



North Tyneside Council

Economic Prosperity Sub-Committee

5 November 2018

Tuesday 13 November 2018 Room 0.01, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside **commencing at 6.00 pm**

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

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4. **Minutes**
- To confirm the minutes of the previous meeting held on 11 September 2018. 3
5. **Highways Assets and Network Management**
- To examine how the Authority is managing its highway assets and networks, assess the impact of recent investment in the highway network and consider the Cabinet’s future plans and priorities. 7

Members of the Economic Prosperity Sub-Committee:

Councillor Brian Burdis	Councillor Maureen Madden
Councillor Joanne Cassidy	Councillor Pam McIntyre
Councillor Davey Drummond	Councillor Janice Mole
Councillor John Harrison	Councillor Martin Rankin
Councillor Janet Hunter (Chair)	Councillor Willie Samuel
Councillor Karen Lee	Councillor Joan Walker (Deputy Chair)

Economic Prosperity Sub-Committee

11 September 2018

Present: Councillor Janet Hunter (Chair)
Councillors J Cassidy, D Drummond,
J Harrison, J Mole, W Samuel
and J Walker.

EP07/09/18 Apologies

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

EP08/06/18 Substitute Members

There were no substitute members appointed.

EP09/06/18 Declarations of Interest and Dispensations

There were no Declarations of Interest or Dispensations reported.

EP10/09/18 Minutes

Resolved that the minutes of the previous meeting held on the 26 June 2018 be confirmed and signed by the Chair.

EP11/09/18 Apprenticeships (Previous Minute EP37/02/17)

The sub-committee had previously received reports in relation to the development and effectiveness of apprenticeship programmes. The sub-committee had agreed to review the topic when the Apprenticeship Levy and other government reforms had been operational for some time to evaluate their effect in terms of the number of apprenticeships in North Tyneside.

Prior to the meeting members of the sub-committee had visited Accenture's Technology Centre on the Cobalt Business Park. Accenture employed 1,200 people at the centre who were engaged in developing IT applications for a wide range of customers including government departments, banks, utility companies and retailers. Members heard about Accenture's Apprenticeship Programme and how young people were recruited, trained and supported through the programme. Accenture described the range of activities it undertook to promote apprenticeships in schools and among young people and how it targeted disadvantaged groups including young people not in education or employment (NEETs). The sub-committee met 3 young employees who were each at a different stage in the apprenticeship programme to hear their views and experiences about being an apprentice.

The Council's Senior Manager: Employment and Skills, Mark Barrett, attended the meeting to present details of the main changes to apprenticeships, the local response to them and the impact of the reforms on apprenticeship numbers in North Tyneside.

The main reforms had been:-

- a) The Apprenticeship Levy which required all employers with an annual pay bill of £3m or more to pay the levy in return for a digital voucher, topped up by the Government, to purchase apprenticeship training;
- b) The Public Sector Apprenticeship Targets which required prescribed public sector bodies with 250 or more staff in England to employ an average of at least 2.3% of their staff as new apprentice starts over the period of 1 April 2017 to 31 March 2021;
- c) Changes to Education Skills Funding Agency which meant the Agency no longer paid training providers directly for apprenticeship training, instead employers were issued with a digital voucher to 'purchase' delivery of training when they employed an apprentice;
- d) A difference in funding rules between employers liable for the Apprenticeship Levy who paid the costs for training through the levy and the Government added 10% to this funding, and smaller employers who did not pay the levy but paid 10% towards the cost of training and the Government paid the rest (90%) up to a funding band maximum;
- e) New Apprenticeship Standards where employers had been given the opportunity to write and design their own apprenticeships which matched the needs of their business; and
- f) The Digital Apprenticeship Service, an online portal enabling employers to have a levy account showing the amount of funding they can spend on apprenticeships.

The sub-committee noted the range of initiatives in North Tyneside to support and promote apprenticeships. The North Tyneside Apprenticeship Partnership brought together key partners to work together to ensure employers and individuals received a comprehensive offer of apprenticeships and associated training. It delivered a range of joint activities and events including National Apprenticeship Week, 'Get Up and Go' events, awareness and drop in sessions and Learning Packs for schools.

The Council had operated an Apprenticeship Academy for a number of years taking on around 20 new recruits each year. Of the apprentices completing their programme so far, 78% were now in a job and 48.5% were employed by the Council. The Academy encouraged applications from those in less advantaged groups and since 2015 over half of the apprentices had been from these targeted groups. An Apprenticeship Strategy for the Council as an employer was being developed to fulfil the authority's corporate social responsibility towards apprenticeships and ensuring apprenticeships became an integral part of the workforce strategy.

The Council was also a training provider. Following a restructure a dedicated Programme Manager for Apprenticeships had been appointed which had enabled a full review of the training provision and the development of an Apprenticeships Delivery Model. The review had identified a number of improvements including addressing the requirements for employers recruiting apprentices in a more holistic way and ensuring the apprentices themselves are better supported whilst on programme.

At a regional level, the Apprenticeship Growth Partnership continued to assess the impact of the reforms and promote the benefits of apprenticeships to employers. This work was also supported by the North East Local Enterprise Partnership (LEP) who had been extremely active during National Apprenticeship Week. The North of Tyne Devolution Deal included a key focus on ensuring that the most vulnerable groups in the area were supported to secure and progress into employment. This would include work to promote and increase the number of apprenticeship opportunities. Discussions had commenced with Government on the use of unused Apprenticeship Levy funds to be reinvested back into the North of Tyne area to support employers. (Accenture reported to the sub-committee that it did not have the capacity to recruit the number of apprentices that would be required to spend all of the funding available to it through the Apprenticeship Levy. Funds therefore remained unused.)

The sub-committee were presented with a summary of the numbers of apprenticeships in the region and in North Tyneside. After a slight decline in apprenticeship starts between 2012-2014 numbers had recovered between 2014-2016 reflecting the increased awareness and promotion of apprenticeships. However the extent of the Government's reforms and uncertainty amongst employers had had a dramatic impact on apprenticeship starts since 2016. The latest provisional data indicated a reduction in apprenticeship starts of 27% in the North East between 2016-17 and 2017-18 and 18% in North Tyneside over the same period. This compared favourably with figures quoted elsewhere in the country where reductions had been reported of between 40-50%.

The sub-committee reflected on the emphasis given by Accenture during its recruitment and selection processes to softer employability skills. Members considered whether the new Apprenticeship Standards designed by employers provided young people with the core transferrable skills that would serve them during the course of their working lives. It was stated that good training providers did work beyond the limits of the standards to ensure that a more holistic approach was adopted in supporting individuals to develop these softer skills. It was suggested that consideration needed to be given to the development of core employability skills in formulating the Council's Apprenticeship Strategy.

The sub-committee also discussed the challenge in predicting the skills that would be required by businesses in 5 to 10 years' time although the design of skills training could be informed by the Council's vision for the borough and its Local Plan. It was stated that European Funding for employability projects was guaranteed up until 2021 and that Brexit may provide opportunities to simplify the funding systems.

It was **agreed** that (1) the reforms to the apprenticeships system, the local response to them and the impact of the reforms on apprenticeship numbers in North Tyneside be noted; and
(2) the sub-committee continue to monitor the number of apprenticeships in North Tyneside and their outcomes.

EP12/09/18 Retail and Town Centres Sub Group (Previous Minute 06/06/18)

At its previous meeting the Deputy Mayor had suggested that the sub-committee could usefully investigate the future role and nature of town and retail centres. Councillor Pickard had posed the question that if the Council were to regenerate its town and retail centres, how could it develop sustainable retail models in the light of the growth of online shopping?

The sub-committee agreed that such an investigation be included within its work programme for 2018/19. Since then work had been undertaken to define the terms of reference for the investigation and prepare an outline work programme. The outcome of this work was presented for the sub-committee's consideration.

It was proposed that the sub-committee appoint a time limited sub group to:

- a) Examine the existing local plans and strategies that aim to develop town and retail centres in North Tyneside;
- b) Examine national policies, strategies, campaigns and reports, including
- c) Examine how the retail sector and consumer behaviour have changed and how retailing may develop in the future;
- d) Examine what other local authorities have done to successfully remodel their town centres; and
- e) formulate evidence based recommendations as to how the Council might shape its regeneration plans to develop and support sustainable retail and town centres in North Tyneside.

The sub group would aim to complete its investigation by the end of the current municipal year with a view to submitting any final report and recommendations to the sub-committee on 12 March 2019.

Resolved that (1) a time limited sub group be appointed to investigate the future development of retail and town centres in North Tyneside;
(2) the terms of reference as set out above, and the outline work programme, be approved;
(3) the membership of the sub-group comprise Councillors Sandra Graham, John Harrison, Frank Lott, John O'Shea, Willie Samuel; and Judith Wallace; and
(4) the sub group appoint a lead member at its first meeting.

Meeting: Economic Prosperity Sub-Committee

Date: 13 November 2018

Title: Highways Asset and Network Management

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Service:	Democratic Services	
Directorate:	Law and Governance	
Wards affected:	All	

1. Purpose of Report

The purpose of this report is to present background information to enable the sub-committee to scrutinise how the Authority is managing its highway assets and networks, assess the impact of recent investment in the highway network and consider the Cabinet's future plans and priorities.

2. Background

- 3.1 The sub-committee is responsible for examining the delivery of services and influencing decision makers to ensure that they meet the needs, and improve the lives, of people in North Tyneside. Its remit includes economic development, business and enterprise, the transport network, highways and road safety and tourism.
- 3.2 In performing this role the sub-committee has previously examined the formulation of the Council's Transport Strategy which 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."
- 3.3 The sub-committee has also considered how various policies and strategies specific to transport matters have been reviewed to ensure that they are aligned with the vision and principles of the transport strategy. In October 2017, the sub-committee heard how the Cabinet had adopted a new Highway Asset Management Plan 2017 - 2032 (HAMP), setting out the Authority's approach to maintaining North Tyneside's highways and responding to the Elected Mayor and Cabinet's policy direction which included providing a greater emphasis on our footways. At that time the sub-committee agreed that it should be presented with the HAMP Annual Information Report for scrutiny. The annual report sets out progress so far, plans for the future and operational detail for the management and planning of maintenance work on highway infrastructure assets.

- 3.4 The HAMP Annual Report is attached as Appendix A. It was presented to and noted by Cabinet at its meeting on 15 October 2018.
- 3.5 At this meeting the Cabinet also adopted an updated Network Management Plan. The plan sets out how the Authority intends to “manage the peaks” in highway operations using a corridor-based approach to manage demand on the network through better use of technology, promoting behavioural change and investing in infrastructure improvements when it is appropriate to do so. It captures locations where concerns around congestion, infrastructure provision, air quality, and network resilience have been raised. The Network Management Plan is attached as Appendix B.
- 3.6 The HAMP Annual Report and the Network Management Plan provide the sub-committee with an opportunity to review how the Authority is managing its highways assets and the highways network and assess its plans for the future. Members may wish to pay particular attention to the significant recent investment in the highway network at locations such as the Coast Road/Beach Road, Norham Road, Holystone Roundabout and along the North Bank of the Tyne and consider its impact in terms of delivering the vision set out in the Transport Strategy.
- 3.7 The Cabinet Member responsible for Environment and Transport, Councillor Carl Johnson has been invited to attend the meeting, together with relevant officers, to present the documents and answer questions.
- 3.8 At the conclusion of the exercise the sub-committee may wish to make comments or recommendations to the Cabinet, Cabinet Member or officers.

4. Appendices

Appendix A – Highways Asset Management Plan Annual Report
Appendix B – Network Management Plan

5. Background Documents

The following background documents have been used in the compilation of this report and available from the author:

- Minutes of the Economic Prosperity Sub-Committee 11 October 2018
- Minutes of Cabinet 15 October 2018



North Tyneside Council

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Highway Asset Management Plan (HAMP) 2017 to 2032 Annual Information Report

October 2018

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1) EXECUTIVE SUMMARY

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

The Highway Asset Management Plan (HAMP) sets out the Council's 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. The report provides information on work undertaken within the last 12 months (October 2017 to September 2018), future planned activities and other items of general interest.

The report shows that within the last 12 months:

- We have developed an updated highway inspection policy in line with revisions to the national code of practice
- There is a backlog of highway repairs but this remains under control although the reducing Government funding model leaves local highways authorities to make up the required maintenance shortfall which is unsustainable
- Performance is good with KPIs being met
- The various work programmes have been completed successfully
- The Council achieved Band 3 in the DfT Self-Assessment to ensure that it received its full budget allocation under the Incentive Fund
- Work to produce more accurate details for our road gully stock and silt levels has been completed in order to help with the development of a new gully cleansing strategy
- The Norham Road Bridge replacement scheme was completed

The report states that in the next 12 months we will need to:

- Implement our new approach to highway asset management to incorporate a risk-based approach as detailed in the new national code of practice – 'Well-Managed Highway Infrastructure'
- Ensure retention of Band 3 status for the Department for Transport's (DfT) Self-Assessment Questionnaire
- Produce and implement a risk-based approach to gully cleaning using gully silt levels to determine cleaning frequencies

We are currently operating within a challenging national financial climate and in recent years the investment in highway infrastructure and its performance has been increasingly under the spotlight. Asset management has been widely accepted by central and local government as a means to deliver a more efficient and effective approach to management of the highway infrastructure assets through long term planning.

All highway and infrastructure services are delivered by Capita Property and Infrastructure under the North Tyneside Technical Services Partnership arrangements.

2) THE IMPORTANCE OF HIGHWAY INFRASTRUCTURE

The national highway network comprises the strategic network of motorways and trunk roads and both major and minor local roads. It totals some 235,000 miles and includes assets such as carriageways, footways, cycle-tracks, structures, highway lighting, street furniture, traffic management systems and similar highway infrastructure.

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 Council 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 important to delivering the Our North Tyneside Council Plan and the Mayor and Cabinet's commitment to making North Tyneside a great place to live, work and visit.

North Tyneside Council is responsible for maintenance of the following assets:

Asset Item	Quantity (Approx.)	Asset Item	Quantity (approx.)
Carriageway (Km)		Street Lighting (managed separately through PFI)	
Principal Roads	136.7 Km	Lighting Columns	28491
B Roads	70.9 Km	Illuminated Signs and Bollards	2200
C Roads	38.4 Km		
Unclassified Roads	699.6 Km		
Total Network Length	945.6 Km		
Total Road Gullies (approx.)	44,000		
Total Footways	1206 Km		
Total Dedicated Cycleways	6km		
Total Public Rights of Way	143.74 Km		
Bridges and other Structures (Number)			
Road Bridges	46		
Retaining Walls	73		
Footbridges (inc PROW)	46		
Bridleway Underbridge	1		
Bridleway Overbridge	1		
Culvert	41		
Subway	25		
Tunnel	1		
Underpass	1		
Total	235		

3) CURRENT MAINTENANCE PRIORITIES

3.1 Highway Maintenance

In the last 12 months the priority has been to protect and improve, where possible, the strategic road network (main classified roads). These are the roads that carry the vast majority of local and through traffic. In the absence of Government funding and the reductions to local authority funding, the improvement of residential roads remains a challenge, but they have benefitted from the additional funding that the Council has provided through the Additional Highway Maintenance capital allocation. Most estate road resurfacing work is now undertaken using this funding stream.

More focus is now being given to improving footways, in accordance with meeting the priority of the Elected Mayor, following feedback from North Tyneside residents. Additional monies have been invested by the Authority and a programme of improvement works focusing on areas such as town centres and key routes to and from North Tyneside. This programme will be continued into the 2019/20 financial year.

3.2 Bridges and Infrastructure

This area of work is undertaken mainly using LTP funding. Maintenance priorities for major work for the next 6 years are set out in the HAMP and its supporting framework documents including Highway Structures – Risk-Based Principal Inspections. At present the work can be accommodated provided future LTP allocations remain relatively constant. However, a number of structures have been identified which will require attention within the next 6 years. This may begin to put additional pressure on budgets. Day to day reactive repairs are undertaken using a revenue budget which is managed by Capita. The current programme is focussed and prioritised on locations and schemes which have been identified as requiring maintenance work or have been identified as requiring work in the next 12 – 18 months following statutory general and principal condition inspections of the Authority's bridges and other infrastructure assets. These inspections are critical in ensuring that the Council's bridge stock remains in a safe and usable condition.

4) SUMMARY OF WORK UNDERTAKEN DURING THE LAST 12 MONTHS

During the last quarter of the 2017/18 financial year, the highway maintenance schemes for the current 2018/19 financial year were finalised in accordance with our works prioritisation procedures and in consultation with the lead Cabinet Member. The following is a summary of the work that has been done to date and what will be achieved by the end of the current financial year.

4.1 Carriageway Improvement Works

In order to achieve better value for money we have continued to use alternative construction products including micro-asphalt surfacing treatments on the highway network. By the end of this financial year we will have completed the following works:

Road Repair Work Undertaken in North Tyneside in 2018/19 (and comparison of previous years)

Treatment Type	Area Covered in 15/16	Area Covered in 16/17	Area Covered in 17/18	Area Covered in 18/19
Micro Asphalt	190,778m ² (14.67 miles)	119,951m ² (9.23 miles)	69,422m ² (5.34 miles)	19,813m ² (1.65 miles)
Full Resurfacing	44,627m ² (3.43 miles)	62,759m ² (4.83 miles)	87,124m ² (6.70 miles)	84,690m ² (6.51 miles)
Patching Sites	123 No.	123 No.	60 No.	46 no.
Footway Improvement Schemes	105 No.	90 No.	112 No.	47 No.*

* It can be seen that for 18/19 financial year, although investment has increased, there is a reduction in the number of footway schemes. This is attributed to the fact that in previous years we have carried out footway schemes which have been in localised areas within streets resulting in a relatively high number of schemes. In 18/19 there are fewer schemes but the work has incorporated full streets rather than localised areas. This has resulted in higher quality and more noticeable improvements and maintains our commitment of increased investment in footway improvements.

Structural resurfacing is carried out when the road surface or its underlying layers have deteriorated to the point that they need to be replaced. The damaged layers are removed and new material is laid. Micro-asphalt, which is cold-applied and seals the road to prevent the intrusion of water, a major cause of deterioration.

It can be seen that micro-asphalting has continued to decrease over the years in favour of structural resurfacing due to the work identified from condition surveys which can change from year to year. Overall the network is performing well as demonstrated by the plan shown on page 16.

The following micro asphalt resurfacing works have been completed within the current financial year, all in accordance with the agreed programme:

Agricola Gardens, Battle Hill	Wimslow Close, Northumberland
Bellshill Close, Battle Hill	Woburn Close, Northumberland
Drury Lane, Collingwood	Worthing Close, Northumberland
Adelphi Close, Collingwood	Waltham Close, Northumberland
Lyric Close, Collingwood	Welwyn Close, Northumberland
Garrick Close, Collingwood	Plantation Street, Wallsend
Ashford Close, Collingwood	Larchwood Avenue, Weetslade

By the end of the financial year the following structural resurfacing works (full renewal of the road surface) will also have been completed:

Mullen Road, Battle Hill	Ashleigh Grove, Longbenton
Warkworth Avenue, Battle Hill	Goathland Avenue, Longbenton
Eastfield Road, Benton	Benton Lane, West Moor, Longbenton



Springfield Park Road, Benton	Glendale Avenue, Monkseaton North
Lyndhurst Road, Benton	Fairfield Drive, Monkseaton South
Midhurst Road, Benton	Fairfield Green, Monkseaton South
Glebe Avenue, Benton	Westward Green, Monkseaton South
Great Lime Road, Forrest Hall, Benton	Sycamore Avenue, Monkseaton South
Glebe Road, Benton	Chestnut Avenue, Monkseaton South
Briars Edge, Benton	Selwyn Avenue, Monkseaton South
Rothbury Terrace, Chirton	Shields Road, Monkseaton South
Sunniside, Chirton	Devonshire Gardens, Northumberland
Billy Mill Lane, Collingwood	Walton Avenue, Preston
Lynn Road, Collingwood	Queen Alexandra Road, Preston
Netherton Avenue, Collingwood	Queen Alexandra Road West, Preston
Malvern Road, Collingwood	Hawkeys Lane, Preston
Tynemouth Road, Howdon	Bewicke Road, Riverside
Oban Avenue, Howdon	St. Mary's Avenue, St. Mary's
Churchill Street, Howdon	Dudley Lane/B1319, Weetslade
Shakespeare Street, Howdon	Canterbury Way, Weetslade
West Lane, Killingworth	Pinewood Avenue, Weetslade
Feetham Avenue, Killingworth	Great North Road, Weetslade
East Bailey, Killingworth	Ocean View, Whitley Bay
Garth Twenty-Two, Killingworth	Bideford Gardens, Whitley Bay
Great Lime Road, Killingworth	

4.2 Footway Improvement Work

By the end of the current financial year the following footway refurbishment schemes will have been completed, all in accordance with the agreed programme:

FOOTWAY REVENUE BUDGET	
Doultling Close, Longbenton	Newsteads Drive, Whitley Bay
Holywell Avenue, Monkseaton North	St. Georges Crescent,
Hillfield, Monkseaton North	Claremont Crescent, Whitley Bay
Hartburn Road Ph 1 & 2, Cullercoats	West View, Dudley
Market Street, Dudley	Linskill Terrace, North Shields
Park Avenue, North Shields	Taylor Avenue, Wideopen
Southfield Road, Whitley Bay	St. Mary's Avenue, St. Mary's
Holystone Avenue, Whitley Bay	St. Anselm Road, North Shields
Cooperative Terrace, Shiremoor	Haddington Road, Whitley Bay

FOOTWAY IMPROVEMENTS CAPITAL BUDGET	
Windsor Drive, Howdon	Brenkley Avenue, Shiremoor, Valley
Emmerson Place, Shiremoor, Valley	Goodwood, Killingworth
Grafton Road, Whitley Bay	Bromsgrove Close, Battle Hill
Clavering Street, Willington Quay, Riverside	Blanchland Avenue, Wideopen, Weetslade
Feetham Avenue, Forest Hall, Killingworth	Church Way, North Shields
Bedford Street, North Shields	Park View, Wallsend
Russell Street, North Shields	Station Road, Wallsend

Railway Terrace, North Shields	Dudley Lane, Dudley, Weetslade
Bridge Cottages, Annitsford, Camperdown	Longstone Court, Killingworth
The Chase, North Shields, Preston	Kings Road North, Wallsend
Greenway, Monkseaton North	Great Lime Road, Killingworth
Kingsdale Road, Longbenton	Bowman Drive, Annitsford
West Farm Avenue, Longbenton	

4.3 Drainage Works

We have two gully wagons, one 18 tonne and the other 26 tonnes, which operate across the borough carrying out gully maintenance and dealing with reported flooding problems on the highway. We operate our gully services on a new system from KaarbonTech called Gully Smart. Gully Smart provides us with a more sophisticated recording system for collecting information on site to inform future programmes of work.

The type of information the Gully Smart can record is; the type of asset i.e. gully or manhole, whether it is blocked or broken and most importantly the silt level. The silt level is the key element required to generate an intelligence-led maintenance programme and with this information we are developing a risk-based gully cleaning Strategy for the borough. Since we implemented the Gully Smart system approximately 40,000 assets have been cleaned and recorded.

Historically, the approach in North Tyneside to repairing and improving highway drainage assets has been cyclic, rather than needs-based. We are redesigning the service to follow a risk-based approach, in accordance with the new 'Well-Managed Highway Infrastructure: A Code of Practice'. This will ensure better use of resources, a more effective gully cleansing regime and the controlled management of surface water to allow safe passage and promote network resilience.

The following is a summary of the ongoing activities associated with improving the highway drainage service:

- Development of a risk-based strategy for drainage cleansing and maintenance
- Identification of assets which require more frequent cleansing and assets which require less frequent cleansing
- Maintenance of the highway drainage asset to a condition in which it remains functional for draining the highway
- Design, construction and maintenance of highway drainage assets to meet current and future needs in a changing environment while making effective use of limited budgets
- Prioritisation of our maintenance activities based on the areas of the network in most need of maintenance in line with available budgets.

The risk-based gully cleaning programme requires a further year of work whereby all gullies are cleaned again to provide robust data in terms of silt levels within gullies prior to cleaning and information relating to how soon a gully fills with debris. This information will be used to provide the risk-based gully cleaning strategy which will be featured in next year's annual report.

In addition to gully cleansing, by the end of the current financial year the following drainage schemes will have been completed, all in accordance with the agreed programme:

- Camera surveys
 - West Lane, Killingworth
 - Edgefield, West Allotment
 - Lisle Grove, Wallsend
 - Great Lime Road, Benton
 - Ivy Road, Forest Hall
 - Langdale, Whitley Bay (incl. pipe renewal)
 - Tynemouth Road, Wallsend (incl. pipe renewal)
- Angus Close, Killingworth – drain pipe renewal
- Studley Villas, Benton – new gully
- Great Lime Road, Benton – drain pipe renewal
- Bedford Street, North Shields – road collapse
- Kelvin Grove, North Shields – new gully
- Burn Avenue, Forest Hall – new gully
- Union Street, North Shields – road collapse
- Chicken Road, Wallsend – road collapse
- Rear Chicken Road, Wallsend – road collapse
- Glebe Crescent, Forest Hall – new gully
- Spring Terrace, North Shields – drain pipe renewal
- Cherrytree Gardens, Whitley Bay – road collapse
- Washington Terrace, North Shields – drain pipe renewal
- Fish Quay, North Shields – road collapse
- South Croft, Benton – renew gully
- Walton Avenue, North Shields – road collapse
- Briar Vale, Whitley Bay – road collapse
- Langdale Gardens, Wallsend – road collapse
- Newcastle Terrace, North Shields – road collapse
- Killingworth Lake, Killingworth – blocked outlet
- Nelson Road, Whitley Bay – new ditch installation

4.4 Bridges and Infrastructure

Works Undertaken November 2017 to September 2018

Below is a summary of the bridge improvement works undertaken in 2017/18 year:

- Refurbishment of Wallsend Rd Bridge Abutments completed

Below is a summary of bridge/highway structure maintenance inspection works carried out in 2017/18

- Principal Bridge Inspections – 9 no.
- Principal Retaining Walls and Culverts Inspections – 15 no.
- General Inspections – 44 no.
- Bridge Assessments - 1 no.

Below is a summary of the bridge improvement works planned for the current 2018/19 year:

- Proposed infilling of Pier Road Bridge
- Proposed repair to Gibraltar Rock
- Proposed demolition of Borough Road Bridge

Below is a summary of bridge/highway structure maintenance inspection works planned for the current 2018/19 year:

- Principal Bridge Inspections – 8 no.
- Principal Retaining Walls and Culverts Inspections – 10 no.
- General Inspections – 34 no.
- Bridge Assessments – 1 no.

In summary, all the planned highway maintenance work for the 2018/19 year will have been successfully delivered by the end of March 2019.

5) INVESTMENT IN THE HIGHWAY ASSET

The following tables provide a summary of the budgets that have been allocated to highway and infrastructure maintenance over the last 5 years.

Highway Maintenance

Budget	Description of Work	2014/15	2015/16	2016/17	2017/18	2018/19
Revenue	Day to day highway repairs (e.g. potholes), patching programme, small planned road and footpath improvement schemes, drainage repairs	£1,049,000	£1,049,000	£1,049,000	£1,049,000	£1,049,174
Local Transport Plan Capital	Annual resurfacing programme, annual surface dressing and micro-asphalting programmes	£924,000	£996,000	£600,000	£750,000	£678,000
Council Capital	Additional Council Capital investment in highway maintenance	£2m	£2m	£2m	£2m	£2m
Other Capital	Additional DfT budget	-	-	-	-	-
Other Capital	Additional DfT budget – National Pothole Fund	£324,000	-	£138,000	£191,000	£131,000
Capital Footway Work	Footway improvement works funded through LTP and additional Council contributions	£200,000	£255,000	£284,000	£936,000	£808,000
Other Capital	Additional DfT budget – Severe Weather Recovery Fund	£251,000	-	-	-	-
TOTAL		£4,748,000	£4,300,000	£4,071,000	£4,926,000	£4,666,174



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Bridges and Infrastructure Maintenance

Budget	Description of Work	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Revenue	Day to day bridge repairs, emergency work, graffiti bus partnership, minor planned schemes	£67,000	£67,000	£67,000	£67,000	£67,000	£65,000	£65,000
Local Transport Plan Capital	Major structural schemes (e.g. bridge replacement / refurbishment)	£579,000	£770,000	£900,000	£900,000	£972,000	£1,389,255	£480,000
Total		£646,000	£837,000	£967,000	£967,000	£1,039,000	£1,454,255	£545,000

6) PERFORMANCE

As part of the Technical Services Partnership between North Tyneside Council and Capita, a suite of performance indicators has been produced, monitoring aspects of the Partner's performance in relation to the management and condition of the network. These indicators have been in place since November 2012 and are reviewed on an annual basis. The tables below outline recent data in accordance with the performance indicator methodology.

With reference to the condition of the main classified roads, independent condition surveys are undertaken, and the data is used to calculate a performance indicator figure (Road Condition Indicator (RCI)). The results for recent years are shown in the table below (note: a lower figure is better).

KPI/PI Reference	Performance Indicator	Target	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
ENG 1.4 (RCI)	Percentage of A class roads that should be considered for structural maintenance	5%	3%	3%	3%	3%	2%	2%
ENG 1.5 (RCI)	Percentage of B and C class roads that should be considered for structural maintenance	5%	4%	5%	3%	3%	3%	2%
Not an indicator	Percentage of unclassified (residential) roads that should be considered for structural maintenance	N/A	9%	9%	9%	13%	14%	6%

These figures illustrate the percentage of maintenance backlog required to improve the road network and it is evident the figures demonstrate a continued steady reducing trend. This demonstrates that the implementation and adoption of asset management principles by the Technical Services Partnership and North Tyneside Council has had a positive impact on the condition of the A, B, C and unclassified road network.

The other performance indicators within the Engineering service relevant to this report are detailed in the next table:

CATEGORY 2 KPI's			
KPI/PI Reference	Performance Indicator	Target	Average performance over the last 12 months. From October 2017 to September 2018
ENG 2.1	Roads and Pavements – Percentage of routine street care safety inspections carried out on time	95%	99.76%
ENG 2.2	Roads and pavements - Percentage of CAT 1 highway defects that were compliant within 24 hours	98%	100%
ENG 2.3	Roads and Pavements - Percentage of CAT 2 highway defects that were made compliant within 10 working days	98%	98.87%
ENG 2.5	Roads and pavements - Quality of maintenance repairs	90%	96.79%

CATEGORY 1 KPI's			
KPI/PI Reference	Performance Indicator	Target	Average performance over the last 12 months. From October 2017 to September 2018
ENG 1.2	Roads and Pavements – Permit scheme compliance of Capita workforce	90%	87.90%

The figures in the above tables demonstrate the Technical Services Partnership is achieving and exceeding, in many instances, its agreed prescribed performance targets with regard to undertaking the Authority's statutory maintenance duties and undertaking repairs in a safe and timely manner, reducing the risk of any harm occurring to users of the highway network.

In terms of KPI ENG 1.2 this figure is being constantly monitored and since the introduction of the permit scheme in North Tyneside, this figure is improving month on month with the Capita workforce with an emphasis being encompassed within the teams of the importance of adhering to this scheme and planning works accordingly.

7) VALUE OF THE HIGHWAY ASSET

Under the Whole of Government Accounting (WGA) procedure, all councils are required to submit an annual detailed valuation of their highways and infrastructure assets. Each year, independent condition surveys of roads, footways and structures are necessary to assess their condition. Depreciated Replacement Cost is used for measurements purposes and are disclosed as a separate class of asset on the Council's Balance Sheet.

The most recent values are as follows:

Asset Type	2016/17 Valuation	2017/18 Valuation
Roads	£1,023 million	£1,065 million
Footways and Cycleways	£135 million	£144 million
Bridges	£189 million	£195 million

The total value of highway assets as of **July 2016** equated to **£1,347,000,000.**

As of **August 2018**, the total value of highway assets equates to **£1,404,000,000.**

8) CONDITION OF CARRIAGEWAYS (ROAD SURFACES)

The Council uses a specialist computer system, ExpertAssets, to model the condition of roads under different funding scenarios.

The service standards developed for North Tyneside's roads are 'good', 'early life', 'mid-life' and 'late life'.

- Roads classed as 'good' (colour coded green) are defined as a road which is as new, no defects or cracking identified. These roads do not require structural maintenance and are not defective
- Roads classed as 'early life' (colour coded yellow) are defined as a road which has minor chip loss, fretting, cracking and minor fatting. The road has minor defects
- Roads classed as 'mid-life' (colour coded amber) are defined as a road which has moderate defects such as local settlement, major chip loss and cracking. The road has moderate defects but can be "saved" by preventative maintenance
- Roads classed as 'late-life' (colour coded red) are defined as roads which have severe local settlement, major wheel track cracking, whole carriageway major cracking and whole carriageway major fretting. These roads require full resurfacing and cannot be saved by preventative maintenance treatments

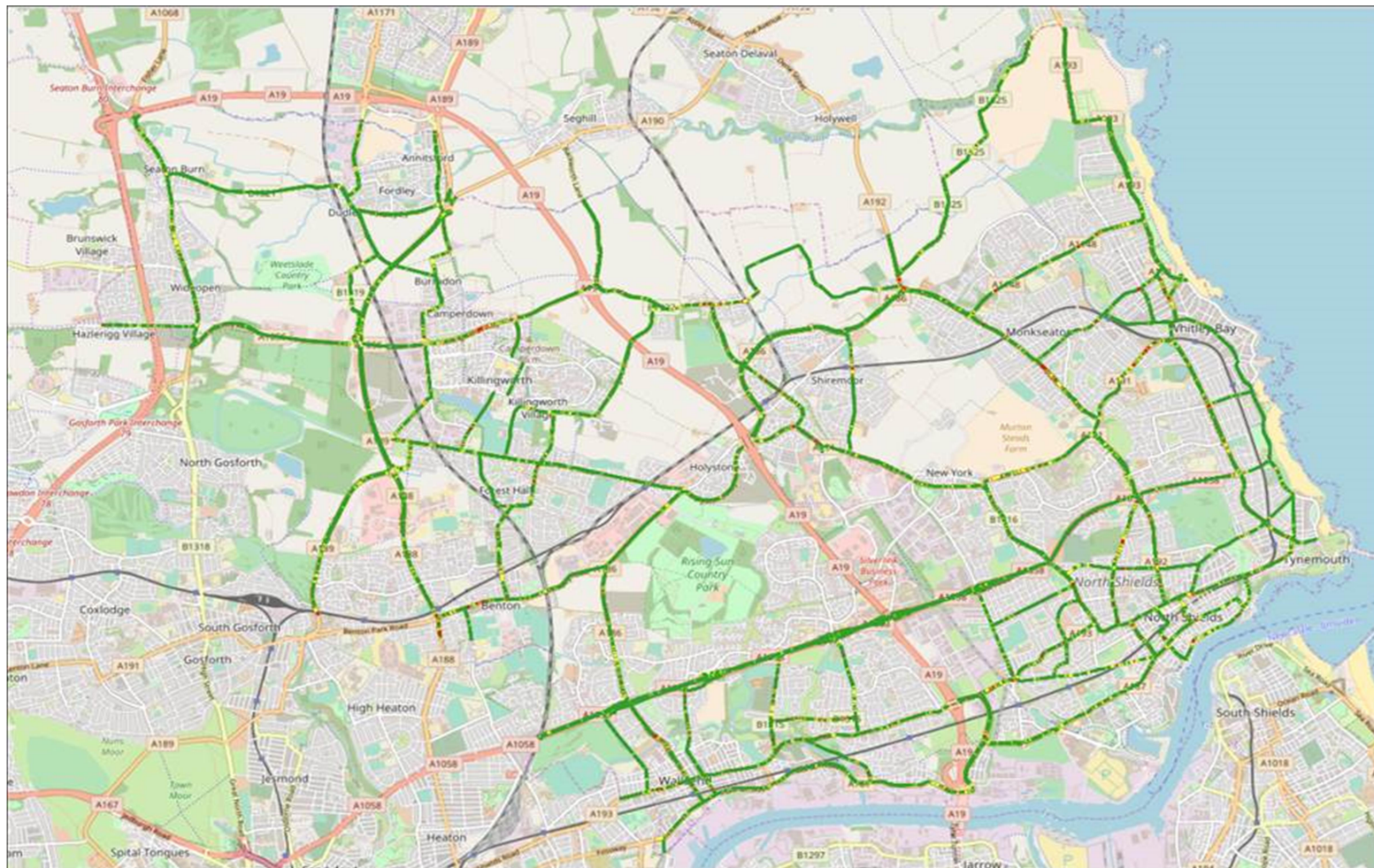
This section of the report demonstrates the positive effect that the continued additional investment in highways has made in recent years.

The following plan illustrates the current condition of the A, B and C classified network. As a result of the continued investment and the application of asset management principles the percentage of red routes has reduced year on year since the additional investment was introduced.



North Tyneside Council

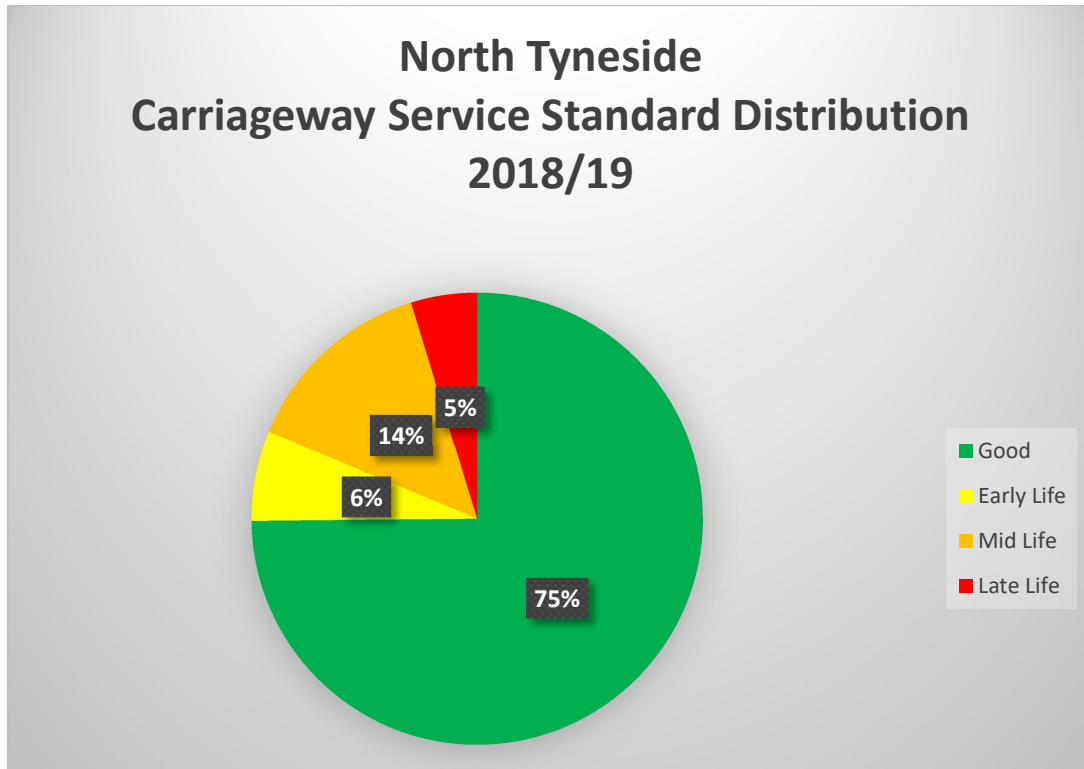
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Plan showing condition of highway network – September 2018



The pie chart below demonstrates that under current funding arrangements, the quality of the highway asset is good. This is evidenced by the majority of the roads being in good condition and only a minimal percentage of roads being in late life.



Current Service Standard - Carriageway

The key to continuing the year on year good condition of our highways is to target our early and mid-life roads with preventative treatments to prolong their life. By carrying out preventative cost-effective surface treatments we will halt further deterioration of mid-life roads.

To ensure we target our early and mid-life roads we gather annual condition survey data, input into ExpertAssets which will identify the roads in early and mid-life state. It is this information which we use to inform our forward works programme for improvement works on the highway

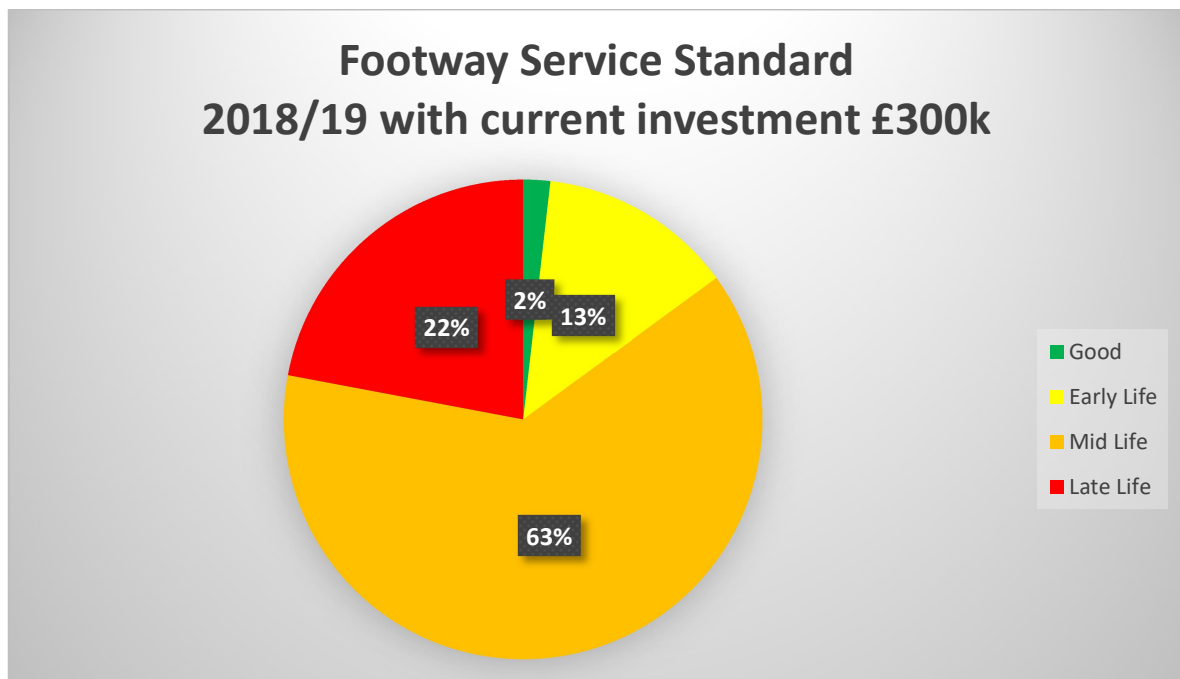
9) CONDITION OF FOOTWAYS

A Footway Network Survey (FNS) has been completed on 100% of the footway network and the condition presented in the pie chart below. As with carriageways the data is held in ExpertAssets and will be used to complete the Whole of Government Accounts (WGA) return and identify future footway schemes in line with the advocated asset management principles. Improvements to the footways is a Mayoral priority and is being considered accordingly as part of future work programmes.

The service standards developed for North Tyneside’s footways are ‘good’, ‘early life’, ‘mid-life’ and ‘late life’.

- Footways classed as ‘good’ (green) are defined as new, no defects or cracking identified.
- Footways classed as ‘early life’ (yellow) are defined as having minor defects with only localised repairs required
- Footways classed as ‘mid-life’ (amber) are defined as having more serious defects and large areas of repair required
- Footways classed as ‘late-life’ (red) are defined as having severe defects and are beyond localised repairs

The pie chart below shows the current condition of footways across the Borough.



Footways do not deteriorate at the same rate as roads. This is due to the significantly less weight-bearing traffic movement undertaken on a daily basis. The above pie chart shows that overall 78% of the footways in North Tyneside are in an acceptable condition.

10) HIGHWAY MAINTENANCE BACKLOG

The Expert Assets system can also be used to calculate the current backlog of highway repairs i.e. the one-off cost of rectifying all highway defects and bringing the network back to an “all green” condition.

The current carriageway maintenance backlog is calculated to be circa. **£20 million** which is a similar figure to last year. The methodology used to calculate the backlog is currently being refined due to improvements to the ExpertAssets system. This is expected to increase the backlog figure due to more assets being accounted for and more accuracy in the calculation. If the Authority was solely reliant on LTP funding, then the backlog would be substantially higher and would rapidly increase from year to year.

11) CUSTOMER ENGAGEMENT

In recent years, corporate resident satisfaction surveys have shown that a well-maintained highway network is very important to our residents and customer satisfaction in this area has proved to be a challenge. The Highway Asset Management Plan (HAMP) recognises that improvement to the network will always be constrained by available resources and so there is a need to prioritise.

In 2016, a new customer feedback form was introduced by the highways team, which is delivered to areas where road resurfacing works have been carried out. It aims to gain views on how the works were communicated and delivered as well as the quality of the finished scheme. The responses received over the last 12 months have been analysed. The findings illustrated that the overall the majority of our residents are very satisfied with the delivery of our works programmes on the highway network. A lessons learnt workshop was held in September 2017 which identified some further improvements to the service which will be taken forward next year.

North Tyneside Council recognises the need to regularly monitor customer satisfaction and take this into account when developing our maintenance policy and standards. To ensure we capture our customers vital feedback we took part in the National Highways and Transport (NHT) survey for 2017. Currently there are over 100 highway authorities in England who participate in the annual survey. The NHT Network is a leading performance improvement organisation for members that share a common interest in measuring and comparing their performance in order to improve. The Network shares experiences and good practice through member meetings, conferences, facilitated workshops, case studies and practice notes, all accessible via the web site. We will participate in the survey every 3 years.

To attain Band 3 DfT self-assessment funding, it is vital that the Council undertakes an annual survey and analyses trends, by using the findings of a survey to measure, benchmark and diagnose performance with the intention to identify potential for improvement in all our highway services.

In 2018/19 the Council intends to repeat a postcard survey which was previously carried out in 2012 in order to improve public engagement and to better understand the needs and priorities of our customers in relation to highway maintenance. The results will provide some further insight into what customers are concerned about, what they think has improved in recent years and what they would like to see prioritised in the future. For example, the last survey showed that customers would like to see estate footpaths improved rather than town centre footpaths.

The survey which will take place in 2018/19 is intended to gather information from residents and business in North Tyneside and compare it with the feedback we received in 2012. This will enable us to determine if our service provision is improving and where it may be viewed as not being good then this can be scrutinised by the Highways Team and action plans produced to address these issues where possible. The postcard survey will still ensure we meet the requirements for the self-assessment funding to achieve Band 3.

12) FUTURE PLANS AND ISSUES

This section of the report advises of future activities within the Highway Maintenance Service and emerging issues which the Authority needs to be made aware of.

12.1) Response to Customer Feedback – Footway Improvement Works

Over the last 12 months customer engagement activities showed that footway improvement work continues to be a high priority for our Mayor and residents and businesses of North Tyneside. The Council has listened to this feedback and the Mayor and Cabinet have responded by investing more funding into improving footways. We understand that there is more to do to meet our resident's expectations and this investment from the Mayor and Cabinet will continue.

12.2) The Introduction of the Self-Assessment Questionnaire by the Department for Transport

To encourage local authorities to adopt good asset management practices, DfT introduced changes to the highway maintenance formula funding mechanism. Therefore, each highway authority is required to complete a self-assessment questionnaire against a set of criteria aimed at assessing performance in relation to asset management, resilience, customer engagement, benchmarking and efficiency and operational delivery.

The self-assessment bandings are based on the maturity of the authority in key areas, which are described in each question. The principle on which the levels of maturity for each question were determined is described as follows: Band 1 – has a basic

understanding of key areas and is in the process of taking it forward; Band 2 – can demonstrate that outputs have been produced that support the implementation of key areas that will lead towards improvements; Band 3 – can demonstrate that outcomes have been achieved in key areas as part of a continuous improvement process. A local authority’s Band will be based on their score in the self-assessment questionnaire.

Our most recent self-assessment was submitted in early 2018 and the Council was assessed to be a Band 3 authority. This has resulted in the Council receiving its full allocation of Capital funding for the Highway Maintenance block. The Council and the Technical Partnership will not rest upon its success but will continue to maintain and improve our self-assessment answers for the next submission. It is understood that the next self-assessment questionnaire will have differing questions which the Council will have to meet. Currently we are awaiting guidance from DfT on what these questions will be, but the Council is in a sound position to successfully answer any question in terms of highways.

Details of the 'incentive bands' and funding % for future years are shown below: -

Year	Band 1	Band 2	Band 3
2015/16	100%	100%	100%
2016/17	90%	100%	100%
2017/18	60%	90%	100%
2018/19	30%	70%	100%
2019/20	10%	60%	100%
2020/21	0%	30%	100%

The funding allocation for North Tyneside Council is presented in the table below. This information was extracted from the DfT's website.

	Total needs/formula allocation (£) announced in December 2014	Indicative incentive element by "band" of self-assessment ranking (£)		
		Band 3 (highest band = 100% of maximum incentive) ¹	Band 2 (medium band = 100% of maximum incentive) ¹	Band 1 (lowest band = 90% of maximum incentive) ¹
2016-17	2,070,000	125,000	125,000	113,000
2017-18	2,007,000	188,000	169,000	113,000
2018-19	1,817,000	378,000	265,000	114,000
2019-20	1,817,000	378,000	189,000	38,000
2020-21	1,817,000	378,000	114,000	0

To give an indication as to the consequence of not meeting Band 3 the funding implications are highlighted blue in the table below.

	Total needs/formula + band 3 monies	Total needs/formula + band 2 monies	Loss of funding if band 3 is not achieved for NT
2016-17	2,195,000	2,195,000	0
2017-18	2,195,000	2,176,000	19,000
2018-19	2,195,000	2,081,000	114,000
2019-20	2,195,000	2,006,000	189,000
2020-21	2,195,000	1,930,000	265,000

12.3) The Changes to Codes of Practice (CoP) Guidance and Implementation

The revised CoP, Well-managed Highway Infrastructure was released in October 2016 and currently all authorities responsible for the maintenance of highway infrastructure assets are reviewing their working practices. For all highway authorities there was a 2-year transition period for implementation of the new CoP by October 2018. One of the fundamental changes in the CoP has been the move to adopting a risk-based approach to managing highway infrastructure.

Following a gap analysis which was undertaken by the Council 12 months ago to ascertain what was required to implement the revised CoP in October 2018, the

Technical Partnership has completed all the work needed to meet the requirements of the risk-based approach. The work undertaken to date is: -

- Amendments to the Council's HAMP
- Update of the Highways Safety Inspection Policy to cover all highway assets
- Update of the Highway Safety Inspection Guidance document for highway maintenance staff
- Early development of a new gully cleaning policy

The update to the Highway Inspection Policy has been completed and is awaiting approval from Cabinet in October 2018 and will be used by the Technical Partnership thereafter.

13) OTHER INFORMATION

This section of the report outlines items of general interest in relation to highway maintenance services.

13.1) Action Plan Update in 2018/19

As part of the Technical Partnership, Capita are committed to a number of service improvement plans and each has an action plan. Progress is summarised in the following table.



Priority	A Code of Practice (CoP) Well-managed Highway Infrastructure				
ONT Priority:	Our Places	ONT Outcome:	<ul style="list-style-type: none"> • Be great places to live, and attract others to visit or work here • Offer a good choice of quality housing appropriate to need, including affordable homes • Provide a clean, green, healthy, attractive and safe environment • Have an effective transport and physical infrastructure - including our roads, cycleways, pavements, street lighting, drainage and public transport 		
Start Date	April 2018	Completion Date	September 2018	Lead Service Area/Officer:	Karen Cassar (KC) / Anthony Hewitt (AH) / Nick Bryan (NB)
What is the priority designed to accomplish?					
<p>The purpose of this action plan is to align North Tyneside Council with the updated Codes of Practice for the management of highway assets. The work will include, working with the other Tyne and Wea authorities with a view to agreeing a common policy with regard to Asset Management. This includes highways inspections being undertaken on a risk based approach.</p> <p>The Department for Transport's prescribed implementation date for all the CoP recommendations is 30 September 2018. This action plan should be read in conjunction with: http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=4F93BA10-D3B0-4222-827A8C48401B26AC. The Code is produced as a single document to emphasise the integrated approach to highway network infrastructure assets. Overarching matters are dealt with in Part A and additional asset specific matters in Parts B, C and D of the document.</p> <p>It is the intention that North Tyneside Council (NTC) and Capita will work collaboratively, with policy direction provided by the Council with Capita officers being responsible for the implementation of the revised and agreed CoP. A working group set up to deliver the HAMP will continue and members of Capita and NTC will work collaboratively, taking ownership for aspects of the Code to facilitate a policy which represents the needs of NTC and the residents, in accordance with the prescribed guidance in the Well-managed Highway Infrastructure CoP.</p> <p>Additional Information: Key deliverable/outcome of this Action Plan: <i>Update the A Code of Practice (CoP) Well-managed Highway Infrastructure in accordance with the DfT guidelines.</i> Key dates of this Action Plan: <i>September 2018 (Implementation date set by DfT)</i> Is this Action Plan for the delivery of a statutory requirement? <i>Yes</i></p>					



Is this Action Plan for the delivery of improvements across the service area? Yes			
Key Performance Indicators linked to this priority			
Quarterly Profile of Planned Actions		On track? Yes/No	Progress
Quarter 1 (2018) (April, May & June)	<p>April 2018: Following the outcome of a workshop with client and Capita leads in March 2018. Any relevant amendments will be made to CoP document. Complete</p> <p>May 2018: Final draft CoP document to be submitted to client for review and approval. Complete</p> <p>By end of June 2018: Capita to arrange and undertake briefing with lead cabinet member and Council head of service to agree draft CoP document. Following approval, document to be added to Cabinet forward plan. Complete</p>	Yes	<p>Workshop was held between Andrew Mollon and Mark Newlands to discuss CoP. Key items from this workshop were added to the CoP,</p> <p>Briefing note was produced and sent to the Client on the 6th June 2018. The briefing note was used as reference for the Cabinet Report which is due October 2018 regarding new CoP and new Highway Safety Inspection Regime. Final drafts of HAMP have been sent to client. The HAMP is split into the following: -</p> <p>Part 1 & 2 – Policy & Investment and Delivery Strategy (Already complete and approved) Part 3 – Annual Information Report (Due in October 2018) Part 4 – Highway Asset Management Framework (Completed and approved 5th May 2018) Part 4a – Highway Maintenance Plan (Drafted and verbally approved by Client 14th June 2018) amended draft sent to client on 2nd July 2018</p> <p>Client requested that a new Highway Safety Inspection Policy be produced along with a Highway Safety Inspection Guidance document for highway inspectors. These have been completed in draft and were sent to client on 2nd July 2018 for review and approval.</p> <p>Cabinet Report is currently being written for October deadline.</p>



<p>Quarter 2 (2018) (July, August & September)</p>	<p>August: Cabinet report to be drafted by Capita team with support from the Client and taken through the approvals process. This will include Capita arranging and attending briefings at SLT and LMB. Complete</p> <p>October 2018: CoP approved at Cabinet</p>	<p>Yes</p>	<p>Andrew Mollon and Mark Newlands held a meeting to discuss target dates and agreed that the cabinet report will be submitted to forward plan in September 2018.</p>
<p>Quarter 3 (2018) (October, November & December)</p>	<p>October 2018: Implementation of revised CoP. ENG 2.1 KPI to be reviewed to determine whether anything needs to be changed following implementation of new code. Any changes to be agreed and implemented by end of the quarter.</p>		
<p>Quarter 4 (2019) (January, Feb & March)</p>	<p>All work complete. No further milestones.</p>		



Priority	Development of a new risk-based approach to gully cleansing using data obtained from the KaarbonTech Gully Smart system				
ONT Priority:	<i>Our Places</i>			ONT Outcome:	<ul style="list-style-type: none"> • Be great places to live, and attract others to visit or work here • Offer a good choice of quality housing appropriate to need, including affordable homes • Provide a clean, green, healthy, attractive and safe environment • Have an effective transport and physical infrastructure - including our roads, cycleways, pavements, street lighting, drainage and public transport
Start Date	<i>April 2018</i>	Completion Date	<i>March 2019</i>	Lead Service Area/Officer:	<i>Anthony Hewitt</i>
What is the priority designed to accomplish?					
18 months ago, the Gully Smart system was introduced to allow the gully network and silt levels to be recorded. We are now at a point where the results of this exercise can be used to formalise a new, more efficient gully cleansing strategy. This will allow the available resources to be used more efficiently and allow a more targeted approach to be used at known problem locations.					
Additional Information:					
Key deliverable/outcome* of this Action Plan: Formal governance to be in place for LTP schemes which will be applied consistently.					
Key dates** of this Action Plan: March 2019					
Is this Action Plan for the delivery of a statutory requirement? No					
Is this Action Plan for the delivery of improvements across the service area? Yes					
*(any change to Action Plans will consider the impact of any change on this key deliverable in the first instance)					
**(any change to Action Plans will consider the impact of any change on this key date in the first instance)					
***(any change to Action Plans will consider the statutory/service improvement aspect in the first instance)					
Key Performance Indicators linked to this priority					
None.					
Quarterly Profile of Planned Actions				On track? Yes/No	Progress



<p>Quarter 1 (2018) (April, May & June)</p>	<ul style="list-style-type: none"> • First cycle of cleansing of all gullies within the borough to be completed by June 2018. • Agree with Client the format for dashboard report which will be used to review progress. • Client site visit to be arranged with operational gully team to look at office-based systems and gully vehicles. • Report to be produced from the Gully Smart system by 29/06/18 to show date of visit and silt levels for all gullies. Complete 	<p>Yes</p>	<p>Initial cycle is complete.</p> <p>Client visit held on 15th June 2018 to see the Gully Smart system in use.</p> <p>Capita submitted the report which has been exported from Gully Smart on 29/06/2018. This report shows date of last visit and silt levels for all gullies in North Tyneside.</p> <p>Capita are currently working on the dashboard report format with Gully Smart representative.</p>
<p>Quarter 2 (2018) (July, August & September)</p>	<ul style="list-style-type: none"> • Gully Smart provider to be commissioned to review the data that has been collected in order to produce recommendations by August 2018. • Revised cleansing strategy, to be presented at September 2018 Subgroup, consisting of: <ul style="list-style-type: none"> - Overarching document to be inserted into the HAMF / HMP. - Revised gully cleansing programme based on new risk-based approach - Plan of the borough outlining gullies and cleansing frequencies. Complete 	<p>Yes</p>	<p>Capita booked 20th August 2018 for Gully Smart to come in agreed the next steps in relation to reporting and draft Gully cleansing strategy.</p>
<p>Quarter 3 (2018) (October, November & December)</p>	<ul style="list-style-type: none"> • Implement revised cleansing strategy in October 2018. • Continue to collect data during second cycle which will allow strategy to be further refined. • The dashboard report is refined to become an operational performance dashboard. To be agreed at November 2018 Sub Group. 		
<p>Quarter 4 (2019) (January, Feb & March)</p>	<ul style="list-style-type: none"> • Continue to collect data during second cycle which will allow strategy to be further refined. • Operational dashboard report. • Agree and sign off risk-based gully cleansing strategy at March 2019 Sub Group. 		

14) CONCLUSIONS

The following conclusions can be drawn from this report:

- The highway network is the most valuable asset in the Authority's ownership
- Due to our continued investment in Highway Assets, the current total value of highway assets has increased from £1.35 billion to **£1.4 billion**
- The maintenance of the highway network is becoming increasingly challenging following continued reductions in the Government funding model
- The successful implementation of the HAMP policy and investment strategy is demonstrating that the adoption of asset management principles by North Tyneside is gradually improving the condition of the road network. Sustained investment is however required for this to continue
- The continued additional capital investment in highway maintenance is improving the overall condition of the carriageway network in line with HAMP principles. This fact is illustrated by the current "Road Condition Indicator" (RCI) calculation results recorded on page 13. However, this additional financial investment cannot continue indefinitely and currently the Government's funding model for local highways authorities is not sustainable. Although additional 'one off' funding to tackle pot holes is welcome it does not on its own make the difference that is required and continually leaves local authorities having to tackle the funding shortfall.
- The Council is performing well in relation to the maintenance of classified main roads and is showing a significant improvement in unclassified residential roads which is evidence that the Authority's preventative maintenance principles and other HAMP principles are working effectively. The relatively healthy financial investment in main roads is producing the expected benefits. However, the additional financial investment from the Authority cannot continue indefinitely and the current funding model is not sustainable in the absence of increased Government funding.
- Our highway maintenance backlog is currently around **£20 million**. This is similar to last year. This figure is likely to be revised upwards when a new and refined method of assessment is introduced during the next 12 months
- A theoretical £10m additional investment in footways would result in limited improvement in the overall condition of the footways across the borough but would slow down the rate of deterioration.
- The Technical Services partnership has completed the first cycle of gully cleaning data collection as part of the move towards a risk-based gully

cleansing strategy which will be implemented on completion of the second cycle of cleansing

- The Technical Services Partnership continues to achieve and exceed its KPI targets and through its Annual Service Plan is identifying innovative ways of working, service improvements and efficiencies which is evident in the report
- Continued customer engagement is providing better intelligence on what the public want us to focus our highway maintenance efforts on. These include continuing our improvements of residential and strategic roads and footways and improving the gully cleaning service
- Bridge maintenance is currently under control and can be managed within existing LTP budgets. However there are some emerging future schemes which may place a future pressure on budgets
- With the publication of the revised Codes of Practice, Well-managed Highway Infrastructure, the Technical Partnership has completed the work of implementing the CoP with Cabinet approval for our updated highway inspection policy being the only thing remaining. The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment and the Technical Partnership has achieved this
- We have delivered all programmed highway asset improvement schemes to date

Network Management Plan

Introduction

The North Tyneside Transport Strategy sets out how we will improve safety, health and well-being outcomes and environmental sustainability; support economic growth; improve connectivity; enable smart choices for all; and manage demand.

A key aim for both our Transport Strategy and the North Tyneside Local Plan is to develop a road network that meets the current and future needs of those travelling to, from, and through the Borough. Through offering improved connectivity, reliability and demand management across all modes of transport, North Tyneside aims to operate and develop a network that can “manage the peaks” and deliver a consistent and reliable experience to all road users.

The Network Management Plan sets out how we intend to “manage the peaks” in highway operations through a combination of; investing in further network improvements at strategic locations, managing demand through supporting improved journey decision making, delivering behavioural change initiatives, and using technology to efficiently and equitably manage network demands.

The challenge of the Network Management Plan is to balance competing road user demands whilst also improving air quality and reducing carbon emissions. The next 10 years are likely to see significant changes in vehicle operations, both in terms of fuel types and connected technology and future road users making different choices about how they want to travel.

Strategic Approach

North Tyneside has a clear commitment to listen to what our residents and businesses tell us they want. Transport features highly in terms of residents’ priorities, particularly in relation to managing transport demand and the condition of our roads and pavements. Public transport is one of the top ten issues that local residents believe is key to making the place a great place to live work and visit. Network Management in the borough is part of a broader strategic context, which is made up of:

- i. Our North Tyneside Plan 2018 to 2020;
- ii. the Local Plan 2017 - 2032;
- iii. the North Tyneside Transport Strategy;
- iv. the North Tyneside Highway Asset Management Plan (HAMP); and
- vi. the North Tyneside Travel Safety Strategy.

In May 2017 North Tyneside adopted its first Transport Strategy which sets out clear overarching principles to be applied to support the management of the Transport Network in the borough.

The Network Management supports each of the five key principles identified in the Transport Strategy but specifically focuses upon:-

iii. **Improve connectivity;** We will seek to

- a. link people to workplaces and destinations in the region and the rest of the North of England
- b. ensure our transport links remain competitive at national level, with the rest of Europe and internationally
- c. improve interchange between forms of transport

iv. **Enable smart choices for all;** We will seek to

- a. enable and encourage informed choice and the wider use of active and sustainable ways to travel
- b. support the use of smart technology, e.g. to simplify public transport ticketing
- c. improve information about travel routes including real time information on journey times, delays etc

v. **Manage transport demand;** We will seek to

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

The Network Management Plan sits within the Transport Strategy and supports the delivery of several key priorities under the three themes of Our People, Our Places, and Our Economy identified in Our North Tyneside Plan, these are;

Our People will:

- Be healthy and well – with the information, skills and opportunities to maintain and improve their health, well-being and independence, especially if they are carers.

Our Places will:

- Offer a good choice of quality housing appropriate to need, including affordable homes that will be available to buy or rent.
- Provide a clean, green, healthy, attractive, safe and sustainable environment.

- This will involve creating a cycle friendly borough, investing in energy efficiency schemes and by encouraging more recycling.
- Have an effective transport and physical infrastructure - including our roads, pavements, street lighting, drainage and public transport.
- Continue to be regenerated in Wallsend and Whitley Bay, through effective public, private and community partnerships, while ambitious plans will be developed for North Shields, Forest Hall and Killingworth.

Our Economy will:

- Continue to support investment in our business parks, units and Town Centres.

The Network Management Plan has been developed in accordance with these principles and is supported by the plans detailed above.

Background

The Transport Strategy identifies that we need to improve connectivity, manage transport demand, and enable smart choices for all. These are important objectives that when delivered will ensure we continue to support housing growth, economic prosperity, and improve the environment and health for residents of the Borough.

The previous Network Management Plan identified 20 locations on the Highway Network where congestion and road safety matters were considered severe and required an improvement scheme. Over the last 6 years North Tyneside has delivered, supported and secured investment to address the majority of these locations. The most significant improvement scheme is the A19 Silverlink Interchange scheme which will substantially improve the operation of both the Strategic Road Network(SRN) and Local Highway Networks.

North Tyneside has continued to review and expand upon the list of locations where current or projected congestion is likely to require investment in the Highway Network. The list has been assessed against a number of criteria including, level of congestion, traffic volume, public transport impacts, pedestrian/cyclist severance issues, and road safety record. The North Tyneside Travel Safety Strategy, approved by Cabinet in March 2018, reviews road safety across the whole highway network annually and identifies locations with an unacceptable road safety record (cluster sites) to be considered for remedial measures.

Network Management

To effectively manage all aspects of the local highway network North Tyneside applies supporting local and regional policies and sub-policies. Many of these policies and guidance have been prepared to advise and direct organisations, operators, and road users on how to behave when interacting with the highway network to minimise disruption and impacts to other road users.

Roads

The management of highway operations encompasses the rules and regulations applicable to road users, maintenance of the network (including traffic signals equipment), managing access to statutory undertakers (Streetworks), and monitoring systems such as UTMC (Urban Traffic Management Control).

North Tyneside has prepared a number of policies and guidance documents that set out how and why certain infrastructure on the highway is provided. This includes items such as Speed Management (contained within the [North Tyneside Travel Safety Strategy](#)) which clarifies how we set and monitor speed limits in the Borough. The Network Management Plan will be supported by a Signage Design Guide that sets out acceptable sign specification standards, guidance on what types of signs are appropriate and where and how we review signage conditions and accuracy.

The [North Tyneside Parking Strategy](#) sets out how we manage parking provision across the local highway network. Effectively managing parking provision and demand on the highway network is an important aspect operating a safe and efficient network that serves the needs of all road users.

North Tyneside is carrying out a review of areas where pavement or verge parking is prevalent to understand if there is an opportunity to better manage these issues. Parking provision applicable to new developments is more generous than what is available in more historic locations in the Borough. Therefore if there are areas where a shortage in provision is leading to footpath obstructions or damage to verge areas, alternative provisions should be explored. The outcome of this study will be reported as part of our annual Transport Strategy Information Report to Cabinet.

North Tyneside has set out its approach to Highway Maintenance, including monitoring highway conditions, gully cleansing, and Asset Management in the [HAMP \(Highway Asset Management Plan\)](#). The Regional Signals Group is responsible for maintaining, installing and operating all traffic signal equipment in the Borough. Signal timings are implemented in agreement with North Tyneside council and most major junctions are monitored remotely by the regional Urban Traffic Management and Control(UTMC) team. The operational efficiency of signalised junctions is currently reviewed periodically but this will become more frequent as remote monitoring technology is rolled out in 2018 and 2019. North Tyneside is looking to develop an automated reviewing process that allows for traffic signal operations to become more accurately optimised and responsive to daily traffic patterns.

The regional UTMC control room is an invaluable tool that supports the efficient management of the regions road network. As traffic levels continue to increase the effective management and balancing of competing demands is becoming ever more important to provide consistent and reliable journey experiences for all road users. North Tyneside is investing significantly in dynamic new monitoring equipment and network controls that will allow us to operate the network as efficiently as possible. This includes additional Variable Message Signs (VMS) installed at strategic locations around the network to inform road users of incidents upstream, advocate alternate routes, and feedback current journey times along key routes.

North Tyneside is the only Authority in the North East to have so far adopted a [Streetworks permitting system](#) to manage road work activities on the highway network. The system requires utility companies and developer sub-contractors to formally engage with the Authority to seek permission to excavate an area on the local road network. The system encourages utility companies to coordinate works on the highway and penalises them should they overrun. This permitting system has allowed North Tyneside to restrict non-emergency road works on routes already subject to highway works or experiencing increased traffic volumes as a consequence of diverting traffic. The next stage of the Streetworks permitting system being considered is around “lane rentals” where the cost of a permit is linked to how

busy a road is and thus the number of road users impacted. Lane rental systems have been shown to expedite road works along high traffic routes which further reduces the negative impacts upon journey time reliability and reduces unnecessary delays.

Footpaths and Cycleways

North Tyneside has adopted a [Cycling Design Guide](#) which sets out a minimum standard of provision appropriate for all types of roads and streets in the Borough. Our [Cycling Strategy](#) sets out our approach to encouraging more cycling trips through improving infrastructure provision, expanding and developing a Strategic Cycle Network (see the [Cycling Strategy](#)) and increased cycle training.

In line with Government guidance, a Local Cycling and Walking Infrastructure Plan (LCWIP) is in preparation, which projects where the greatest opportunities for increased walking and cycling trips are, and where we should focus our investment. This work has helped complement and endorse the routes identified on our Strategic Cycle Network “Tube Map”.

North Tyneside will be preparing supporting guidance for managing “Objects on the Highway” which will complement the Streetworks permitting system through requiring any obstruction on the Highway to require prior consent to be given by the Authority. This guidance will prove useful in managing areas where there is limited public space and footpath users are forced to navigate obstacles such as signage and outdoor seating.

Public Transport

A revised regional [Bus Strategy](#) is being prepared which identifies opportunities to improve and enhance current facilities and service levels to stimulate greater patronage and reduce the pressure on the highway network. North Tyneside is reviewing provision in each of its Town Centre locations to establish accessibility levels, sources of delay, operational barriers, and opportunities for improved servicing arrangements that can support regeneration, economic growth and local plan developments.

North Tyneside officers engage with Nexus and bus operators through regular Network Management meetings to discuss opportunities for improvements to services and identify future markets that will need to be well served. Strategic sites identified in our Local Plan will be required to offer attractive levels of public transport provision to support their sustainable credentials and North Tyneside are pushing operators to support delivering on this challenge without detrimentally impacting existing provision.

Road Safety

North Tyneside's [Travel Safety Strategy](#) sets out our approach to managing road safety on the network. Ensuring the road network operates safely is a key principle in effective network management as this impacts behaviour of road users and can remove barriers to sustainable travel. North Tyneside has a good road safety record with a reducing number of cluster sites and strong collision reduction figures at major highway junctions following remedial works being carried out. This performance is reported as part of our annual Transport Strategy Information Report to Cabinet.

Taxis and Private Hire Vehicles (PHVs)

As part of the revised Network Management Plan the [Taxi Rank Register](#) that has previously accompanied the North Tyneside Hackney Carriage and Private Hire Licensing Policy will now form a supporting document to the Network Management Plan. Ensuring appropriate levels of provision and locations of ranks/bays across the Borough is vital to supporting this public service. North Tyneside will therefore continue to periodically review this provision in partnership with the North Tyneside Hackney Carriage.

Air Quality

The operation of the Highway Network has a direct impact upon local Air Quality and Carbon emissions. It is therefore important that the Network Management Plan considers and responds to the implications for the environment. An Air Quality Strategy is being prepared for North Tyneside, which will set out the Authority's approach to addressing the challenge of improving local Air Quality. This includes further detailed monitoring of areas with poor Air Quality, increasing awareness and advocating behavioural change to help support sustainable travel choices over car based travel.

Revised Approach

Following a successful period of local and national investment into the highway network it is important that we continue with our improvements to manage demand and allow the efficient operation of the network at all times. Our approach in securing Major Scheme funding has been based on demonstrating a robust evidence base of current network conditions and forecasting where economic growth and future housing development is likely to strain network operations.

The strategic highway improvement schemes that have been delivered over the past 5 years form part of a wider strategic plan to manage travel behaviour along key corridors through the Borough. This corridor based approach provides the opportunity to address congestion hotspots and manage demand along a corridor rather than just relocating the issues downstream. **Appendix A** shows the major

highway schemes programmed for delivery and those already delivered across the Borough.

To support this revised approach we will be investing in data collection technology and monitoring systems that will provide the robust evidence base from which investment priorities can be decided. North Tyneside has already been successful in securing funding for additional data collection technology such as Automatic Number Plate Recognition (ANPR) cameras which will be spread around the local highway network to record journey times and highlight the routes vehicles use when travelling through North Tyneside. This data, when complemented with traffic volume data (collected by the Tyne & Wear Traffic and Accident Data Unit) and journey purpose information, can provide detailed insights into driver behaviour and support decisions as to when and where to invest in the network.

National and regional funding opportunities are putting greater impetus on smarter management of the highway network as opposed to expanding it. It is therefore timely that North Tyneside's 5 year network investment programme is drawing to an end. This programme has focused on delivering schemes that enable jobs growth at key employment sites in the Borough and delivering improvements in road safety and operational capacity where practicable. There are now limited opportunities for substantial network improvement schemes to address congestion or road safety as reflected in the reducing number of collision cluster sites being identified in the Travel Safety Strategy. Housing growth is driving where capacity improvements will become necessary and we will continue to pursue funding opportunities from central government as well as requiring developers to mitigate this forecast network pressure.

As air quality impacts borne from vehicle trips are now in exceedance of national standards in some areas there is a need to address congestion more intelligently through improved demand management with more focus on providing alternatives to car based trips. In North Tyneside there are excellent opportunities to travel without reliance on a car. The Borough is well served by Public Transport through metro, bus, and taxi and distances between residential areas and places of employment are within reasonable cycling distance.

Through a corridor based approach we will deliver a comprehensive network of links between key origins and destinations for all modes of transport. This approach supports greater levels of investment, delivers wider local benefits, and increases the opportunity for securing developer contributions through the planning system. This helps reduce the burden on Council funding to wholly deliver major highway improvements and allows more schemes to come forward.

We will develop schemes that support the following key principles:-

- Supports the management of congestion and improves **journey time reliability** for all road users

- Improves Network Management using intelligent **technology** such as bus priority, dynamic signal control, improved network recovery/resilience, intelligent monitoring and data sharing
- Delivers **demand management** initiatives that educate and advocate more informed decisions and support modal shift to alternative uncongested mode choices
- Increases highway **capacity** to remove severe delays that are barriers to economic growth and Local Plan development.

The Network Management Plan aims to manage peak period operations through implementing new technologies, managing demand, and investment in network capacity improvements where appropriate. The Plan focuses on a corridor based approach with 11 key routes identified that cater for the majority of journeys undertaken across the Borough. These corridors are broken down into commuting corridors that support the local economy and provide access to/from the Borough, and local distributor routes which link to the many residential areas across the Borough. These corridors are listed in the table below and highlighted in the Highway Corridor Plan in **Appendix B**:-

Strategic Commuter Routes	Local Distributor Routes
• A19 (SRN)	• A186
• A1058	• A188
• A189	• A192
• A1056	• A187
• A191	• B1505
• A193	

Each corridor will be assessed against the following criteria to allow investments to be prioritised:-

- Operational capacity / grade of provision / public transport service level
- level of demand (current and forecast)
- economic growth/local plan sites supported (jobs & houses)
- user behaviour (short/long trips, commuting/leisure/education)

We will develop a service standard that each corridor should operate at based on measurable attributes such as journey time reliability, level of delay, duration and scale of congestion relative to off-peak average journey times, public transport service level, cycling provision and number of cyclists, etc.

Monitoring and Reporting

The key challenges in monitoring network performance are that there are many ways in which this can be done some of which are data intensive and can be costly. This

data and analysis is vital to gain a better understanding of network behaviour and make more informed decisions about where and how to improve network operation.

The table below details what data we propose to collect and how it will be analysed to inform performance levels:-

Data Type	Collection Method	Analysis
Traffic volumes and speeds	TADU traffic counters	Monitor current levels of demand and measure growth against forecasts
Journey times / delay	ANPR cameras at key locations	Monitor changes in travel times at peak periods to inform signal timings and provide accurate information to share with road users to make better decisions
Public Transport journey time reliability and service levels	Bus GPS data and ANPR	Identify sources and scale of delay to bus services and measure average journey times
Cyclist numbers	Camera counter surveys	Monitor cycling usage and growth and measure change following investment in improved infrastructure provision

The Highway Network operates within its design capacity for approximately 97% of the year with congestion and delays only manifesting at peak times during school term time. National trends in car ownership and commuting behaviour project a reducing pressure from commuters upon peak hour network operation.

North Tyneside will continue to monitor local trends and review research literature to understand how travel behaviour is changing and ensure that our road network is capable of supporting future demands.

The performance of each corridor will be reported as part of our annual Transport Strategy Information Report to Cabinet.

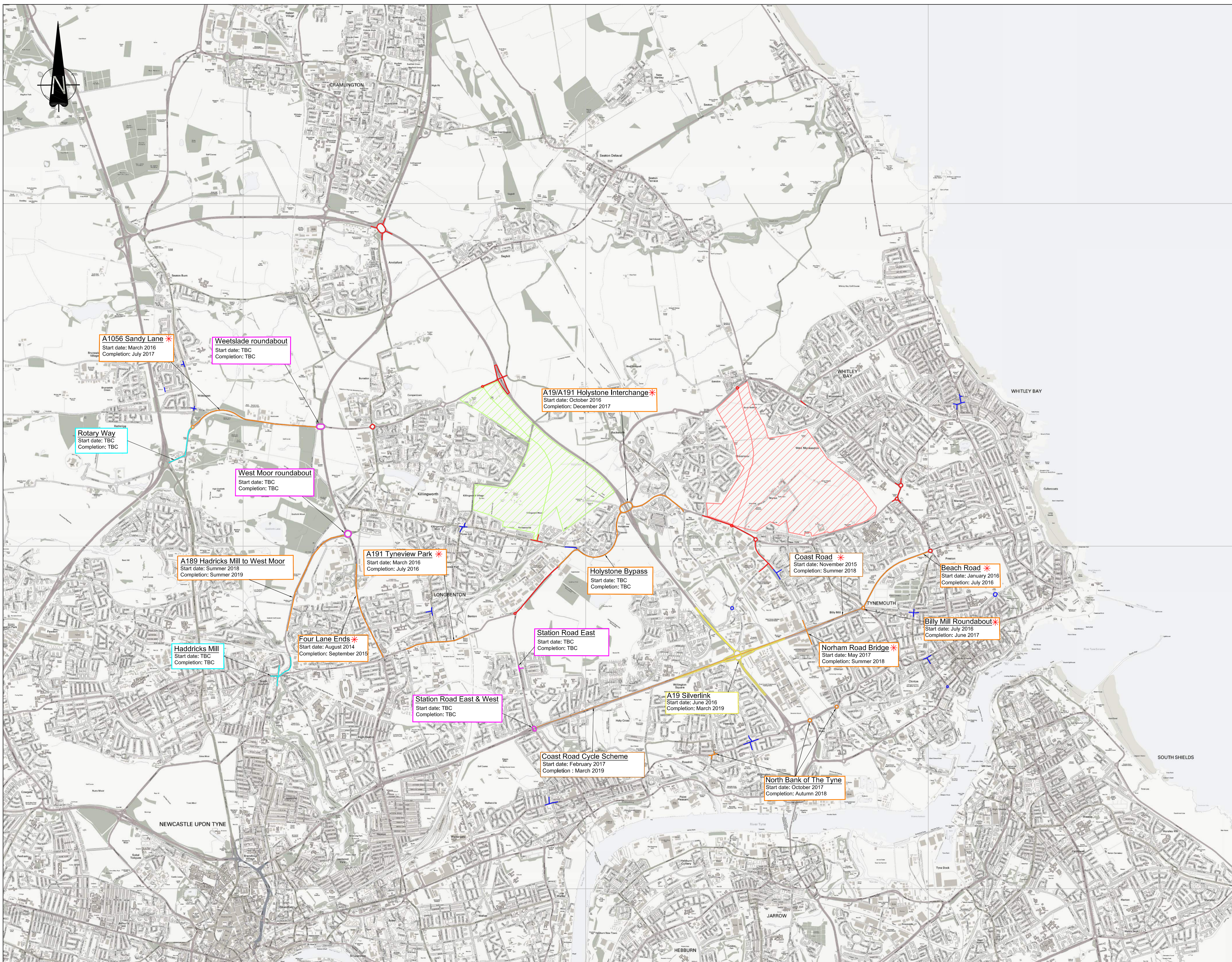
Indicators of Success

Each of the 11 corridors identified will have service levels and performance monitored annually and changes in service levels analysed. We aim to provide network users with a consistent experience to support travel decisions and minimise delays where possible.

As developments identified in our Local Plan come forward we aim to manage the impact upon each of the corridors to ensure average peak hour journey times are not significantly impacted.

The Authority will know if it has been successful in managing the Highway if it can demonstrate that:-

- i. Peak hour road works are reduced along each corridor
- ii. Peak hour journey times remain consistent along each corridor
- iii. Bus service provision and patronage levels along each corridor increases
- iv. Corridor provision for all road users progresses towards borough wide standard



- Key:
- Current / Delivered Scheme
 - Consented Scheme
 - Future Major Scheme
 - Future Minor Scheme
 - Highways England Scheme
 - Newcastle City Council Scheme
 - Local Plan - Murton Gap
 - Local Plan - Killingworth Moor
 - Completed schemes

Rev	By	Chkd.	Date	Description
Drawing Status: PRELIMINARY <input type="checkbox"/> APPROVAL <input type="checkbox"/>				
INFORMATION <input checked="" type="checkbox"/> TENDER <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/>				



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North Tyneside
Major Highway Schemes Plan

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