Health and Social Care Act 2012.

2.6.2 Service Delivery

There may be some risks associated with a change of provider for example there may be service disruption during any transition period; a negative impact on the relationship with the current provider and there could be potential TUPE implications.

Any risk associated with a change of provider will be managed and governed by the Procurement Steering Group chaired by the Director of Public Health.

2.7 Crime and disorder

The specialist Drug and Alcohol Treatment Service provides direct assistance to those people in the community that commit crime and disorder offences. The Service works in partnership with the police and probation services to assist people on arrest/via the court system to access the help and support they require.

2.8 Environment and sustainability

There are no Environment and Sustainability Implications arising from this Report.

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