

# North Tyneside Council Report to Cabinet Date: 28 May 2019

## ITEM 5(e)

Title: North Tyneside  
Transport Strategy  
Annual Report

Portfolio: Environment and Transport

Cabinet Member:

Councillor Carl  
Johnson

### 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 provides a commitment to report progress on delivery of it to Cabinet on an annual basis. The purpose of this report is therefore to present information to Cabinet to in order to fulfil that commitment.

### 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 25 April 2019.

### 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
  - Be ready for work and life

- Our places will:
  - Have an effective transport and physical infrastructure

## **1.5 Information:**

### **1.5.1 Background**

The Authority is committed to improving environmental sustainability and helping to tackle climate change. Our transport system is a critical element in progressing towards these aims. Achieving this includes recognising where good progress is being made, such as growth in sustainable transport at schools which have taken part in our Go Smarter programme, and improvements to our cycling network and increases in everyday cycling. Equally it involves coming to terms with emerging challenges, such as the need to play our part in improving air quality for everyone, and enabling people to make the switch away from petrol and diesel to electric vehicles.

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, most recently the Network Management Plan in October 2018; this has ensured that the Authority's policies and strategies which are specific to transport are aligned with the Transport Strategy:

- 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

The purpose of the annual information report, included as Appendix 1, is to demonstrate progress against delivery of the Transport Strategy.

### **1.5.2 Performance in 2018/19**

The annual information report is attached as Appendix 1. A Transport Strategy Data Factsheet summarising the key performance data for 2018/19 is included as Appendix 2.

The five principles of the Transport Strategy guide our actions and act as a framework for measuring performance. The annual information report summarises our 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 Against the Strategic Principles

- **Principle 1 – Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment**

The number of road collisions in North Tyneside continues to show a decreasing trend. The number of collision cluster sites has also fallen from nine to seven, which provides an indication that the Authority’s highway investment programme has helped to improve conditions at junctions where collisions were concentrated. The growth in cycling in North Tyneside is welcome, however in order to help address the number of collisions involving cyclists there is a continued need to invest in high standard cycling infrastructure, e.g. the major scheme currently under construction at A189 Killingworth Road, which includes a 2.5km protected cycleway. Equally, it remains important to participate in campaigns which promote and support road safety.

The annual data from cycle counters indicates growth in cycling trips ahead of our target, and the Authority is supporting increased participation in everyday cycling, e.g. by delivering Bikeability training in schools across the borough.

- **Principle 2 – Support economic growth; through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”**

The recent substantial completion of the Highways England major project to convert A19-A1058 Silverlink junction to a fully grade separated interchange is already having positive results on the local road network, with adjacent routes to the A19 becoming less congested as traffic reverts back to this strategic route. When combined with future proposals for the Tyne Tunnel toll payment system under which more vehicles could pay the toll on a free-flow basis, the journey experience along the A19 within North Tyneside will be greatly improved, supporting our Local Plan aspirations along this corridor.

Our programme of investment has seen substantial improvements in road safety, the level of provision for sustainable travel, and application of advanced traffic control technology. Whilst it has not been possible to undertake the comprehensive post-scheme monitoring for many of the recent major schemes in time for this annual report, this will be carried out following the removal of Newcastle City Council’s closure of the A189 Killingworth Road in their area.

One of the biggest challenges for North Tyneside relates to appealing to our non-working age population to consider when and how they travel. A 10% shift in behaviour onto sustainable alternatives or simply outside of peak times would result in large improvements to the network operation bringing with it improvements in local air quality

as well as improved journey times for all road users. National trends are showing that commuting trips are continuing to reduce as a proportion of total employment and that those whom do still commute are doing so more sustainably than in recent years.

- **Principle 3 – Improve connectivity; with all parts of the borough, the region, the rest of the country and the world**

Improvements to junctions in the North Bank of the Tyne corridor as part of the Authority's highway investment programme have helped to improve access to the Port of Tyne international ferry terminal. The ongoing modernisation of the Metro network helps to ensure that Metro continues to serve both local journeys and gateways for longer-distance travel such as Central Station and Newcastle Airport.

The Authority has worked with bus operators on arrangements to assist the operation of bus services during the delivery of improvements to the highway network. In addition, the Authority has commenced the process of updating the North Tyneside Hackney Carriage and Private Hire Licensing Policy earlier than previously indicated, to ensure that it continues to reflect emerging Government policy and legislation.

Improvements to cycling infrastructure have been delivered as part of the highway investment programme and the 'tube map' of Strategic Cycle Routes which forms part of the adopted Cycling Strategy helps to ensure that future developments will include high quality cycling provision.

- **Principle 4 – Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to**

Schools remain an opportunity to secure increased travel behaviour change and support the national trend to increased use of alternatives to the private car by younger generations. The Authority recently worked with Sustrans to run an event under the national "School Streets" branding where the street outside a school was reserved for cycling and walking: this was well received by school pupils and the local community and has sparked interest from many other schools in the borough to do the same. Our ongoing 'Go Smarter' programme promotes the use of sustainable and active transport in schools and is achieving a shift away from car use of up to 15%, which helps to support air quality and health objectives.

- **Principle 5 – Manage demand; on transport networks and assets and address current and future transport challenges**

Over the past 18 months the Authority has been working with neighbouring authorities to address challenges around air quality on several key roads in the region. The options arising from this work have been subject to a public consultation, scheduled to close on 17 May 2019. Both of the options being considered would involve applying a charge to certain cars, buses, taxis, and/or freight vehicles for driving on certain roads in Newcastle. As numerous trips are made in both directions between North Tyneside and Newcastle it remains important for the Authority to encourage the use of more sustainable modes of transport, which can substitute for car journeys and assist in meeting air quality and health objectives.

North Tyneside is the only local authority in the region to operate a permit system for streetworks carried out by utilities: this is helping the Authority to proactively manage works on the highway network generally, and particularly to restrict non-emergency utility

works on affected sections of the network when construction work is being carried out for major schemes.

## **1.6 Decision options:**

The following decision options are available for consideration by Cabinet:

### Option 1

Cabinet may note the content of the Transport Strategy Annual Information Report for 2018-19.

Option 1 is the recommended option.

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

No alternative options have been outlined as no further direct decisions by Cabinet are sought in relation to the Transport Strategy Annual Information Report for 2018/19.

## **1.8 Appendices:**

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

## **1.9 Contact officers:**

Colin MacDonald, Senior Manager Technical and Regulatory Services, 0191 643 6620  
Nicholas Bryan, Highway Network Manager, 0191 643 6622  
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](#) (approved by Cabinet on 8 May 2017)
- (2) [Tyne and Wear third Local Transport Plan \(LTP3\)](#)
- (3) [North East Transport Manifesto](#)
- (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) [Cabinet report 25 February 2019](#) 'Air Quality Feasibility Study Outline Business Case'
- (12) [Cabinet report 1 April 2019](#) 'Review of the North Tyneside Hackney Carriage and Private Hire Licensing Policy'

## **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**

There are no legal implications arising directly from this report.

The Authority 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, 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 statutory North East Joint Transport Committee (JTC) is a joint committee of the North of Tyne Combined Authority and the North East Combined Authority. The Authority works with the JTC 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.

### **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.

### **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