

North Tyneside Council

Report to Cabinet

Date: 18 October 2021

Title: North Tyneside Transport Strategy

Portfolio: Deputy Mayor	Cabinet Member: Councillor Carl Johnson
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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:

The purpose of this report is to seek Cabinet's approval for the revised North Tyneside Transport Strategy ('the Strategy').

The Strategy, which was originally approved by Cabinet in May 2017, has been revised to more fully reflect subsequent developments such as the Authority's declaration of a climate emergency, the adoption of the North East Transport Plan by the regional Joint Transport Committee, and the priorities of the 'Our North Tyneside Council Plan 2021 to 2025'.

The revised strategy will explain the Authority's transport vision and will continue to be used to shape future decisions of the Authority, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives, and support the implementation of the North Tyneside Local Plan.

Cabinet is also asked to note the work that is underway to update, where appropriate, a number of policies and strategies specific to transport matters which sit under this overarching strategy.

1.2 Recommendation:

It is recommended that Cabinet:

- i. approves the revised North Tyneside Transport Strategy attached as Appendix 1 to this report; and

- ii. notes the work that is underway, as outlined in section 1.5.6 below, to update, where appropriate, the Authority's policies and strategies specific to transport matters to ensure their continued alignment with the North Tyneside Transport Strategy.

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 6 August 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 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 secure North Tyneside
 - We will continue to invest an additional £2m per year on 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

Transport is an important part of everyone's lives. It supports the economy, society and communities. It is important that the Authority has a clear policy direction to guide its strategic planning and day-to-day responsibilities. This is reflected in a number of priorities in the 'Our North Tyneside Council Plan 2021 to 2025', which relate to matters including regeneration, roads and pavements, safe walking and cycling, and taking steps and seeking investment to make the borough carbon net-zero by 2030 (see section 1.4 above).

The North Tyneside Transport Strategy was adopted by Cabinet in May 2017. The strategy has been revised and updated, taking account of recent developments such as the adoption of the North East Transport Plan by the regional Joint Transport Committee in March 2021. The revised version of the strategy is attached to this report as Appendix 1.

The strategy sets out the Authority's transport vision and will be used to shape its future decisions; influence sub-regional, regional and national issues; support future funding bids for transport-related projects or initiatives; and support the implementation of the North Tyneside Local Plan.

1.5.2 National and Regional Context

This local strategy has been prepared with a clear eye on the national and regional context. Transport policy is set nationally and includes economic development and planning policy guidance, as well as guidance issued by the Department for Transport.

In addition, the statutory sub-national transport body, Transport for the North (TfN), brings together the local transport authorities across Northern England to develop and deliver strategic transport priorities.

At regional level, the North East Transport Plan, which covers the period 2021 to 2035, was prepared by Transport North East (TNE) and, following public consultation, was approved by the North East Joint Transport Committee in March 2021. This links to the Strategic Economic Plan for the North East developed by the North East Local Enterprise Partnership (LEP).

1.5.3 Evidence base

In addition to the national and regional policy context described above, the draft North Tyneside Transport Strategy has been developed using an evidence base. This includes, for example, feedback received from enquiries made to the Authority, including social media, and enquiries made by ward councillors; the views of residents as expressed in successive Residents' Surveys; the objectives of the 'Our North Tyneside' Council Plan; data from the Office of National Statistics, such as census data; and technical data relating to the borough's transport networks.

For example – taking account of the Our North Tyneside Plan's aim to take steps and seek investment to make the borough carbon net-zero by 2030; the Authority's climate emergency declaration; and technical data showing the borough's transport CO₂ emissions showed less of a decrease than its overall CO₂ emissions – one of the Strategy's five principles now relates specifically to reducing carbon emissions from transport.

Reflecting this, and also taking account of National Statistics data which shows how the number of zero-emission vehicles (ZEVs) registered in the borough is increasing, a specific aim has also been included to support the shift to ZEVs in place of petrol and diesel vehicles. Equally, the 2019 residents' survey highlighted that keeping the borough's roads and pavements well maintained continues to be an important consideration for residents, and accordingly this has been retained as an aim within the Strategy.

1.5.4 Context and challenges

North Tyneside is already very well connected locally, regionally, nationally and internationally. Alongside the Authority's economic, environmental, housing offer and its education system, the borough is already a destination of choice for people, businesses and visitors. There are challenges ahead in order to maintain the Authority's success which needs to be addressed through the Strategy.

It is known through the lifetime of the Local Plan, adopted in 2017, the Borough is set to grow with more people, more jobs and more homes. The population is set to grow to 219,500 by 2032. More homes will be required to support this. Significant employment sites are being developed and town and district centres will continue to play a vital role.

The Covid-19 pandemic had wide-ranging impacts – including on public transport patronage, movement towards a digital commute and wider changes in working patterns – and recovering from the pandemic will pose a number of challenges. The Authority has declared a climate emergency and transport emissions currently make up 35% of the borough’s carbon footprint.

Car ownership has increased and many historic areas of North Tyneside were constructed before the era of widespread car ownership, which can present challenges in balancing the travel needs of residents, local businesses and visitors. In addition, most people travel to work by car which puts the road network under pressure. Travel to work involves two-way flows with residents travelling out of the borough and those that live elsewhere travelling in.

The types of transport people use however is changing, for example cycling in the borough has shown a pronounced increase. Public transport patronage declined following the Covid-19 pandemic and associated changes to working practices: while it has since shown some recovery, the ‘Vision for Buses’ approved by the North East Joint Transport Committee in July 2021 notes that there is more to be done to encourage more people on to public transport in preference to car travel.

The 2019 residents’ survey highlighted that keeping the Borough’s roads and pavements well maintained continues to be an important consideration for residents. Safe, affordable transport has been identified as a priority by young people’s representatives, recognising that this supports young people’s ability to travel independently and access education and work.

1.5.5 Definition and Principles

Reflecting the priorities of the ‘Our North Tyneside Council Plan 2021 to 2025’; the North East Transport Plan; and the Authority’s declaration of a climate emergency, the vision for the North Tyneside Transport Strategy is:

“Moving to a green, healthy, dynamic and thriving North Tyneside”

This has been translated into five principles that will guide the Authority’s actions and against which the Authority will measure performance. The updated five principles are:

i. Reduce carbon emissions from transport

This relates to the climate emergency and the Authority’s commitment to publish an action plan of the steps it will take and the national investment it will seek to make North Tyneside carbon net-zero by 2030. The Authority aims to deliver this by, for example, supporting a change in culture which prompts people to use more sustainable forms of transport, and supporting a shift to electric vehicles and other zero-emission vehicles in place of petrol or diesel vehicles.

ii. Improve health outcomes

This relates to people, communities and the local environment. The Authority aims to deliver this by, for example, encouraging a shift to more sustainable modes of transport by giving them greater priority in design, promotion and partnerships. Traveller safety will also be key to the Authority’s thinking.

iii. Support inclusive economic growth

This addresses effective movement for people, businesses and goods and seeks to support the aims of the Authority's Inclusive Economy Strategy, the North of Tyne Inclusive Economy Policy Statement and the North East LEP's Strategic Economic Plan, which sets out the regional aim of 'more and better jobs'. The Authority aims to deliver this by, for example, further enhancing the attractiveness of town and district centres for residents and visitors and implementing targeted major transport improvement schemes.

iv. Improve connectivity

This ensures that North Tyneside is connected with all parts of the region, the rest of the country and the world. The Authority aims to deliver this by means such as improving interchange between different forms of transport. For example, the construction of a rail station alongside Northumberland Park Metro station will present improved opportunities for interchange with bus and Metro for travel to employment destinations in North Tyneside.

v. Manage demand and enable smart choices for all

This ensures a focus on demand management on transport networks and assets and addressing current and future transport challenges. The Authority aims to deliver this by, for example, supporting the use of smart technology to improve travel information, putting walking and cycling first, and enabling parking at the right time in the right place at the right price.

1.5.6 Next Steps

The Authority's policies and strategies specific to transport matters are currently being updated, where appropriate, to ensure their continued alignment with the North Tyneside Transport Strategy. These are outlined in Annex 2 of the document. Approval will be sought by Cabinet and/or the appropriate decision-maker.

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 of the updated strategy will allow the Authority to shape its future decisions, influence sub-regional, regional and national issues, support future funding bids for

transport-related projects or initiatives and support the implementation of the North Tyneside Local Plan.

1.8 Appendices:

Appendix 1 – North Tyneside Transport Strategy (final draft for approval)

Appendix 2 – Equality Impact Assessment (EIA)

1.9 Contact officers:

Paul Dowling, Service Manager Regeneration and Transport, 0345 2000 101

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

Cathy Davison, Principal Accountant Investment (Capital) and Revenue, 0191 643 5727

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](#) (existing strategy approved by Cabinet on 8 May 2017)
- (2) [North Tyneside Local Plan](#)
- (3) [North East Transport Plan](#)
- (4) [North East Vision for Buses](#)

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.

Specified transport functions of the Authority must be exercised through the North East Joint Transport Committee which is a joint committee of the Durham, Gateshead, South Tyneside and Sunderland Combined Authority (known as the “North East Combined Authority”) and the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (known as the “North of Tyne Combined Authority”) established in accordance with the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018. Some of Authority’s

transport functions are exercised through the Joint Transport Committee's 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. The regional North East Transport Plan was approved by the Joint Transport Committee in March 2021.

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 Highways Act 1980, the Road Traffic Act 1988, the Traffic Management Act 2004 or the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 that indicates that the Transport Strategy is not to be a matter for Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has involved the Deputy Mayor, the Cabinet Member for Environment, the Director of Regeneration and Economic Development and the Director of Environment, Housing and Leisure.

2.3.2 External Engagement

The strategy has been developed using an evidence base. This is outlined in section 1.5.3 of the report.

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 2.

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

The strategy aims to improve environmental sustainability through promoting active travel, encouraging a shift to more sustainable modes of transport and improving safety for all road users while increasing cycling and walking. The strategy also aims to improve public transport and connectivity. Collectively these actions will help to reduce transport-related carbon emissions in the borough.

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