

North Tyneside Council

Report to Cabinet

Date: 29 June 2020

Title: North Tyneside Transport Strategy Annual Report

Portfolio: Environment and Transport	Cabinet Member: Councillor Carl Johnson
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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

PART 1

1.1 Executive Summary:

The North Tyneside Transport Strategy, adopted by Cabinet on 8 May 2017, 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", and sets out five principles which are key to achieving this.

The Strategy includes a commitment to provide Cabinet with an annual information report.

This report presents to Cabinet the 2019/20 information report.

1.2 Recommendation:

It is recommended that Cabinet notes the content of this report and associated supporting information contained within Appendices 1 and 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 22 May 2020.

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 2020 to 2024, in particular:

- Our people will:
 - Be ready for school

- Be ready for work and life
- Be healthy and well
- Our places will:
 - Recognise the climate emergency by further reducing the Borough's overall carbon footprint
 - Have an effective transport and physical infrastructure

1.5 Information:

1.5.1 Background

The North Tyneside Transport Strategy was adopted by Cabinet on 8 May 2017 and 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". It sets out five principles which are key to achieving this. In order to provide regular information about transport in North Tyneside the Transport Strategy contains a commitment to provide an annual information report to Cabinet.

Since the adoption of the Transport Strategy, the following policies and strategies relating to transport in North Tyneside have been revised:

- Supplementary Planning Document – Transport and Highways (LDD12) – adopted May 2017
- North Tyneside Parking Strategy – adopted February 2018
- Highway Asset Management Plan (HAMP) – adopted September 2017
- North Tyneside Cycling Strategy – adopted March 2018
- North Tyneside Travel Safety Strategy – adopted March 2018
- North Tyneside Network Management Plan – adopted October 2018
- North Tyneside Hackney Carriage and Private Hire Licensing Policy – adopted February 2020

One of the Transport Strategy's key principles involves reducing carbon emissions, by encouraging modal shift and taking part in regional initiatives to encourage wider adoption of low-carbon technologies in both vehicles and transport infrastructure.

The importance of this objective was magnified when full Council formally declared a Climate Emergency at its meeting on 25 July 2019. In declaring the climate emergency full Council set a target to halve the Authority's and the borough's carbon footprint by 2023. It also committed the Authority and the borough to being carbon neutral by 2050 in line with the national target.

Transport accounts for just over a third (34% in 2019) of the UK's carbon dioxide emissions, and since 2016 transport, rather than energy supply, has been the largest source of carbon dioxide emissions in the UK. In order to deliver the Authority's Climate Emergency aims it is therefore vital that the Authority meets its objectives and makes transport more sustainable.

Everyday cycling is a sustainable and healthy way of getting around the borough: switching car journeys to cycling helps improve local air quality and reduces traffic jams. The substantial increase in participation in cycling over recent months represents a vital opportunity which the Authority plans to capture by moving swiftly to provide more

protected cycling routes which will make it quicker and easier to get around the borough by cycle.

1.5.2 Performance

The annual information report is attached as Appendix 1. A Transport Strategy Data Factsheet summarising the key performance data for 2019/20 is included as Appendix 2.

The five principles of the Transport Strategy guide the Authority's actions and act as a framework for measuring performance. The annual information report summarises the Authority's performance against each of the principles below:

- Principle 1 – Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment;
- Principle 2 – Support economic growth; through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”;
- Principle 3 – Improve connectivity; with all parts of the borough, the region, the rest of the country and the world;
- Principle 4 – Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to; and
- Principle 5 – Manage demand; on transport networks and assets and address current and future transport challenges.

1.5.3 Summary of performance

The annual report covers the period 1 April 2019 to 31 March 2020 and sets out relevant local transport data over that period of time.

The Authority's programme of investment during 2019/20 has seen work proceed to deliver six major schemes to improve the operation of the Authority's transport network, support its Local Plan objectives and improve provision for sustainable travel. The Authority has improved traffic management technology on its network, while supporting the efficient operation of the network by improved management of road works by utility companies through the Streetworks permit system.

The report highlights that the numbers of road collisions, and associated casualties, continue to decrease in North Tyneside. Serious collisions decreased in 2019, which compares very positively with the regional picture, while slight collisions have more than halved since the baseline years 2005-09.

The figures suggest that the Authority's targeted major scheme investment has helped to reduce the number of collision cluster sites (those with more than five collisions over a three-year period within a 50m radius) – for the period 2017-19 there were six cluster sites, compared with seven in 2016-18 and nine in 2015-17 – although clearly there remains a need to continue the Authority's ongoing work to analyse and reduce road collisions. There is also a decreasing trend in the number of collisions which involve somebody cycling, even as everyday cycling becomes more popular.

To support the sustained growth in everyday cycling in North Tyneside, the Authority has continued to invest in high standard cycling infrastructure: for example, the Authority's

major scheme at the A189 Killingworth Road includes a 2.5km protected cycleway (phase 1 complete; developer-funded phase 2 to follow). Equally, it remains important to continue to engage in training which encourages people to travel more sustainably and supports road safety. Road safety education is offered in schools, and national standard 'Bikeability' cycling training is delivered to increasing numbers of children in the borough.

It will remain important to continue to engage with schools in the borough to encourage children and their parents to travel actively to school or use 'park and stride' rather than drive to school gates. Following North Tyneside's participation in the national pilot of the "School Streets" event, where the street outside a school was reserved for cycling and walking, working with Sustrans, there are opportunities to hold similar events more regularly. The Authority's ongoing 'Go Smarter' programme promotes the use of sustainable and active transport in schools, as well as involving children in identifying improvements to cycling and walking infrastructure, and is achieving a shift away from car use of up to 15%, which helps to support air quality and health objectives.

Since mid-March 2020, the COVID-19 pandemic has had substantial and wide-ranging effect on many aspects of people's life and work. As the Government begins to ease the national 'lockdown' measures, the ongoing restrictions on travel and requirement for social distancing will have a significant effect on how people travel for work and personal business and how goods are distributed. The Authority will continue to review the latest Government guidance so as to continue to manage the highway network safely and effectively whilst supporting residents, business and visitors during the recovery period. This will include looking at ways to continue to maximise the air quality benefits obtained during the lockdown period, while recognising the need to reduce carbon emissions from transport to address the climate emergency.

People in the borough have been cycling much more over the last three months, which has wide-ranging benefits for people's health, carbon reduction and air quality as well as reducing queues of cars on the highway network. The Authority plans to capture this opportunity by moving swiftly to provide more protected cycling routes which will make it quicker and easier to get around the borough by cycle, alongside supporting people's travel needs and local businesses in the new circumstances by reallocating road space to walking and cycling.

1.6 Decision options:

No decision is being taken by Cabinet. It is asked to note the content of the Transport Strategy Annual Information Report for 2019/20.

1.7 Appendices:

Appendix 1 – Transport Strategy Annual Information Report
Appendix 2 – Transport Strategy Data Factsheet

1.8 Contact officers:

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John Cram, Integrated Transport Officer, 0191 643 6122
Cathy Davison, Principal Accountant Investment (Capital) and Revenue, 0191 643 5727

1.9 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](#) (approved by Cabinet on 8 May 2017)
- (2) [Tyne and Wear third Local Transport Plan \(LTP3\)](#)
- (3) [North East Transport Manifesto](#)
- (4) [North Tyneside Local Plan](#)
- (5) [Supplementary Planning Document LDD12 – Transport and Highways](#)
- (6) [North Tyneside Travel Safety Strategy](#)
- (7) [North Tyneside Cycling Strategy](#)
- (8) [North Tyneside Parking Strategy](#)
- (9) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (10) [North Tyneside Network Management Plan](#)
- (11) [North Tyneside Joint Health and Wellbeing Strategy 2013-2023](#)
- (12) [North Tyneside Hackney Carriage and Private Hire Licensing Policy](#) (approved by Cabinet on 24 February 2020)
- (13) [Equality Impact Assessment - North Tyneside Transport Strategy](#)
- (14) [Bike Life Tyneside 2019 report](#)
- (15) [Cabinet report 20 January 2020](#) 'Tyneside Air Quality Plan'
- (16) [2019 UK greenhouse gas emissions, provisional figures](#) (National Statistics and Department for Business, Energy and Industrial Strategy)

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. This report provides the Annual Information Report relating to the North Tyneside Transport Strategy.

It is envisaged that all actions within the Transport Strategy itself can be delivered within existing budgets (the Local Transport Plan capital budget and Technical Services Partnership managed budget) or using specific external grant funding, where applicable. 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 Transport Strategy is not to be a matter for Cabinet.

2.3 Consultation/community engagement

There are no consultation or community engagement implications directly arising from this report. This report provides the Annual Information Report relating to the North Tyneside Transport Strategy.

Actions within the Transport Strategy itself involve engagement as appropriate: for example, the Authority continues to engage with schools in the borough to encourage children and their parents to travel actively to school or use 'park and stride' as described in section 1.5.3.

Major scheme investment delivered in the context of the Transport Strategy, such as the North Bank of the Tyne transport scheme, has involved considerable engagement with local residents, businesses and other stakeholders, including drop-in events, e-bulletins and updates via social media. The Authority also engaged extensively and constructively with residents in West Allotment to address a specific issue related to through traffic diverting along a local road, during the construction of Highways England's A19 Silverlink major scheme.

2.4 Human rights

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

2.5 Equalities and diversity

There are no equalities and diversity issues directly arising from this report. An Equality Impact Assessment was undertaken at the time of the approval of the Transport Strategy and was reviewed in June 2020 in light of the Covid-19 pandemic.

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 no environment and sustainability issues directly arising from this report.

PART 3 - SIGN OFF

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