

# North Tyneside Council Report to Head of Environment, Housing and Leisure Date: 6 April 2018

**Title:**

North Tyneside Highway  
Asset Management  
Framework

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**Portfolio(s):** Housing & Transport

**Cabinet Member(s):** Councillor  
John  
Harrison

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**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

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## **PART 1**

### **1.1 Executive Summary:**

On 11 September 2017, Cabinet approved the North Tyneside Highway Asset Management Plan (HAMP) which sets out the Authority's long term approach to highway maintenance.

When approving the HAMP, Cabinet delegated specific authority to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport, to approve the developing ancillary framework and guidance documents.

The draft Highway Asset Management Framework (HAMF) has now been finalised following the consultation process outlined above.

### **1.2 Recommendations:**

It is recommended that the Head of Environment, Housing and Leisure approves the HAMF as described in paragraph 1.5.2 of this report and included in Appendix 1.

### **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 11 December 2017.

## 1.4 Council Plan and Policy Framework

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

- Our People will be listened to, and involved by responsive, enabling services
- Our Places will have an effective transport and physical infrastructure – including our roads, cycleways, pavements, street lighting, drainage and public transport

## 1.5 Information:

### 1.5.1 Background

The North Tyneside HAMP 2017 to 2032 consists of 4 parts which are summarised below.

- Part 1 : Policy – this sets out the strategic objectives
- Part 2 : Investment & Delivery Strategy – this sets out the way in which the objectives will be achieved
- Part 3 : HAMP Information Report – this is an annual progress report to Cabinet
- Part 4 : HAMF – this is the technical framework document that supports the HAMP and sets out the detailed plans and processes for highway maintenance

Parts 1 and 2 were approved by Cabinet in September 2017. Part 3 is a standalone report which is reported to Cabinet annually. The approval of Part 4 was delegated to the Head of Environment, Housing and Leisure in September 2017 and is the subject of this report.

### 1.5.2 HAMF Details

The HAMF has been developed using the national guidance and template provided by the Government's Highway Maintenance Efficiency Programme. The HAMF contains the principles which the highways team will apply when managing the Authority's highway assets. For example, how the Authority will engage with our customers, how it will set service standards, performance management, risk management etc.

The detailed annual plans for delivering the operational aspects of the service are also a part of the HAMF. Examples include road resurfacing programmes, inventory collection plans, survey programmes, ICT plans etc. The production of these operational plans is an ongoing process and is a sub section of the HAMF.

The HAMF is largely a technical and operational document which will be reviewed and continually updated from year to year in consultation with the Cabinet Member for Housing & Transport. The draft HAMF is shown at Appendix 1.

## **1.6 Decision options:**

The following decision options are available for consideration by the Head of Environment, Housing and Leisure:

### Option 1

To approve the recommendation at paragraph 1.2 of this report.

### Option 2

Not approve the recommendation at paragraph 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:

The HAMP requires an approved HAMF for it to function correctly and an approved HAMF is a requirement of the Department for Transport in relation to the Highways Incentive Fund. If the HAMF is not approved, the Authority would not be able to continue to assess itself as Band 3 within this incentive scheme and would therefore lose funding.

## **1.8 Appendices:**

Appendix 1 - North Tyneside Draft Highway Asset Management Framework document.

## **1.9 Contact officers:**

Colin MacDonald, Senior Manager, Technical & Regulatory Services; Tel 0191 643 6620

Mark Newlands, Highways & Infrastructure Manager; Tel 0191 643 6129

Alison Campbell, Senior Business Partner; Tel 0191 643 7038

## **1.10 Background information:**

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

(1) North Tyneside Transport Strategy

[http://www.northynteside.gov.uk/browse-display.shtml?p\\_ID=568803&p\\_subjectCategory=41](http://www.northynteside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41)

(2) HAMP 2012-2017

<http://test-ubuntuweb.northynteside.gov.uk:3004/category/784/highway-asset-management>

(3) Highway Infrastructure and Asset Management Guidance, UK Roads Liaison Group 2013

<http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB>

(4) Well-managed highway infrastructure, Code of Practice, UK Roads Liaison Group 2016

<http://www.ukroadsliaisongroup.org/en/guidance/codes-of-practice.cfm>

(5) Highways Act 1980

<http://www.legislation.gov.uk/ukpga/1980/66/contents>

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

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

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

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

The resources required to meet the management aspects of the HAMP (training for example) will be met from revenue budgets managed by the Authority's Technical Partner. Construction work will be programmed to suit annual revenue and capital allocations and will be prioritised using asset management principles.

### **2.2 Legal**

The Authority has a duty to maintain its highway network under the Highways Act 1980. As set out in the report, there is an expectation from government that local authorities will produce a HAMP and supporting HAMP which is deemed best practice.

### **2.3 Consultation/community engagement**

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

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

### **2.4 Human rights**

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

## 2.5 Equalities and diversity

There are no equalities matters directly arising from this report.

## 2.6 Risk management

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

## 2.7 Crime and disorder

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

## 2.8 Environment and sustainability

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

### PART 3 - SIGN OFF

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