

North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: North Tyneside Cycling Strategy

Portfolio: Environment	Cabinet Member: Councillor Carl Johnson Councillor Hannah Johnson Councillor Sandra Graham
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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.

Cabinet in October 2022 approved a process of public engagement on the updated draft North Tyneside Cycling Strategy and an updated version of the North Tyneside Cycling Design Guide, which sets out the design standards for cycling provision. The engagement process was carried out over a six-week period between 28 October and 9 December 2022. Twenty-three responses were received to the consultation exercise and appropriate amendments were made to the documents: for example, to strengthen wording with reference to multi-modal trips in the strategy and continuity of cycling routes in the Design Guide.

The updated strategy and Design Guide set 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. The strategy reflects the objectives of 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 strategy also includes 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.

1.2 Recommendation:

It is recommended that Cabinet:

1. agree to the publication of the updated North Tyneside Cycling Strategy, attached at Appendix 1 of this report, which incorporates the Local Cycling and Walking Infrastructure Plan, and the updated North Tyneside Cycling Design Guide attached at Appendix 2 of this report; and

2. authorise the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and the Cabinet Member for Environment, to make amendments to the North Tyneside Cycling Strategy and North Tyneside Cycling Design Guide from time to time to reflect national and local circumstances, policy and guidance.

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 24 March 2023.

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 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.

The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Behaviour Change Campaign
 - Deliver the council's Action on Climate Change behaviour change campaign.

- Travel
 - Creation of fully connected cycling network (LCWIP)
 - Cycling Parking at all key amenities
 - Bikeability, Cycle Training, Access to low-cost bicycles
 - Low Traffic Neighbourhoods and School Streets

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 fits with the Our North Tyneside Plan and its priority to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast, and to the transport objectives set out in the Carbon Net Zero 2030 Action Plan.

It also 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; and to the North Tyneside Local Plan, which aims to increase the opportunities for, and attractiveness of, cycling and give greater priority to people cycling, walking and wheeling. It reflects the objectives of 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

show a growing trend and increased by more than 60% between 2018 and 2022.

Over this 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 in October 2022 approved a process of public engagement on the updated draft North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out the design standards for cycling provision.

1.5.2 Public engagement

A process of public engagement was carried out over a six-week period on the North Tyneside Cycling Strategy and the updated version of the North Tyneside Cycling Design Guide, between 28 October and 9 December 2022. Twenty-three consultation responses were received. Of these, sixteen were from individuals, while the remainder included responses from public sector organisations such as National Highways and Nexus; representatives of voluntary sector organisations; and a response on behalf of the consortium of developers for the Killingworth Moor strategic site identified in the Local Plan.

Revisions have been made to specific aspects of the North Tyneside Cycling Strategy and North Tyneside Cycling Design Guide where appropriate to reflect feedback received as part of the engagement process. These have included strengthening wording in the strategy regarding multi-modal trips; making reference to relevant voluntary sector organisations in the appendices of the strategy; adding labels to maps in the LCWIP for additional clarity; and amendments to strengthen wording on the continuity of cycling routes in the Design Guide.

A summary of the responses received, and revisions to the Cycling Strategy and Design Guide proposed as a consequence of those responses, is attached at Appendix 3 to the report.

1.5.3 The updated Cycling Strategy and Design Guide

Cycling Strategy

The updated Cycling Strategy sets out five outcomes which it seeks to achieve, which fit with the aims of the North Tyneside Transport Strategy. Based on those aims, it then specifies the following actions to deliver 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 cycle 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 and multi modal trips
- 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 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. Its other indicators of success include greater participation in cycling training.

Assessment of cycling and walking routes

The National Cycling and Walking Investment Strategy encourages local authorities to carry out an assessment of strategic cycling routes and town centre walking and wheeling routes. Referred to as a Local Cycling and Walking Infrastructure Plan (LCWIP), this demonstrates that a strategic approach has been taken to identifying improvements to cycling, walking and wheeling infrastructure.

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.

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. Adopted in 2018, it 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 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.

1.6 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 updated North Tyneside Cycling Strategy which incorporates the Local Cycling and Walking Infrastructure Plan, and the updated North Tyneside Cycling Design Guide will reflect how the national, regional, and local policy context has developed since the strategy and Design Guide were approved in 2018; take account of views expressed during the process of public engagement; and assist in ensuring that the Authority is well placed to make the case for future investment in cycling, walking and wheeling.

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 Summary of responses to consultation

1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 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) [Cabinet report 17 October 2022](#) – North Tyneside Cycling Strategy

- (4) [Equality Impact Assessment](#) on the North Tyneside Cycling Strategy as appended to the Cabinet report of 17 October 2022
- (5) [North Tyneside Local Plan](#)
- (6) [North East Transport Plan](#)
- (7) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (8) [North Tyneside Joint Health and Wellbeing Strategy 2021-2025](#)
- (9) [North Tyneside Home to School/College Transport Policy](#)
- (10) [Tyneside Walking and Cycling Index](#)
- (11) Department for Transport – [Gear change: a bold vision for cycling and walking](#) (the Cycling and Walking Plan for England)
- (12) Department for Transport – [the second Cycling and Walking Investment Strategy \(CWIS2\)](#)
- (13) Department for Transport – [Local Cycling and Walking Infrastructure Plans: technical guidance](#)
- (14) 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 legislation that indicates that the approval of the Cycling Strategy is not 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 service areas including Public Health, Regeneration and Transport, and Sport and Leisure.

2.3.2 External Engagement

A process of public engagement has been undertaken as set out in section 1.5.2.

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 was undertaken prior to the process of public engagement as reported to Cabinet on 17 October 2022. Equality Impact Assessments will be undertaken where relevant to inform the delivery of projects and initiatives developed to achieve the aims of the strategy.

2.6 Risk management

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

2.7 Crime and disorder

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

2.8 Environment and sustainability

There are environment and sustainability benefits associated with the updated Cycling Strategy and Cycling Design Guide. The proposals set out in the documents seek to reduce carbon emissions and air pollution by supporting a shift to more sustainable modes of transport in preference to car or van use and support a number of objectives in the Carbon Net Zero 2030 Action Plan as described in section 1.4.

PART 3 - SIGN OFF

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

- Monitoring Officer

- Assistant Chief Executive