North Tyneside Council
Report to Cabinet
Date: 28 June 2021

Title: North Tyneside Transport Strategy Annual Report

Portfolio:	Environment	Cabinet Member:	Councillor Sandra Graham

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 Authority is responsible for managing the borough's network of highways and cycling and walking routes, alongside a range of other transport responsibilities. The North Tyneside Transport Strategy, adopted by Cabinet on 8 May 2017, sets out the Authority's vision for transport in the borough.

The strategy 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. As transport is a major contributor to carbon emissions, it has a vital part to play in the Authority's response to its declaration of a Climate Emergency.

The purpose of this report is to fulfil the commitment within the Transport Strategy to provide Cabinet with an annual report outlining activities and trends relating to transport in the borough over the last year.

The report outlines that North Tyneside's transport network is becoming safer reflecting the Authority's significant and targeted investment in major schemes over recent years. Cycling is becoming even more prevalent as a way of getting around North Tyneside and air quality in the borough has been confirmed as compliant with legal standards.

The impact of the Covid-19 pandemic on travel patterns has made securing the shift away from car use difficult in the short term due to lower use of public transport, but this is recovering.

1.2 Recommendation:

It is recommended that Cabinet notes the content of this report and associated supporting information contained within **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 19 February 2021.

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 <u>Background</u>

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

- North Tyneside Home to School/College Transport Policy – refreshed 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. As part of ongoing efforts to reduce carbon emissions and improve local air quality, the Climate Emergency Action Plan sets out several key initiatives that the Authority will seek to deliver in the coming years.

1.5.2 Performance

The annual report, attached as Appendix 1, covers the period 1 April 2020 to 31 March 2021 and sets out relevant local transport data over that period of time. A Transport Strategy Data Factsheet summarising the key performance data for 2020/21 is included as Appendix B to the annual information report. A further factsheet which highlights the changes in travel following the Covid-19 pandemic is included as Appendix C to the annual information report.

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

Road safety, cycling and walking

The report indicates that North Tyneside's transport network is becoming safer: the number of road accident cluster sites continues to decrease, from six in 2019 to five in 2020, which reflects the Authority's targeted major scheme investment over recent years. The total number of road collisions decreased by 17% in 2020, having shown a broadly steady trend over the previous three years, while collisions involving cycling were below the 2018 level, although higher than 2019 against a background of increased cycling. 2020 also saw a decrease of 32% in pedestrian casualties, which, except for a c.30% lower figure in 2017, had been at a similar level over recent years.

Cycling is becoming even more important as a way of getting around North Tyneside, with cycling trips increasing by 59% in the last year, much higher growth than was seen in Tyne and Wear as a whole. This was enabled in part by temporary cycling schemes including the 4km pop-up cycleway along the coastal strip. To support the growth in everyday cycling in North Tyneside, the Authority continues to invest in cycling infrastructure and continues to seek opportunities to improve our cycling network. This is demonstrated through the upcoming investment in the 14km of new strategic cycle network to be delivered between 2021 and 2023.

Air quality throughout the borough has been confirmed as compliant with legal standards, assisted by recent measures such as retrofitting technology to reduce emissions from buses on the A1058 Coast Road.

However, the impact of the Covid-19 pandemic on travel patterns means that securing a shift away from car use has been difficult in the short term, and overall motor traffic volumes in April-May 2021 were slightly greater than pre-Covid levels. Public transport use, although still generally below half of pre-Covid levels, is showing a recovering trend.

Supporting our economy and improving connectivity

The Authority's investment has helped North Tyneside's transport network to flow better, with £18m invested over recent years, largely from external funding, in targeted major schemes. This has addressed pressures at specific locations on the network and improved accessibility to destinations including major employment sites, helping to support the borough's economy and assist in the delivery of the Local Plan objectives.

Alongside this, the Authority continues to deliver an annual programme of local transport improvements which helps to address issues identified from transport data or raised by members or residents, with 14 local road safety schemes being delivered in the past year.

Enabling smart choices

The Authority's work with local schools has seen a substantial rise in sustainable travel, from 69% to 88%, at the four schools where 'School Streets' have been introduced on an 18-month trial basis, with the streets outside the school gates reserved for walking and cycling at the start and end of the school day, with children and their parents encouraged to travel actively or use 'park and stride'.

Work with schools also involves helps to develop young people's skills to walk and cycle safely. The Authority offers national standard 'Bikeability' cycling training to schools across the borough and, although impacted by Covid-19 restrictions, 651 training places

were delivered in 2020/21; road safety education is also offered in schools. Through its ongoing 'Go Smarter' programme, the Authority promotes the use of sustainable and active transport in schools, as well as involving children in identifying improvements to cycling and walking infrastructure.

The Authority has also secured funding for a fleet of pedal-powered, electrically assisted e-Cargo bikes to help improve air quality, promote sustainable travel and support local businesses in making smarter travel choices.

Managing demand and addressing challenges

Following the first national lockdown to prevent the spread of Covid-19 in March 2020, the Authority moved promptly to re-start the provision of highways services, including highway maintenance, car park management and the School Crossing Patrol service, helping to address challenges around Covid-19 recovery.

In addition, the Authority helped local businesses to resume trading by introducing a temporary 'pavement licence' for cafés, pubs and restaurants to place chairs and tables outside their premises to assist in the hospitality sector's Covid-19 recovery.

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 2020/21.

1.7   Appendices:

Appendix 1 – Transport Strategy Annual Information Report

1.8   Contact officers:

Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620
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)   North East Transport Plan

(3)   North Tyneside Local Plan

(4)   Supplementary Planning Document LDD12 – Transport and Highways

(5)   North Tyneside Travel Safety Strategy

(6)   North Tyneside Cycling Strategy

(7)   North Tyneside Parking Strategy

(8) [North Tyneside Highway Asset Management Plan (HAMP)](#)

(9) [North Tyneside Network Management Plan](#)

(10) [North Tyneside Joint Health and Wellbeing Strategy 2013-2023](#)

(11) [North Tyneside Hackney Carriage and Private Hire Licensing Policy](#)

(12) [North Tyneside Home to School/College Transport Policy](#)

(13) [Equality Impact Assessment](#) – North Tyneside Transport Strategy

(14) [Cabinet report 29 June 2020](#) – Covid-19 – A Framework for Recovery in North Tyneside

(15) [Bike Life Tyneside 2019 report](#)

(16) [Cabinet report 20 January 2020](#) 'Tyneside Air Quality Plan'

(17) [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.

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 | X |

- Head(s) of Service | X |

- Mayor/Cabinet Member(s) | X |

- Chief Finance Officer | X |

- Monitoring Officer | X |

- Head of Corporate Strategy
  and Customer Service | X |