

# North Tyneside Council Report to Cabinet Date: 12 March 2018

## ITEM 5(d)

Title: North Tyneside  
Cycling Strategy

Portfolio(s): Housing and Transport

Cabinet Member(s): Councillor John  
Harrison

### 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:

As identified in the Our North Tyneside Plan, the Local Plan and the North Tyneside Transport Strategy, cycling is an important means of transport. Replacing motorised journeys makes our transport system more sustainable. It also improves health and wellbeing and can contribute to 150 minutes of physical activity per week for adults as recommended by the UK Chief Medical Officers.

A strategic approach to cycling is essential in order to deliver aspects of the Our North Tyneside Plan, the Local Plan and the North Tyneside Transport Strategy. It is proposed that this approach will focus activity on:

- i. growing everyday cycling so that more people benefit and the environment does too;
- ii. wherever possible, improving the borough's infrastructure and information to support that growth; and
- iii. providing some design guidance to make sure that infrastructure is in line with best and emerging practice.

On 15 January 2018, Cabinet gave approval to commence a process of public engagement on the draft North Tyneside Cycling Strategy ('the draft Strategy') and engagement with user groups on the draft North Tyneside Cycling Design Guide ('the draft Design Guide'). That engagement has now been completed and this report presents the final drafts of both documents having taken into account the comments received.

### 1.2 Recommendation(s):

It is recommended that Cabinet adopt:

- a) the North Tyneside Cycling Strategy attached as Appendix 1 to this report; and
- b) North Tyneside Cycling Design Guide attached as Appendix 2 to this report.

### 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 12 February 2018.

### 1.4 Council Plan and Policy Framework

The proposals in this report relate to a number of priorities in Our North Tyneside Plan 2018-2020; in particular:

- Our people will:
  - Be ready for school – giving our children and their families the best start in life
- Our places will:
  - Provide a clean, green, healthy, attractive, safe and sustainable environment. This will involve creating a cycle friendly borough, investing in energy efficiency schemes and by encouraging more recycling.
  - Have an effective transport and physical infrastructure - including our roads, pavements, street lighting, drainage and public transport.

### 1.5 Information:

#### 1.5.1 Background

More than two million adults in the UK regularly ride a bicycle and the 2011 Census showed the number of people cycling to work had increased by 14%. Increasingly, people are choosing to cycle as a practical way to get to and from work, school and shops as well as a popular recreational activity.

In the North East, the 2011 Census showed that almost 20,000 people regularly cycle to work. Cycling tourism on long-distance routes such as the Coast and Castles is also a valuable contributor to the region's economy.

Cycling is growing in North Tyneside: the proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011. Cycling in North Tyneside has trebled in the past decade, measured by automatic counters on routes throughout the borough.

Physical activity can reduce the risk of major illnesses, such as heart disease, stroke, type 2 diabetes and cancer by up to 50% and lower the risk of early death by up to 30%. Currently in North Tyneside 67% of adults are estimated to meet the UK Chief Medical Officers recommendations for physical activity of 150 minutes of moderate intensity physical activity each week. The easiest way to get more of the population moving is to make activity part of everyday life, such as cycling instead of using the car to get around.

#### 1.5.2 Success so far

In response to this changing picture the Authority has invested in cycling to deliver improvements. The Authority has:

- i. encouraged more people to cycle, e.g. by delivering Bikeability cycling training in schools and taking part in the regional Go Smarter programme of initiatives to support sustainable and active travel; and

- ii. designed cycling into seven large transport schemes worth £27.3m which have improved routes and crossing points.

As a result we have seen growth in cycling to work, as demonstrated by Census data, and cycling to school.

### 1.5.3 Strategic context for cycling

Cycling in the borough is considered as part of a broader strategic context, which is made up of:

- i. Our North Tyneside Plan 2018 - 2020;
- ii. the Local Plan 2017 - 2032;
- iii. the Health and Wellbeing Strategy 2013 - 2023;
- iv. the North Tyneside Transport Strategy;
- v. Local Development Document LDD12 – Transport and Highways;
- vi. the North Tyneside Highway Asset Management Plan (HAMP); and
- vii. the North Tyneside Network Management Plan.

The North Tyneside Transport Strategy sets out aims to increase cycling, promote active forms of travel and give them greater priority in design. The Local Plan aims to ensure sustainable access throughout the borough and make walking and cycling an attractive and safe choice for all.

This means that for cycling it is essential to focus on securing the following outcomes, which directly link to the North Tyneside Transport Strategy:

- i. helping more people to cycle;
- ii. helping to improve cycling safety;
- iii. designing cycling into our highways and infrastructure investment;
- iv. delivering a continuous network of strategic cycle routes; and
- v. helping more residents to be physically active.

### 1.5.4 Proposed actions for cycling

In the period of this Strategy it is intended to:

- i. deliver and support cycling initiatives which support health, safety and sustainability, e.g. cycling training;
- ii. develop a network of routes suitable for everyday cycling, designed in line with good practice;
- iii. improve connectivity between cycling and other forms of transport, making it easier to cycle as part of a longer journey;
- iv. use digital information to improve the operation of our highway network and support cycling and walking and associated communication;
- v. design cycling into our highways and infrastructure investment and regeneration projects.

### 1.5.5 Indicators of success

It will be clear that these aims are being met when:

- i. more cycling trips are being made in the borough;
- ii. there is more participation in cycle training and the Go Smarter in North Tyneside programme for schools;

- iii. more workplaces in the borough have the facilities and initiatives to encourage cycling to work; and
- iv. our cycling infrastructure is improved in line with good practice to create a continuous network.

#### 1.5.6 Cycling Design Guidance

The draft Design Guide sets out requirements for the design of infrastructure, which supports everyday cycling: this guide is to be applicable to all highway projects, not only those where cycling is the primary focus. The draft Design Guide adds further detail of the Authority's requirements following the approval by Cabinet in May 2017 of the revised Supplementary Planning Document LDD12 – Transport and Highways.

#### 1.5.7 Consultation and Engagement

On 15 January 2018, Cabinet gave approval to commence a process of public engagement on the draft Strategy and a process of engagement with user groups (including Sustrans) on the draft Design Guide.

The draft Strategy was made available on the Authority's website, and in hard copy at libraries and Customer First Centres, for residents to read and comment. Copies were also sent to neighbouring local authorities. The draft Strategy was sent by email to all Members, and further engagement with Members was carried out through Members' briefing sessions on 6 and 7 February 2018. The draft Strategy was considered at the meetings of Economic Prosperity Sub-Committee on 17 January 2018 and 14 February 2018.

The draft Strategy and a link to the draft Design Guide were circulated to user groups: a stakeholder workshop with user groups was held on 6 February 2018 to discuss both documents.

The Authority received 46 responses during the engagement process which were overwhelmingly positive with the majority strongly agreeing with the proposals. Over 36 different points or suggestions were made and these have been summarised along with the action taken in Appendix 3 of this report.

### **1.6 Decision options:**

The following decision options are available for consideration by Cabinet:

#### Option 1

Cabinet approves the recommendations at paragraph 1.2 of this report.

#### Option 2

Cabinet does not approve the recommendations at paragraph 1.2 of this report.

Option 1 is the recommended option.

### **1.7 Reasons for recommended option:**

Approval of the draft Strategy and draft Design Guide will clearly set out the Authority's aspirations for cycling in the borough, in accordance with the adopted North Tyneside Transport Strategy, and allow the Authority to secure improvements through the planning process, shape future decisions and support future funding bids for transport-related projects or initiatives.

## 1.8 Appendices:

- Appendix 1 – Draft North Tyneside Cycling Strategy
- Appendix 2 – Draft North Tyneside Cycling Design Guide
- Appendix 3 – Summary of responses to Cycling Strategy engagement
- Appendix 4 – EIA Cycling Strategy

## 1.9 Contact officers:

Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620  
Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
John Cram, Integrated Transport Officer, 0191 643 6122  
Alison Campbell, Senior Business Partner, 0191 643 7038  
Nicholas Bryan, Highway Network Manager, Capita, 0191 643 4808

## 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 (approved by Cabinet on 8 May 2017)  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=568803&p\\_subjectCategory=41](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41)
- (2) Cabinet report 15 January 2017 'North Tyneside Cycling Strategy engagement'  
<http://my.northtyneside.gov.uk/meeting/18780>
- (3) Cabinet report 14 December 2015 'Cycling Strategy – Response to Overview, Scrutiny and Policy Development Committee Sub Group Report'  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=563584&p\\_subjectCategory=41](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=563584&p_subjectCategory=41)
- (4) Tyne and Wear third Local Transport Plan (LTP3)  
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>
- (5) North East Combined Authority (NECA) Transport Manifesto  
<http://www.northeastca.gov.uk/local-transport-plan>
- (6) North Tyneside Cycling Strategy (existing strategy adopted in 2010)  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=511505&p\\_subjectCategory=41](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=511505&p_subjectCategory=41) (6e)
- (7) Supplementary Planning Document LDD12 – Transport and Highways  
<http://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/transport.pdf>
- (8) North Tyneside Road Safety Strategy  
[http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=559254](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=559254)
- (9) North Tyneside Highway Asset Management Plan (HAMP)  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=527383&p\\_subjectCategory=380](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=527383&p_subjectCategory=380)

- (10) North Tyneside Network Management Plan  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=569773&p\\_subjectCategory=41](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=569773&p_subjectCategory=41)
- (11) North Tyneside Joint Health and Wellbeing Strategy 2013-2023  
[http://www.northtyneside.gov.uk/browse-display.shtml?p\\_ID=537759&p\\_subjectCategory=387](http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=537759&p_subjectCategory=387)
- (12) Towards An Active Nation Strategy 2016-2021, Sport England  
<https://www.sportengland.org/media/10629/sport-england-towards-an-active-nation.pdf>
- (13) Everybody Active Everyday, Public Health England October 2014  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/374914/Framework\\_13.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374914/Framework_13.pdf)
- (14) Public Health Outcomes Framework, Public Health England May 2016  
<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

It is envisaged that all actions within the proposed Cycling Strategy 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**

There are no legal implications arising directly from this report. The strategy aims to set the vision and policy direction for cycling within the context of the North Tyneside Transport Strategy.

The Authority however is responsible for undertaking a number of transport-related functions and statutory duties under relevant legislation, for example: under the Highways Act 1980 the Authority has a statutory duty to maintain the adopted highway network; under the Road Traffic Act 1988 it has a duty to promote road safety; the Traffic Management Act 2004 places a duty on the Authority to secure the expeditious movement of traffic (including walking and cycling); and under the Education Act 1996, e.g. to promote the use of sustainable travel and transport for access to education. These obligations are discharged via specific policies, plans and programmes which are approved by the relevant decision-making forum.

The Authority works with the North East Combined Authority, which is the statutory local transport authority for the area, on a range of transport-related matters including some aspects of cycling.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal Consultation**

Internal consultation has involved the Cabinet Member for Housing and Transport and the Head of Environment, Housing and Leisure.

### **2.3.2 External Consultation**

A process of engagement has been carried out as described in paragraph 1.5.7 of the report.

## **2.4 Human rights**

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

## **2.5 Equalities and diversity**

There are no adverse equality and diversity implications directly arising from this report. An Equality Impact Assessment has been undertaken and is included as Appendix 4 to this report.

## **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 adverse environment and sustainability implications arising directly from this report. The proposals in the report seek to secure increased levels of cycling which, by replacing motorised journeys, would have positive impacts in terms of reduced carbon emissions and improved local air quality.

## **PART 3 - SIGN OFF**

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