

North Tyneside Council

Report to Cabinet

Date: 1 August 2022

Title: North Tyneside Transport Strategy Annual Report

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham
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Report from Service

Area: 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 Authority is responsible for managing the borough's network of highways, cycling, wheeling and walking routes, alongside a range of other transport responsibilities. The North Tyneside Transport Strategy was originally adopted in 2017 and an updated version was approved by Cabinet on 18 October 2021. The document 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 over recent years. Cycling is becoming even more prevalent as a way of getting around North Tyneside and the Authority continues to develop the 'Go Smarter' activities delivered through schools, including road safety education and Bikeability cycling training.

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 8 April 2022.

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 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

1.5 Information:

1.5.1 Background

The updated North Tyneside Transport Strategy was approved by Cabinet on 18 October 2021 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 Transport Strategy was originally adopted in 2017, the following policies and strategies relating to transport in North Tyneside have been adopted; work is underway

to update certain of these documents to reflect the revised Transport Strategy adopted in 2021:

- Transport and Highways Supplementary Planning Document (SPD) – adopted May 2017; updated version in preparation
- Highway Asset Management Plan (HAMP) – adopted September 2017
- North Tyneside Parking Strategy – adopted February 2018; updated version prepared
- 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 Zero Emission Vehicles (ZEV) Strategy – adopted November 2021
- 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 emphasised when full Council formally declared a Climate Emergency at its meeting on 25 July 2019.

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 carbon net-zero aims it is therefore vital that the Authority meets its objectives and makes transport more sustainable. The Our North Tyneside Plan commits the Authority to publishing 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.

1.5.2 Performance

The annual report, attached as Appendix 1, covers the period 1 April 2021 to 31 March 2022 and sets out relevant local transport data. A Transport Strategy Data Factsheet summarising the key performance data for 2021/22 is included as Appendix B 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 – Reduce carbon emissions from transport;
- Principle 2 – Improve health outcomes;
- Principle 3 – Support inclusive economic growth;
- Principle 4 – Improve connectivity; and
- Principle 5 – Manage demand and enable smart choices for all.

1.5.3 Summary of performance

Principle 1 – Reduce carbon emissions from transport

Transport emissions constituted c.36% of carbon emissions in the borough in 2019. The Authority is investing in measures which help to reduce carbon emissions from transport to support the Authority's carbon net zero aspirations, and has adopted the first Zero Emission Vehicles Strategy for the borough.

Principle 2 – Improve health outcomes

Cycling in the borough continues to grow, having increased by more than 60% over four years.

The Authority continues to expand provision of School Streets schemes in the borough, supporting children and their families to get to school by walking, cycling or 'park and stride'.

The Authority continues to develop its road safety education and Bikeability cycling training offer in schools, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance.

The total number of road casualties in North Tyneside declined in 2021. The three-year average figures for 2019-21 also showed a decrease in casualties compared with the baseline.

The Authority continues to invest in the borough's highway network and in local road safety, network management and maintenance schemes.

Principle 3 – Support inclusive economic growth

The Authority has commenced implementation of its masterplan for North Shields and is committed to developing masterplans for Wallsend and Whitley Bay town centres, and to bring investment to the North West of the borough and ensure regeneration has benefits for all residents, in accordance with the Our North Tyneside Plan 2021-2025.

The Authority continues to deliver its programme of transport schemes, with substantial external funding, and is delivering improvements at West Moor roundabout, Weetslade roundabout and A191 New York Bypass-Rake Lane.

Principle 4 – Improve connectivity

The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough, and targeted schemes which support public transport movements, in 2022/23. This investment is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

The scheme at A191 New York Bypass-Rake Lane will see the Authority install significant improvements to 2km of its strategic cycle network: this will include a redesigned roundabout with segregated provision for cycling and walking, the first of its kind in the North East.

The Authority will deliver a new bus interchange, and embankment walkway linking to the Fish Quay, as part of its North Shields masterplan, with the use of £19.1m of external funding secured from the Transforming Cities Fund.

The Authority continues to support the delivery by Northumberland County Council of the Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle, with a station at Northumberland Park, which will support accessibility to employment by more sustainable modes.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough; the Authority works with Nexus as appropriate on aspects of the process to facilitate this project.

The Authority, through Transport North East, works with partners in the North East on the preparation of a proposed Enhanced Partnership with local bus operators. In line with Government guidance, this could support the delivery of bus priority measures and new ticketing products to benefit bus users and encourage a shift from car use to public transport.

Principle 5 – Manage demand and enable smart choice for all

The Authority is committed to managing the transport network so that it operates effectively and efficiently for all highway users, including public transport, cycling, wheeling and walking.

The Authority actively manages street works requests from utilities and their contractors, with 28% of permit requests being challenged or modified in 2021/22, and a good compliance rate on site.

The Authority has been successful in obtaining external funding to improve technology in the highway to support improved efficiency in network management.

1.6 Decision options:

No decision is being taken by Cabinet. It is asked to note the content of the Transport Strategy Annual Report for 2021/22.

1.7 Appendices:

Appendix 1 – North Tyneside Transport Strategy Annual Report for 2021/22

1.8 Contact officers:

Paul Dowling, Head of Regeneration and Transport, 0345 2000 101
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

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](#) (updated strategy approved by Cabinet on 18 October 2021)
- (2) [North East Transport Plan](#)

- (3) [North Tyneside Local Plan](#)
- (4) [Transport and Highways Supplementary Planning Document \(SPD\)](#)
- (5) [North Tyneside Travel Safety Strategy](#)
- (6) [North Tyneside Cycling Strategy](#)
- (7) [North Tyneside Parking Strategy](#)
- (8) [North Tyneside Network Management Plan](#)
- (9) [North Tyneside Zero Emission Vehicles \(ZEV\) Strategy](#)
- (10) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (11) [North Tyneside Joint Health and Wellbeing Strategy 2021-2025](#)
- (12) [North Tyneside Hackney Carriage and Private Hire Licensing Policy](#)
- (13) [North Tyneside Home to School/College Transport Policy](#)
- (14) [Equality Impact Assessment](#) – North Tyneside Transport Strategy
- (15) [Tyneside Walking and Cycling Index](#)
- (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 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 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 implications directly arising from this report. An Equality Impact Assessment, which is a live background document to this report, was undertaken at the time of the approval of the updated North Tyneside Transport Strategy in October 2021. It identified the positive impacts the strategy will have on age, disability and sex.

There are a number of initiatives within the Transport Strategy Annual Report that focus on:

- The safety, training and encouragement of active travel for young people
- Trends by age and sex so the Authority and partners can develop suitable initiatives (examples, collision trends and the Tyneside Walking and Cycling Index)
- Implementation of schemes to assist wheeling users (including disabled) on the network

2.6 Risk management

There are no risk management implications directly arising 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 directly arising 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
- Director(s) of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X