

Appendix 1

Cabinet Response to Overview and Scrutiny Recommendations Completed Action Plan

Cycling Strategy

In accordance with Section 21B of the Local Government Act 2000, Cabinet is required to provide a response to the recommendations of the Overview, Scrutiny and Policy Development Committee within 2 months. In providing this response Cabinet is asked to state whether or not it accepts each recommendation and the reasons for this decision. Cabinet must also indicate what action, if any, it proposes to take.

Overview, Scrutiny and Policy Development Committee Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
<p>Recommendation 1: That Cabinet be requested to endorse the addition of a further key objective to the 2030 Vision, relating to new developments; to agree that an updated set of objectives be incorporated into the 2015-19 Cycling Strategy when drafted; and to agree that the appropriate Local Development Document should be amended, as part of its review, to more robustly reflect best practice with respect to cycling.</p>	<p>The Cycling Strategy was due to be updated: the production of an updated strategy provides an opportunity to add a further key objective and include an updated set of objectives.</p> <p>The appropriate Local Development Document, LDD12 – Transport and Highways, is currently being updated: this provides an opportunity to review the document to more robustly reflect best practice.</p>	<p>Accept</p>	<p>The Cycling Strategy to be drafted and, following consultation, presented to Cabinet for approval by September 2016.</p> <p>Local Development Document LDD12 – Transport and Highways to be amended as part of its review and, following consultation, presented to Cabinet for approval by April 2016.</p>

<p>Recommendation 2: That Cabinet be requested to ensure that the 2015-19 strategy includes a clear indication of strategic cycling routes and a clear indication that initiatives will be developed to further support and increase cycling; and to agree that a target be set for increasing cycling in North Tyneside.</p>	<p>This work can be carried out as part of the drafting of the updated Cycling Strategy. An outline of strategic cycling routes has been prepared in draft.</p>	<p>Accept</p>	<p>The Cycling Strategy to be drafted and, following consultation, presented to Cabinet for approval by September 2016.</p> <p>A target for increasing cycling in North Tyneside to be determined, having regard to the forthcoming Transport Plan for the North East Combined Authority area.</p>
<p>Recommendation 3: That Cabinet be requested to ensure that a corporate approach (including Public Health, Highways, Planning and Tourism) to the promotion of cycling in North Tyneside is adopted; and agree that an Annual Information Report on cycling should be provided to Cabinet.</p>	<p>Production of the updated Cycling Strategy, and updated Local Development Document LDD12 – Transport and Highways, will clearly define the relevant policy going forward and assist in building a corporate approach to the promotion of cycling. The inclusion of Public Health within the Authority provides additional opportunities for a corporate approach.</p> <p>The production of an Annual Information Report on cycling will be included in the Annual Service Plan for the Technical Partnership.</p>	<p>Accept</p>	<p>Work to assist in building a corporate approach to the promotion of cycling is ongoing.</p> <p>An Annual Information Report on cycling to be provided to Cabinet by September 2016.</p>

<p>Recommendation 4: That Cabinet be requested to ensure that design guidance is developed and that this guidance reflects best practice; and ensure that a corporate approach to maintaining the cycling network is adopted.</p>	<p>The development of design guidance has commenced.</p> <p>Relevant government grant funding to local authorities, e.g. the highway maintenance element of Local Transport Plan capital funding, appears to be moving towards incorporating an element related to the cycling network in the basis for allocation. In the short term, work to further develop a corporate approach to maintaining the cycling network will be taken forward through existing working arrangements.</p>	<p>Accept</p>	<p>Design guidance to be developed by June 2016.</p> <p>The maintenance of the cycling network will be considered as part of the development of the annual Local Transport Plan works programme for highway maintenance.</p>
--	---	---------------	--