

(Note: These minutes are subject to confirmation at the next meeting of the sub-committee scheduled to held on 16 November 2017)

## **Economic Prosperity Sub-Committee**

**11 October 2017**

Present: Councillor Janet Hunter (Chair)  
Councillors J Cassidy, S Day, P Earley,  
K Lee, M Madden, J Walker and  
F Weetman.

### **EP17/10/17 Apologies**

There were no apologies for absence.

### **EP18/10/17 Substitute Members**

There were no substitute members appointed.

### **EP19/10/17 Declarations of Interest and Dispensations**

There were no Declarations of Interest or Dispensations reported.

### **EP20/10/17 Minutes**

**Resolved** that the minutes of the previous meeting held on the 6 September 2017 be confirmed and signed by the Chair.

### **EP21/10/17 Transport Strategy – Implementation of Delivery Plan (Previous Minute EP05/06/17)**

The sub-committee had previously examined 'North Tyneside: On the Move - The Transport Strategy for North Tyneside, 2017-32' which had been approved by Cabinet in May 2017. Various policies and strategies specific to transport matters were now currently being reviewed to ensure that they were aligned with the vision and principles of the transport strategy. The sub-committee received an update on the progress made to date.

A supplementary planning document in relation to the traffic and transport impacts of new developments (LDD12) had previously been presented to the sub-committee in January 2017 (previous minute EP32/01/17) and approved by Cabinet in May 2017.

The North Tyneside Parking Strategy had been approved by Cabinet in September 2017. It aimed to manage car parking in a transparent, coherent and consistent way and was aligned to the priorities contained in the transport strategy, namely; improving safety, supporting economic growth, enabling smart choices and managing demand. Key changes included within the strategy were: introducing a new flexible day ticket to encourage more visitors to the coast, a new permit scheme to help manage parking in high demand areas

and the introduction of a new tool to determine priorities for investment in new parking measures.

The sub-committee expressed its disappointment that the parking strategy had not been presented to the sub-committee prior to its approval and adoption by Cabinet as the opportunity to contribute to policy development had been lost.

The sub-committee examined the tools and criteria to be applied to requests for parking measures such as parking permit schemes, parking restrictions or disabled bays. The tools placed greater emphasis on tackling the sources of demand for parking. Previously some parking schemes had only served to move the problem from one area to another. As an example it was stated that where large employment sites created parking problems in adjacent residential streets, the Council would work with employers to resolve behavioural issues and promote sustainable modes of transport. The Go Smarter campaign had provided the Council with the resources and tools to work with schools and employers and capture relevant data to make informed investment decisions and deliver effective interventions. The supplementary planning document LDD12 provided the Council with greater influence in relation to new developments through the delivery of travel plans.

Outstanding requests for parking measures would be considered against the criteria set out in the strategy, even if residents had previously been given an indication that measures would be introduced. The fees and charges associated with permit schemes were to be reviewed and determined by the Cabinet Member. Once the levels of the charges had been decided existing permit holders would be given an opportunity to request that their scheme be revoked.

The criteria for disabled parking bays was to be updated to reflect changes in the titles of welfare benefits.

The Highway Asset Management Plan had been approved by Cabinet in September 2017. It set out the Authority's approach to maintaining highways and footways. It described the commitment to highway asset management and set out the principles and objectives of the plan, how the objectives would be achieved, a commitment to produce an annual information report setting out progress so far and plans for the future and operational detail for the management and planning of maintenance work on highway infrastructure assets. It was suggested that the annual information report be scrutinised by the sub-committee.

Work was ongoing to refresh the North Tyneside Cycling Strategy. The draft strategy included a vision and key objectives to make North Tyneside the region's leading cycling borough for 2030. The Cabinet was scheduled to agree to a public consultation exercise on the strategy and a cycling design guide in December. The sub-committee would be given an opportunity to comment on the draft strategy as part of the consultation exercise. In the meantime members commented on the need to cater for cyclists with different levels of confidence and the importance of cycling infrastructure complementing the strategic routes across the borough.

The North Tyneside Network Management Plan was being updated. It would sets out how the Authority would efficiently manage the operation of the highway network to support the movement of traffic (including cycling and walking) in the borough.

A Travel Safety Strategy for North Tyneside was to be prepared by the end of 2017, to replace the existing Road Safety Strategy, building on and updating its objectives. The title of the strategy had been changed to reflect the broader issues raised by young people in

relation to safety when travelling on public transport and by foot. As the strategy, adopted only a year ago, was to be refreshed there was to be no public consultation exercise. Members of the sub-committee asked to be presented with the refreshed strategy.

It was **agreed** that (1) the progress made in the reviewing various policies and strategies specific to transport matters be noted;

(2) the draft North Tyneside Cycling Strategy be presented to a future meeting of the sub-committee to enable it to comment on its contents as part of the public consultation exercise and ahead of its approval and adoption by Cabinet;

(3) the refreshed Travel Safety Strategy be presented to a future meeting of the sub-committee; and

(4) the Highways Asset Management Plan Annual Information Report be presented to the sub-committee for scrutiny.