

Culture and Leisure Sub-Committee

26 March 2019

Present: Councillor D Drummond (Chair)
Councillors L Darke, J Cassidy, C Davis, A Newman,
S Phillips, W Samuel and A Waggott-Fairley

CL29/03/19 Apologies

Apologies were received on behalf of Councillors E Hodson and K Osborne.

CL30/03/19 Substitute Members

There were no declarations of interest reported.

CL31/03/19 Declarations of Interest and Dispensations

There were no declarations of interest or dispensations reported.

CL32/03/19 Minutes

Resolved that the minutes of the previous meeting held on 29 January 2019 be confirmed and signed by the Chair.

CL33/03/19 North Tyneside Cycling Strategy

A report was received which set out the context for a presentation on progress of the North Tyneside Council Cycling Strategy.

Paul Youlden, the Council's Senior Manager Sport and Leisure, and John Cram, the Council's Integrated Transport Officer, attended the meeting to present the progress during the first year of introduction of the North Tyneside Cycling Strategy.

The vision for North Tyneside Transport Strategy was that the Borough would have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that worked for residents, business and visitors effectively and efficiently. The strategy encouraged environmental sustainability, improved connectivity and managing transport demand, which linked to the Network Management Plan and Travel Strategy.

North Tyneside adopted its first Cycling Design Guide in March 2018 which sets out minimum requirements for delivering safe, well designed cycling infrastructure that supports the Authority's aspirations for growth in cycling journeys. A major scheme in the Authority's investment programme was set to deliver a 2.5km high standard segregated cycle route along the A189 corridor between the Haddricks Mill junction in Newcastle and A188-A189 West Moor roundabout in North Tyneside. This would be the first major investment that applied the recently adopted design principles in the Cycle Design Guide.

Through the highway investment programme the Authority had delivered approximately £5 million of cycling infrastructure to support growth in cycling. Across the major schemes in 2018/19, approximately 3.6km of new/upgraded/refreshed cycle path infrastructure had been delivered. As part of the North Tyneside Cycling Strategy, a Strategic Cycle Network "Tube Map" had been produced, identifying the key corridors along which future investment should be focussed. This strategic network was expected to develop in conjunction with the development areas identified in

the Local Plan but would also coordinate with strategic routes emerging from Newcastle City Council as part of their Cycle City Ambition Fund works.

Improvements to cycling infrastructure had been delivered as part of the highway investment programme and the 'tube map' of Strategic Cycle Routes which formed part of the adopted Cycling Strategy which helped to ensure that future developments would include high quality cycling provision. The benefits of cycling by residents and visitors focused on encouraging "every day cycling" so that using a cycle became an aspirational form of transport for all.

The annual data from cycle counters indicated growth in cycling trips ahead of our target, and the Authority was supporting increased participation in everyday cycling, e.g. by delivering Bikeability training in schools across the borough. The indicators of success were more cycling trips, greater participation in cycling initiatives, more workplaces encouraged cycling to work, and cycling infrastructure improvements helped to create a continuous network. Progress would be reported in the North Tyneside Transport Strategy Annual Report to Cabinet in May.

Schools remained an opportunity to secure increased travel behaviour change and support the national trend to increased use of alternatives to the private car by younger generations. The Authority recently worked with Sustrans to run an event under the national "School Streets" branding where the street outside a school was reserved for cycling and walking: this was well received by school pupils and the local community and had sparked interest from many other schools in the borough to do the same. Our ongoing 'GoSmarter' programme promoted the use of sustainable and active transport in schools and was achieving a shift away from car use of up to 15%, which helped to support air quality and health objectives. Summer of Cycling and Active North Tyneside initiatives has also been positively received.

Some local cycling and public rights of way improvements were made from the Local Transport Plan capital budget. The Authority would also consider all future opportunities to bid for funding to deliver further improvements. To help to do this in line with Government guidance, the Authority would identify a network of cycling (and walking) routes with growth potential, known as a Local Cycling and Walking Infrastructure Plan. Major Cycling structure schemes via the Local Growth Fund included the A1056 Weetslade corridor; North Bank of the Tyne; Coast Road cycle route; A parallel crossing with adjacent cycle crossing as part of the Cobalt cycle scheme; and A189 Killingworth road to provide a bus lane and protected cycle track.

Go Smarter were working in partnership with Sustrans to undertake a temporary road closure at Monkseaton Middle School as part of 'School Streets', a national initiative to trial temporary closures to motor vehicles of school streets so as to make it easier for pupils, staff and parents to choose active travel for their journey to school, while also improving safety, congestion and air quality. Monkseaton Middle School was one of 43 schools within the UK to agree to close the street to motor vehicles outside the school gate on 25 March, the only school in Tyne and Wear to take part. For this, Go Smarter was working collaboratively with Sustrans, the school and others to ensure the event was a success for all involved including children, teachers and parents.

Major schemes included a regeneration strategy 'An ambition for North Tyneside', new cycling-walking bridges at the A19 Silverlink; Tyne Pedestrian and Cyclist Tunnels intended to re-open, and a regional bid to the Transforming Cities Fund. The Nexus 'bikes on Metro' trial had also been extended.

Following the presentation, Members of the sub-committee sought clarification over a number of areas, including:

- (a) The issue of electric vehicles in relation to cyclists/pedestrians who can't hear them approaching which was a national agenda issue and not dealt with locally.

- (b) Bus technology in relation to HGV driver/cycle awareness training which North East partners were working on to raise standards.
- (c) The availability of signage and safe cycle route maps for cyclists/pedestrians including the inspirational 'tube maps' which would be available in due course.
- (d) Approach to the marketing and promotion of the safe cycle routes infrastructure across the Borough.

The Chair on behalf of the Sub-Committee thanked officers for attending the meeting to present the benefits of the Authority's Cycling Strategy and on the progress made during year one.

CL34/03/19 Chairs Announcement

The Chair thanked those Members who were not seeking re-election at the Local Elections in May 2019 for their contribution to the work of the Culture and Leisure Sub-Committee namely, Councillor Ed Hodson and Councillor Alison Waggott-Fairley; and this being the last meeting of the municipal year he also thanked all Members and Officers for their support.

Chair _____
30 July 2019