

North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: An Ambition for the North West

Portfolio:	Deputy Mayor	Cabinet Member:	Councillor Carl Johnson
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Report from Service Area: Regeneration and Economic Development

Tel: (0191) 643 6091

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development

Wards affected: Benton, Longbenton, Killingworth, Weetslade and Camperdown

PART 1

1.1 Executive Summary:

The Our North Tyneside Plan 2021-25 gives a commitment to bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all residents.

An officer team has been working with the Deputy Mayor to better understand the opportunities and challenges in the North West following the 'Big Community Conversation' held in the Summer of 2022. This has included reviewing the feedback from resident engagement but has also included further engagement with Ward members in May 2023. The officer team also engaged with partners such as Transport North East to help frame the Authority's work and future investment in the North West.

This report seeks Cabinet's agreement to the first stage of this work and a set of policy priorities to inform the next stage.

Subject to agreement of the policy priorities set out below, the Authority's overall aim is to create a series of Village Plans for the North West which will provide a framework for future investment ensuring places are vibrant and attractive places to live, that they are well maintained and are places where residents and communities have good access to services 'on the doorstep'. It is also about ensuring the North West is connected by public transport to the urban core where they can access further education and employment opportunities as well as leisure and comparison retailing.

Therefore, to support the Village Plans, it is also proposed to develop a North West Transport Plan which will identify opportunities for better links to connect people with jobs, education and training as well as leisure opportunities.

To underpin this work, a set of policy priorities have been identified for the North West which will help guide the development of the Village Plans and the Transport Plan.

These policy priorities are:

- **Improve Transport Connectivity:** Ensuring that settlements in the North West are connected and are part of the public transport network (bus, Metro and heavy rail) providing regular and affordable services to residents enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.
- **Access to Local Services:** Ensuring that residents in settlements in the North West have easy access to range of local services including healthcare, education, retail and leisure.
- **Caring for the Environment and a Sense of Belonging;** Ensuring that settlements are looked after and have the appropriate infrastructure to support the communities. That open spaces, highways, footpaths and cycleways are maintained to a high standard to the benefit of all residents, business and visitors.

The report provides background and a summary of the work done so far and suggests a set of policy priorities and next steps for Cabinet agreement.

1.2 Recommendation(s):

It is recommended that Cabinet

(1) notes the work done so far.

(2) agrees the proposed policy priorities and delivery approach as outlined in the report; and

(3) agrees the next steps including wider engagement and to receiving further reports as required.

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 in April 2023

1.4 Council Plan and Policy Framework

This report relates to the following themes in the 2021-25 Our North Tyneside Plan:

A thriving North Tyneside

A secure North Tyneside

A family friendly North Tyneside

A Secure North Tyneside

A green North Tyneside

1.5 Information:

1.5.1 Background

The North West of the Borough is, in many ways, the most diverse part of the Borough as it encompasses both villages as well as areas that are more integrated with the urban core of Tyneside. Framed by the Borough boundaries to the north and west, the eastern boundary is defined by the A19 Trunk Road with the southern boundary defined by the A191 Whitley Road. It includes the wards of Benton, Longbenton, Camperdown, Weetslade and Killingworth

In terms of settlements, the North West includes the villages of:

- Killingworth Village and Township
- Annitsford
- Dudley
- Fordley
- Camperdown
- Burradon
- Wideopen
- Seaton Burn

A Plan of the borough highlighting the North West area is included in Appendix 1 of the report.

Like many similar semi-rural settlements across the north east of England, these villages, for the most part, have a history steeped in coal mining which ceased as an industry in the 1980s. Whilst their original purpose as mining settlements has now passed, they remain popular and attractive places to live for existing residents as well as providing living and lifestyle opportunities for new residents who wish to settle in the urban / rural fringe. Settlement boundaries are often delineated by the Greenbelt (as defined in the North Tyneside Local Plan 2017) which seeks to preserve the integrity of villages and prevent the merger of settlements.

However, the North West also includes Killingworth Township that was a 'new town' built in the 1960's to meet housing need following the clearance programmes that removed the poorest quality housing across the Borough. The township has since seen extensive remodelling with the removal of the deck access flats and the redevelopment of the centre as well the expansion and diversification of the housing offer.

The North West also includes those communities which are more connected with the urban core of Tyneside by virtue of their physical location as well as some having stations on the Tyne and Wear Metro System. These settlements include:

- Forest Hall
- Westmoor
- Benton
- Longbenton
- Palmersville
- Holystone

These are popular housing areas and have seen some investment over recent years. The most notable was the remodelling of the Longbenton Estate in the early noughties which saw extensive clearance and new housing brought forward together with a new remodelled centre. That work was undertaken utilising Single Regeneration Budget (SRB) funding which was secured by the Authority.

Forest Hall centre has also benefitted from investment with a comprehensive public realm scheme delivered in 2019 which improved the appearance of the centre.

As such there is a degree of variation amongst settlements in North West with a split between those which are more 'urban' in nature with the villages being defined by their semi-rural location as well as the township of Killingworth.

Significantly, the North West of the Borough is also an area which will see significant growth over the coming years with the development of the Killingworth Moor Strategic Housing Site, which is allocated in the 2017 North Tyneside Local Plan and will yield some 2000 additional dwellings over the plan period (2032). The site is currently subject to various planning applications for the first phase of new housing which are currently being considered by the Authority.

In addition to the Greenbelt, the area includes some outstanding open spaces such as the Weetslade Country Park which is managed by the Northumbrian Wildlife Trust. A former colliery site, this reserve has been extensively landscaped to create a wildlife haven on the edge of the conurbation benefiting from a number of diverse habitats. The main tracks through the reserve are level and well-surfaced, accessible for wheelchair users and pushchairs. The former Seaton Burn way runs through the park is part of the popular Sustrans Reivers Coast to Coast route is also good for walking and cycling.

In terms of more formal parks, the North West also includes Killingworth Lake which was developed as part of Killingworth Township. This lake element of the park serves as a balancing reservoir for surface water from Killingworth and the park has seen investment in flood defences in the past four years which has resolved flooding issues. This initial infrastructure has provided a solid foundation for further investment into the park.

Linked to green spaces are the green corridors that comprise the wagonways which are a much-valued resource for the entire Borough. Spreading out from the former mines from Seaton Burn towards Earsdon, the original routes south to the River Tyne have been successfully developed into popular walking and cycling routes.

In terms of employment opportunities, the North West also contains the Borough's last major strategic employment site at Sandy Lane. Marketed as 'Indigo Park' the site is an 82-acre development site offering the opportunity for bespoke industrial, distribution and research and Development buildings. The site is one of the largest in the north and can offer units ranging in size from 40,000 sq ft to 1.5 million sq ft. The site is owned by the Authority, Homes England as well as a private owner. All parties are currently working together to identify development solutions for the site.

The North West is also home to Quorum Business Park which provides circa 1,00,000sq.ft of Grade A office space. The park has attracted major occupiers such as Verisure, Tesco Bank and the AA (to name a few) and continues to be a major employment location for residents.

Finally, it is also noted that the North West has strong connections with South East Northumberland and, in particular, Cramlington. These connections include access to education, some healthcare (eg dentists), leisure and employment opportunities. These connections may be further reinforced as ward and constituency boundary changes are implemented in 2024.

1.5.2 What the Authority is trying to achieve

As noted in the Executive Summary, working with the Deputy Mayor, Officers have identified 3 themes as policy priorities for the North West. These policy priorities reflect the feedback from residents, Cabinet Members and Ward Members carried out through consultations and discussions. They seek to address the most pressing issues facing communities in the North West of The Borough and will provide a sound platform for further work which is set out in the 'Next Steps' section of the report.

- **Improve Transport Connectivity:** Ensuring that settlements in the North West are connected and are part of the public transport network (bus, Metro and heavy rail) providing regular and affordable services to residents enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.

Whilst the North West of the Borough has some great places to live, they remain unconnected with residents often reliant on private cars to access jobs, healthcare, retail and leisure opportunities. If these places are to be attractive and sustainable residential locations, then it is vital that they are connected to the wider public transport network. At the present time, the lack of transport connectivity is a barrier for those residents needing to access further education, training, jobs, healthcare and should be addressed as part of this work.

It is proposed that a Travel Plan for the North West of the Borough is developed which provides a framework for future investment in transport which will improve connectivity for the communities. This would include a raft of proposed interventions that would improve connectivity across a range of travel modes whilst also providing sustainable active travel opportunities which will help promote health and wellbeing whilst reducing reliance on the private motor car.

Specific interventions also include working with transport providers, and in particular Nexus, Transport North East and bus operators to provide better coverage for the North West especially in the evening. The lack of bus provision presents a major barrier for resident seeking to access further education, employment and training opportunities as well as accessing hospital services. In addition, it also impacts upon issues such as visiting family and friends who may live in other settlements as well as those seeking to access leisure and retailing facilities.

This lack of access to bus services is further compounded in the evenings when services are further reduced. Ensuring there is adequate bus provision serving communities in the North West will be a key part of the Authority's future plans and would ideally see routes running to key interchanges at Four Lane Ends (Bus / Metro) and Northumberland Park (Bus / Metro / Heavy Rail) and including key locations such as Cobalt Business Park as well as North Tyneside General Hospital.

Other opportunities for enhanced connectivity could also include a new heavy rail station on the East Coast main Line in the Killingworth area. This would provide the borough, as a whole, with greater heavy rail connectivity complementing investment in the Northumberland Line and creating more opportunities for residents and businesses.

In addition to the above, there is the opportunity to enhance and expand opportunities for cycling and walking within the North West. As noted above, the area benefits from the network of Wagonways and associated Public Rights of Way (PROW) which have the potential to improve how people travel around the North West and beyond. Whilst work is already ongoing in respect of the Wagonways, this will comprise a key element of the emerging North West Travel Plan.

- **Access to Local Services**

A key challenge for many residents living in the settlements across the North West is access to services. A simple example of this is access to waste recycling facilities which are currently located at Howdon in the heart of the borough to which residents of the North West have to travel. As part of the work ahead, the Authority will examine how services can be delivered in a different way in the North West which reduce the need to travel to access these when compared to other places in the Borough. This includes access to core Authority Services, shopping, education, healthcare, leisure and any other amenities a person may need and expect to access easily in their day to day living.

Ideally, a new way of delivering services will enable residents to meet most of their needs within a short walk or bicycle ride from their home. In addition to bringing clear benefits to residents and communities, by reducing the travel distances to access these types of services, further benefits will flow from reduced emissions and improved air quality. As noted above where 'Improved Transport Connectivity' is discussed, the work around the Wagonways will play a key role in enabling residents to access services.

- **Caring for the Environment and a Sense of Belonging**

A consistent theme which has emerged through engagement and consultation with residents and Ward Members is a fierce passion that residents have for their areas and a desire to see them managed and maintained to a high standard – a place they are proud to belong to and to call home. The settlements across the North West all have strong individual identities and are unique places in their own right. However, there are opportunities to enhance the quality of the environment, reinforce identity and create places of distinction.

In terms of day-to-day activities, this will include establishing a set of environmental standards for places which will cover issues such as the maintenance and management of our green assets. Similarly, refining a set

of standards for highway and footpath/cycleway maintenance also plays into this objective. However, the effective management of green spaces and highway infrastructure is only one facet of maintaining places. In terms of how they look and feel, a great deal can be achieved through sensitive urban design within the public realm. By identifying a palette of materials and street furniture that are unique to a location, a sense of belonging can be engendered which can help reinforce the character and identity of a place. In its simplest terms, this would include gateway signs into villages signalling a sense of arrival.

However, the Authority is not new to this approach and Forest Hall District Centre is cited as a successful example where local identity has been expressed through design. There is therefore the opportunity, as part of the Authority's work ahead, to refine design codes for places to help reinforce issues around identity and sense of place. and refining.

Moreover, understanding the heritage and history of places in the Borough is also central to any 'sense of belonging' and that understanding (and celebrating) the Borough's past can assist in navigating its future. Many of the settlements in the North West were forged in the fires of the Industrial Revolution and have histories that are deep rooted in the mining industry. It has shaped the landscape as well as the communities which have had to endure the closure of the pits, weather economic decline as well as dealing with some of the long-term health issues flowing from heavy industry. However, as this industrial heritage drifts from memory to history, there is the opportunity to celebrate the past and recognise this through cultural opportunities as well through the design of places and spaces.

1.5.3 How will the Authority achieve that?

Right now:

The Authority has already been working to unlock opportunity in the North West of the Borough.

Indigo Park: As noted earlier in this report, over recent years officers been working closely with Highbridge Properties to identify solutions for the Indigo Park site that would result in significant employment opportunities for residents. Whilst the Authority no longer has any contractual arrangements with Highbridge, it continues to market the site for employment purposes in line with the site's designation in the North Tyneside Local Plan adopted in 2017. The Authority continues discussions with other landowners namely Homes

England and the private sector owners to see if a comprehensive development solution can be refined which would see the site brought forward for beneficial economic use in such a way that would ensure the 'proper planning of the area'. On the basis of recent discussions there would appear to be a healthy interest from the market in the site both from a developer and occupier perspective.

To help bring forward the Indigo Park and to catalyse the site, the Authority has allowed some enabling development to be brought forward to assist in delivery. Specifically, the disposal of land to Aldi at the eastern extreme of Sandy Lane will provide a capital receipt in excess of £1m which is ringfenced for supporting economic growth.

Wagonways: The Wagonways are a much-valued resource for the entire Borough – spreading out from the former mines from Seaton Burn towards Earsdon, the original routes south to the River Tyne have been successfully developed into popular walking and cycling routes. The network was particularly valuable for safe exercise during the recent restrictions caused by COVID 19.

It is proposed to develop the network over the next 5 years in three ways.

- Navigation and connectivity: The creation of the network happened through various projects and funding bids. Approaching this in the same way as the highways network, the Authority will work with users and communities to ensure there is comprehensive signage that allows the use of the network for leisure and travel to work.
- Surfacing and treatment: The Authority needs to ensure that the surfacing allows for participation by a wide variety of users and is accessible to everyone.
- Animation: Clearly the Wagonways are a legacy of the industrial revolution and have a rich history. Work is planned to tell the story of the network and find ways to bring that to life for users thereby enriching the visitor experience. The Authority will work with users and communities to help interpret the heritage of the network as well as understand the contribution it currently makes to health and wellbeing as well as the ecological and biodiversification benefits.

Killingworth Lake: A review of the existing facilities and offer at Killingworth Lake has been carried out. The lake was part of the new town development serving as a drainage balancing pond and was part of the architectural vision as a moat to the 'Citadel'. The balancing pond has been augmented with the £6million flood alleviation works by Northumbrian Water to the grassland to the south of the lake which also stores storm water. The final phase of this project was completed in 2018.

The lake also now has three new accessible fishing jetties, a new low-level footpath around the western edge of the lake, biomatrix floating rafts (providing additional wildlife habitats) have been launched into the lake, vegetation planted by Westmoor Primary School and existing wetland converted to education wetland.

The vision for the park and its surrounds has been developed which seeks to *'Enhance the existing facilities to become a high-quality local resource but with the added attraction of water, and which unlocks opportunities for biodiversity, recreation. health and wellbeing.'*

The current plans for the site include:

- Increased water based activities
- A new café / hub with WC provision
- Reconfiguration of the Boat House car park
- Feature entrances including bespoke art-work
- Multi Use Games Area
- Footpath rationalisation
- Woodland management
- New street furniture

Killingworth Housing Site: The Authority continues to work with the Development Consortia of Northumberland Estates, who own the northern part of the site, together with Banks / Bellways. Both parties have planning applications pending consideration with the Authority and it is anticipated that these will be determined later this year. In the interim period the Authority is collectively working with National Highways to resolve issues around impact and mitigation on the Strategic Road Network (SRN) as well as addressing issues around scheme viability and the Authority's requirements around 'Section106' contributions including affordable housing contributions and compliance with the masterplan for the site.

Next:

Indigo Park: The Authority is currently working with adjacent land-owners and their (potential) development partners to refine a comprehensive solution for the site. Progress will be reported to the Authority's Strategic Property Group in June where an update will be provided, and next steps agreed prior to any formal recommendations being made on the decisions to be taken on how the site will be developed going forward.

Wagonways: The Authority is currently refining its plans and is reviewing funding opportunities. It is proposed to align funding identified for 'An Ambition for North Tyneside' with Section106 planning contributions which can then be used as 'match' funding which has the potential to lever in additional external funding. Given that the Wagonways will provide sustainable active travel opportunities and aligns with the objectives of Active Travel England, Transport North East and the North East Transport Plan, it is anticipated that the scheme has the potential to successfully attract further external funding.

The Authority also seeks to engage with residents and user groups on its final plans for the Wagonways once there is certainty on funding.

Killingworth Lake: As per the Wagonways project above, the Authority is refining its plans and seeking to align funding identified in An Ambition for North Tyneside with Section106 planning contributions with other public sector funding. Ideally, the Authority will seek to align both the Wagonways project and Killingworth Lake given their synergies and will make a strong case for future Active Travel funding.

Phase 2 Killingworth Moor: Subject to resolving all outstanding issues associated with the planning applications, they will be presented to the Authority's Planning Committee for consideration and determination.

When funding and timing allows:

As funding becomes available through the emerging North East Mayoral Combined Authority as well as other potential sources, the Authority will seek to align with available funding in order to deliver on its agreed policy priorities.

1.5.4 Next steps

Cabinet is asked to note the work done so far and agree the approach to the next stage.

As noted in the section 1.1 (Executive Summary) of this report, it is proposed that a series of plans are prepared for the North West of the borough. These will include an over-arching Transport Plan as well as Village Plans.

The Transport Plan: This will provide an overarching plan for travelling in and around the North West of the borough as well as addressing routes to the urban core and facilities such as healthcare as well as education and employment. The plan will encompass all modes with emphasis non the following:

- Bus provision – how services are provided and do they go to the right places at the right time? This will also include frequency of services and will look at routing options. For example, this could include routes from the North West to Rake Lane / North Tyneside General Hospital via Quorum Business Park, Four Lane Ends Interchange, Northumberland Park (for Metro and Heavy Rail links) and Cobalt Business Park.
- Heavy Rail (East Coast main Line): It will also examine opportunities for improved Heavy Rail connectivity with a long-term aspiration for a new station of the East Coast Main Line (ECML) at Killingworth. Whilst this would require major investment in the ECML infrastructure with additional signalling as well as a new stations, unless this aspiration is identified and embedded in an agreed plan, it is unlikely to attract funding and be delivered.
- Cycling and Walking (Active Travel): A key component of all emerging national, regional and local transport policy, this will be a central element of the Transport Plan. This will include a focus on the Wagonways as well as other routes to ensure that residents can get around the area without reliance on the intermittent public transport provision or private motor cars whilst bringing health and wellbeing benefits to users.

The Village Plans: These will be prepared for each of our settlements namely:

- Killingworth Village and Township
- Annitsford
- Dudley
- Fordley
- Camperdown
- Burradon
- Wideopen
- Seaton Burn

It is also proposed that plans are prepared for those areas in the North West that are closer to the urban core which includes:

- Forest Hall
- Westmoor
- Benton
- Longbenton
- Palmersville
- Holystone

Where there are synergies between places it may be appropriate to group places together within a plan in order to establish a clearer understanding of our places and to set out a more compelling case for funding and investment. However, this would not dilute the Authority's approach to ensuring that a sense of identity and uniqueness is achieved in line with the proposed policy objectives.

It is proposed that each 'plan' would be underpinned by an environmental audit and locality health check which would establish a baseline for each place and identify any gaps as well as opportunities. This would provide the foundation for the Village Plan which would provide a narrative and a set of proposals for each place.

Subject to the policy priorities outlined in this report being agreed, the next steps would be to prepare a programme of activity for the next 12 months which would set out how we will take forward this work.

Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendation set out in paragraph 1.2 above and agree the policy priorities.

Option 2

To approve and/or reject some or all of the recommendations set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.6 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The suggested policy priorities reflect the responses received during consultation and are considered to address the key issues facing the North West and will provide a strong foundation and focus for future planned activities.

1.7 Appendices:

Appendix 1: Outline Masterplan boundary.

1.8 Contact officers:

John Sparkes – Director of Regeneration and Economic Development

1.9 Background information:

The following background papers/information have been used in the compilation of this report:

(1) Our North Tyneside Plan 2021-25

<https://my.northtyneside.gov.uk/category/1241/our-north-tyneside-plan>

(2) An Ambition for North Tyneside – Update Report of the Director of Regeneration and Economic Development, 21 February 2022:

<https://democracy.northtyneside.gov.uk/documents/s7901/An%20Ambition%20for%20North%20Tyneside%20-%20Update.pdf>

(3) An Inclusive Economy Strategy for North Tyneside – Cabinet Report May 2021

<https://democracy.northtyneside.gov.uk/documents/s6007/An%20inclusive%20economy%20in%20North%20Tyneside%20Report.v2.pdf>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no direct financial implications arising from this report. Looking ahead as plans are developed and schemes are brought forward there will be a raft of financial implications which will be reported in due course.

2.2 Legal

There are no direct legal implications arising from this report. As plans are developed and schemes brought forward the legal implications will be considered at that time and appropriate steps taken based on any such implications.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

In May 2023, Ward Members for Benton, Longbenton, Killingworth, Weetslade and Camperdown were invited to briefing sessions with the Director for Regeneration and Economic Development to discuss the issues facing their respective wards. During these discussions it became evident that the policy priorities that have been refined and which form the basis for this report all resonated with Ward Members.

The relevant Lead Cabinet Member (Deputy Mayor) has been briefed.

2.3.2 External Consultation/Engagement

Over the summer of 2022 members of the Engagement Team went out and about across the borough to talk to residents about their experience of living in North Tyneside as part of the annual Big Community Conversation. These conversations were shaped by the knowledge that the Authority already has of the various communities' views through the resident's survey.

Feedback from residents was collated into the themes of the Council plan, Our North Tyneside, **Thriving, Family friendly, Secure, Caring and Green.**

Respondents were asked to what extent they feel they live in a *Thriving* area. This looked at perceptions of their local area and town centre, in this case Killingworth, as well sports and cultural activities, and economic prosperity.

In the North West of the borough the average thriving rating was 5.4 out of 10 compared to 8 out of 10 in the resident's survey for the whole of the borough. Residents spoke about there being not much happening or changing, with them wanting more shops and facilities. Mention was made about the need for more variety of shops, that the offer in the North West was restricted particularly in Longbenton and Forest Hall where there was an influx of charity shops, betting shops, vape shops and fast-food outlets. There was a call for more fresh food shops such as fruit and vegetable shops. In the resident's survey, half the respondents were satisfied with Killingworth town centre.

Feedback was given about how the Authority uses the spaces it has both in terms of the buildings and outdoor spaces. The Oxford Centre was highlighted as a big open space, but residents commented that they did not feel it was used effectively enough for the community. In the north of the North West area there were comments about the green space not being maintained properly *"Feel as if it's a village that is forgotten Annitsford, Fordley, Dudley. You can tell the difference going from Dudley to Cramlington."*

Respondents were asked to what extent they feel they live in a *family friendly* area. Residents in the North West rated the area as 6.4 for family friendliness, they were positive about the activities, facilities and play areas for children and families though some commented that this was all aimed at young children. Comments were made about activities and spaces for older children/teenagers which in turn would reduce anti-social behaviour that sometimes took place. The amount of new housing in the area was commented on by some residents meaning that it was seen as a family

friendly area, encouraging families to move into the area but that the infrastructure was needed to support them. In particular, schools, G.P.'s and public transport were highlighted.

Respondents were asked to what extent they feel they live in a *secure* area (0 not at all safe and secure and 10 absolutely safe and secure). In the North West, whilst residents thought the area was safe, they were concerned about anti-social behaviour, rating the area 6.1 for safety and security. The feedback particularly raised issues of youth Anti-Social Behaviour (ASB) and the lack of visible policing on the street. As mentioned previously, this youth related ASB was linked to there not being enough facilities and activities for teenagers in the area. One of the other ways that residents felt they could feel safer in their areas was with the maintenance/thinning out of trees and bushes so that visibility was better on the dark nights.

Respondents were asked to what extent they feel they live in a *caring area*. In the North West residents spoke of a community with good neighbours rating the area 5.9 for caring. The feeling that the community looked out for one another contrasted with how residents felt about the Authority. There was a feeling that the Authority does not care about areas of the north West and that residents were left to sort out the area for themselves such as community planting though there was some acknowledgement of the tough decisions that public services were making in the current climate.

Respondents were asked to what extent they feel they live in an environmentally healthy and sustainable area, making a *Green North Tyneside*. Residents in the North West rated the area 5.6 for environmentally healthy and sustainable. Residents highlighted issues around traffic volume, the pollution and noise it causes, and speeding.

Residents were asked what could make their area better after each themed questions, responses were aggregated, and topics mentioned by five or more residents are included in the summary of feedback below.

Overall, in the North West the priorities for residents were an increased police presence and an increase of activities, particularly low-cost ones. The importance of outdoor spaces was raised, with footpaths, grounds maintenance and litter important. Residents also wanted improvements to roads with traffic calming measures and speeding addressed. There was also some concern around anti-social behaviour.

As mentioned, there is a slightly different dispersal of wards within the residents' survey but in the Western area which includes Camperdown, Longbenton and Weetslade there are no issues which significantly stand out from the priorities of the borough which are health services (49%); clean streets (46%); and low levels of anti-social behaviour (43%).

2.4 Human rights

There are no Human Rights issues arising from this report.

2.5 Equalities and diversity

There are no equalities and diversity issues arising from this report. As the proposed planning work progresses inclusive design principles will be central to the development of any proposals.

2.6 Risk management

A risk register will be developed for any future projects and will be reviewed monthly by the project delivery teams.

2.7 Crime and disorder

There are no crime and disorder issues arising from this report. As the planning work progresses, consideration of crime, fear of crime and anti-social behaviour will be central to the development of the proposals.

2.8 Environment and sustainability

As our plans are developed for the North West, we will take full account of all environmental and sustainability issues in line with policy and best practice.

PART 3 – SIGN OFF

- Chief Executive

- Director(s) of Service

• Mayor/Cabinet Member(s)

• Chief Finance Officer

• Monitoring Officer

• Assistant Chief Executive