

(Note: These minutes are subject to confirmation at the next meeting of the Sub-Committee to be held on 15 February 2017.)

Economic Prosperity Sub-Committee

18 January 2017

Present: Councillor Janet Hunter (Chair)
Councillors K Barrie, J Cassidy, S L Cox,
P Earley, D McMeekan, A McMullen,
J Walker and F Weetman.

EP28/01/17 Apologies

Apologies for absence were received from Councillor K Lee.

EP29/01/17 Substitute Members

There were no substitute members appointed.

EP30/01/17 Declarations of Interest and Dispensations

There were no Declarations of Interest or Dispensations reported.

EP31/01/17 Minutes

Resolved that the minutes of the previous meeting held on the 16 November 2016 be confirmed and signed by the Chair.

EP32/01/17 Local Development Document LDD12: Transport and Highways

Nick Bryan, Highways Network Manager, and Dave McCall, Team Leader New Developments, attended the meeting to make members aware of the purpose and objectives of the Local Development Document LDD12: Transport and Highways and provide the sub committee with an opportunity to comment on a revised version of the document.

The original LDD12 had been adopted in 2010 to set out the policies and procedures adopted by the Council with regard to the traffic and transport impacts of new developments. The document provided direction and guidance for prospective developers to ensure that the transport implications of new developments were rigorously and consistently assessed and appropriate mitigation measures secured. The document had been reviewed by officers in the light of the emerging policies contained in the North Tyneside Local Plan and the Council's transport and cycling strategies. Stakeholder engagement was ongoing.

The revised LDD12 sought to reduce the need for motorised travel by making sustainable travel an attractive and convenient option by ensuring that high standards sustainable transport infrastructure and facilities were provided as an integral part of new developments. Developers would therefore be required to

- a) provide direct, well lit and safe links to the walking network;
- b) contribute to the continued improvement of the cycling network;
- c) consult with the Council's Public Rights of Way Officer; and
- d) consult Nexus to ensure there is adequate public transport accessibility.

For certain planning applications developers would be required to prepare a travel plan setting out action to minimise single occupancy car travel and improve accessibility to a development by a range of modes of transport. A travel plan co-ordinator would be responsible for the delivery, monitoring and reporting of the plan. A travel plan bond could be required to be paid. The amount payable would be dependent on the size of the development, site accessibility, provision of infrastructure and robustness of targets. If targets were not achieved the bond would be used to implement additional sustainable transport measures. Through the Local Plan process the Council had gained a strong evidence base on which to assess the robustness of travel plans and the targets contained within them.

Off site mitigation measures could be secured from developers either by "Section 106 Agreements" which allowed them to fund capital infrastructure projects such as new junctions and to make financial contributions to sustainable measures such as new or diverted bus services or "Section 278 agreements" to provide new or improved highway infrastructure on existing highways. It was no longer possible to pool more than 5 Section 106 agreements to pay for a single project. However, the Community Infrastructure Levy (CIL) allowed the Council to accumulate the costs of the gaps in the infrastructure required to support new developments and apportion this to developers through a planning charge.

In considering the revised LDD12 document members of the sub-committee raised and discussed a range of issues including:-

- a) the measures the Council could take to promote sustainable travel on existing developments. For example reference was made to the possibility of a travel plan co-ordinator being appointed at Tyne View Park;
- b) the difficulties in securing sustainable new or diverted bus services because of the reliance on the services provided by bus companies;
- c) the parking standards contained in the revised LDD12 which provided for the number of electric vehicle charging points to be determined by negotiation. It was suggested that a specific standard should be included in the document, for example 1 per 100 parking spaces, but this standard be subject to negotiation;
- d) the standards also required taxi and private hire offices to provide 1 parking space per licensed vehicle, which in the opinion of the sub-committee was too many;
- e) officers undertook to review the unclear wording of the standards for petrol filling stations;
- d) the impact on car parking in residential developments when residents convert garages to habitable rooms. Garage conversions required planning permission but unless there was a cumulative severe impact on highway safety it was difficult to refuse applications;
- e) the impact of motorised transport on air quality, the need to monitor air quality and the opportunity to use evidence of poor air quality in persuading people to use more sustainable methods of travel. It was suggested that consideration could be given to seeking contributions from developers for the provision of air quality monitoring and enforcement as part of the CIL;
- f) the danger to pedestrians of cyclists using the footpath. In response it was stated that cyclists used the footpath because there was no provision for cycling on the highway and they felt safer on the footpath. This behaviour could be addressed through training in workplaces and schools. It highlighted the difficulty in designing a

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highways network which satisfied the different, and sometimes conflicting, needs and views of pedestrians, cyclists and motorists.

- g) it was noted that the Council's Cycling Strategy was due to be reported to the sub-committee in the near future. In the meantime, members asked to be provided with a copy of the "tube map" of strategic cycling routes in the borough.

Resolved that (1) the reviewed and updated Local Development Document LDD12 Transport and Highways be noted; and
(2) officers be requested to take into account the comments and suggestions summarised above in completing their review of LDD12.