

North Tyneside Council

Report to Cabinet

Date: 17 October 2022

Title: North Tyneside Cycling Strategy

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham
Report from Service Areas:	Regeneration and Economic Development
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development Tel: (0191) 643 6091
Wards affected:	All

PART 1

1.1 Executive Summary:

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its key principles include reducing carbon emissions from transport and improving health outcomes. The Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. One of these is the North Tyneside Cycling Strategy.

Since the current Cycling Strategy was adopted in 2018, cycling in the borough has grown by more than 60%. During this time the Authority has increased its delivery of cycling training, put in place new cycling routes in the borough, and made cycling, walking and wheeling improvements as part of its regeneration activity. It has therefore provided a robust policy framework to promote cycling as a travel mode for both commuting and leisure purposes.

This report seeks Cabinet's approval to commence engagement on an updated North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out design standards for cycling provision.

The updated draft strategy sets out how the Authority will continue to support cycling as a healthy and sustainable way to travel, both by developing routes and infrastructure suitable for everyday cycling and by seeking to expand cycling training and support. It will also include a detailed assessment of strategic cycle routes across the borough and walking links in town centres, known as the Local Cycling and Walking Infrastructure Plan (LCWIP). In line with Government guidance, this will help to ensure the borough is best placed to secure external funding for further sustainable transport improvements.

It is intended that, following the proposed public consultation, the strategy will be further updated as necessary and brought to a future meeting of Cabinet for approval.

1.2 Recommendation:

It is recommended that Cabinet agrees that a process of public engagement should be carried out on the updated draft North Tyneside Cycling Strategy, attached as Appendix 1 and incorporating the Local Cycling and Walking Infrastructure Plan (LCWIP), and the updated draft North Tyneside Cycling Design Guide attached as Appendix 2.

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 5 August 2022.

1.4 Council Plan and Policy Framework

The proposals in this report relate to a number of priorities in Our North Tyneside, the Council Plan 2021 to 2025, in particular:

- A thriving North Tyneside
 - We will regenerate the high streets of North Shields and Wallsend, and in addition to the Master Plan for North Shields, we will bring forward Master Plans for Wallsend and Whitley Bay town centre areas. We will also bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all of our residents
- A family friendly North Tyneside
 - We will support local schools, making sure all children have access to a high-quality education with opportunities to catch up where needed after the pandemic
 - We will provide outstanding children's services, events and facilities so North Tyneside is a great place for family life.
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements
- A green North Tyneside:
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030

1.5 Information:

1.5.1 Background

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its vision is "Moving to a green, healthy, dynamic and thriving North Tyneside". Its key principles include reducing carbon emissions from transport and improving health outcomes.

This links to 'Equally Well', the Joint Health and Wellbeing Strategy, and its strategic ambitions of supporting equal life chances for all, thriving places and communities and

maintaining independence. It also complements the regional North East Transport Plan developed by Transport North East and its aims of supporting the decarbonisation of transport and encouraging active travel.

The North Tyneside Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. One of these is the North Tyneside Cycling Strategy, adopted in 2018.

Everyday cycling is a healthy, sustainable and affordable way to get to work, school or the shops, for people of all ages. Cycling in the borough continues to grow, having increased by more than 60% in the four years since the current Cycling Strategy was adopted.

In that time the Authority has expanded the delivery of Bikeability cycling training in schools, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance. The Authority has delivered new cycling routes, such as a cycleway alongside A189 Salters Lane in Longbenton, and put in place improvements for cycling and walking provision as part of its regeneration activity, such as at Howard Street in North Shields.

Cabinet's approval is sought to commence consultation on an updated North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out design standards for cycling provision.

Updating the strategy will ensure that it continues to support the commitments in the Our North Tyneside Plan 2021 to 2025 to increase opportunities for safe walking and cycling. This includes providing a segregated cycleway at the coast, and publication of an action plan of the steps the Authority will take, and the national investment it will seek, to make North Tyneside carbon net-zero by 2030.

It will also reflect the Authority's declaration of a climate emergency, made in July 2019, and the aims of the North Tyneside Local Plan, which commits to provide infrastructure and facilities which increase the opportunities for, and attractiveness of, cycling; give greater priority to people cycling, walking and wheeling; and incorporate improvements for these modes of transport as part of other transport schemes.

1.5.2 The updated draft Cycling Strategy and Design Guide

Cycling Strategy

The updated draft Cycling Strategy sets out the outcomes which it seeks to achieve, which fit with the aims of our Transport Strategy:

- i. helping more people to cycle;
- ii. helping to improve cycling safety;
- iii. designing cycling into our highways, infrastructure and regeneration investment;
- iv. delivering a continuous network of strategic and local cycle routes; and
- v. helping more residents to be physically active, and businesses to adopt sustainable modes of transport such as cargo bikes.

It sets out the following actions which are intended to be delivered over the period of the strategy:

- Action 1 – Support a change in culture which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycling training

- Action 2 – Develop a network of routes suitable for everyday cycling, designed in line with good practice
- Action 3 – Make our town centres and destinations accessible for everyone cycling, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes
- Action 4 – Improve connectivity between cycling and other forms of transport, making it easier to cycle as part of a longer journey
- Action 5 – Design everyday cycling into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

The updated draft strategy sets a target for an annual increase in cycling trips of 10%, increased from 7% in the existing strategy, to reflect progress achieved to date and the scale of the Authority's ambitions. The revised list of indicators of success is as follows:

- i. more cycling trips are being made in the borough – the strategy aims for an increase in cycling trips of 10% per year;
- ii. there is greater participation in cycle training and in the Go Smarter in North Tyneside and Active North Tyneside programmes;
- iii. more workplaces in the borough have the facilities and initiatives to encourage cycling to work and as part of their day-to-day operations (e.g. cargo bikes); and
- iv. the borough's cycling infrastructure is improved in line with good practice to create a continuous network.

Assessment of cycling and walking routes

The national Cycling and Walking Investment Strategy, and the Department for Transport's cycling and walking plan 'Gear Change', encourage local authorities to carry out an assessment of strategic cycling routes and town centre walking routes. This is known as a Local Cycling and Walking Infrastructure Plan (LCWIP). This approach demonstrates that a strategic approach has been taken to identifying cycling and walking infrastructure improvements. LCWIPs refer specifically to infrastructure, and hence do not cover other types of initiatives such as cycling training or promotional measures.

North Tyneside's network of strategic cycling routes has already been defined by the Authority, and these are shown in the form of a 'tube map' in the existing Cycling Strategy. In addition, supporting walking, wheeling and cycling improvements in the borough's town centres already forms part of the aims of the Local Plan and the Authority's regeneration plans set out in the Our North Tyneside Plan and 'An Ambition for North Tyneside', the Regeneration Strategy.

As such, by using the existing 'tube map' and plans for town centres as the basis to develop an LCWIP in accordance with Government guidance, the Authority can ensure it is well placed to make the case for future investment in cycling, walking and wheeling provision, from both Government grant funding and developer funding secured through the planning process.

The proposed LCWIP forms an appendix to the Cycling Strategy. In line with Government guidance, it first sets out how the supporting information was gathered. For the cycling routes, it describes how a Government-endorsed software tool was used to assign a prioritisation score and notional cost range to sections of each route. The next section then describes how a similar process was undertaken for walking routes in town centres.

The document concludes by briefly setting out how this work will be used to support applications for external funding and the delivery of the Authority's investment plans.

Cycling Design Guide

The North Tyneside Cycling Design Guide sets out the design standards which the Authority will require, both for its own infrastructure works and for those delivered by developers. The design guide, which was adopted in 2018, has been updated to reflect more recent developments in good practice, including the publication in 2020 of relevant national guidance, Local Transport Note LTN 1/20 'Cycling Infrastructure Design'.

The updated draft Design Guide sets out detailed standards for the design of cycling provision on the highway network; in areas of residential streets; and on off-road routes away from motor traffic. It then sets standards for various other aspects of design including junctions and crossings, cycle parking, signage, and construction and maintenance.

1.5.3 Public engagement

It is anticipated that, subject to approval of the recommendation, public engagement on the updated draft Cycling Strategy (including the LCWIP) and Cycling Design Guide will be carried out over a period of c.6 weeks in October-December 2022.

Details of the engagement process will be communicated by means such as a news release and messaging via the Authority's social media accounts; local groups involved in sustainable and active travel will also be advised of the engagement process and encouraged to share details with their supporters.

1.6 **Decision options:**

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 **Reasons for recommended option:**

Option 1 is recommended for the following reasons:

Approval for the process of public engagement will allow the views of residents, local groups and other stakeholders to be considered as the updated draft Cycling Strategy and Cycling Design Guide are finalised.

1.8 **Appendices:**

Appendix 1 North Tyneside Cycling Strategy, incorporating the Local Cycling and Walking Infrastructure Plan (draft for approval)

- Appendix 2 North Tyneside Cycling Design Guide (draft for approval)
Appendix 3 Equality Impact Assessment – North Tyneside Cycling Strategy and Design Guide

1.9 Contact officers:

Paul Dowling, Head of Regeneration and Transport, 0191 643 1441
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219
Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

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](#)
- (2) [Cabinet report 1 August 2022](#) – North Tyneside Transport Strategy Annual Report
- (3) [North Tyneside Local Plan](#)
- (4) [North East Transport Plan](#)
- (5) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (6) [North Tyneside Joint Health and Wellbeing Strategy 2021-2025](#)
- (7) [North Tyneside Home to School/College Transport Policy](#)
- (8) [Tyneside Walking and Cycling Index](#)
- (9) Department for Transport – [Gear change: a bold vision for cycling and walking](#) (the Cycling and Walking Plan for England)
- (10) Department for Transport – [the second Cycling and Walking Investment Strategy \(CWIS2\)](#)
- (11) Department for Transport – [Local Cycling and Walking Infrastructure Plans: technical guidance](#)
- (12) Department for Transport – Local Transport Note [LTN 1/20 Cycling Infrastructure Design](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and resource implications directly arising from this report. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

The Authority is responsible for undertaking a number of transport-related functions and statutory duties under relevant pieces of legislation and those obligations are discharged via specific policies, plans and programmes which are approved by the relevant decision-making forum.

Some of the Authority's transport functions must be discharged through the North East Joint Transport Committee which is a joint committee established by the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 or the Joint Transport Committee Tyne and Wear Sub-Committee. The Authority works with the Joint Transport Committee and its Tyne and Wear Sub-Committee on a range of transport-related matters.

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

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has involved the Cabinet Member for Environment, the Director of Regeneration and Economic Development and officers in relevant service areas.

2.3.2 External Engagement

It is proposed to carry out a process of public engagement as set out in section 1.5.3.

2.4 Human rights

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

2.5 Equalities and diversity

The Strategy has been formulated having regard to the public sector equality duty imposed on the Authority by section 149 of the Equality Act 2010. An Equality Impact Assessment has been undertaken and is appended to this report at Appendix 3. This identified potential positive impacts in that activities such as cycling promotion and construction of protected cycling infrastructure, and associated provision such as crossing facilities, may facilitate greater and more equal participation in cycling. This has potential to enable the health benefits of cycling to apply more widely.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

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

2.8 Environment and sustainability

There are environment and sustainability benefits associated with the proposed public engagement on the updated draft Cycling Strategy, including the LCWIP, and proposed stakeholder engagement on the updated draft Cycling Design Guide. The documents aim to improve environmental sustainability by supporting a shift to more sustainable modes of transport in preference to car or van use.

PART 3 - SIGN OFF

- Chief Executive X
- Director of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X