

# North Tyneside Transport Strategy

Annual Information Report  
2022/23



North  
Tyneside  
Council

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## 1. Introduction

The North Tyneside Transport Strategy 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.

The Transport Strategy was first adopted in 2017 and an updated version was approved by Cabinet on 18 October 2021. 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.

Strategic policies that feed into the Transport Strategy are the:

- Our North Tyneside Plan 2021 – 2025;
- North Tyneside Local Plan 2017 – 2032;
- North Tyneside Health and Wellbeing Strategy 2013 – 2023; and
- North East Transport Plan 2021 – 2035.

The Authority's policies and strategies specific to transport matters, which are aligned with the Transport Strategy, are the:

- Transport and Highways Supplementary Planning Document (SPD);
- North Tyneside Cycling Strategy;
- North Tyneside Travel Safety Strategy;
- North Tyneside Parking Strategy;
- North Tyneside Highway Asset Management Plan (HAMP);
- North Tyneside Network Management Plan;
- North Tyneside Home to School/College Transport Policy; and
- North Tyneside Hackney Carriage and Private Hire Licensing Policy;
- North Tyneside Zero Emission Vehicles (ZEV) Strategy.

## 1.1 The Transport Strategy Annual Information Report

The purpose of the annual information report is to demonstrate progress against delivery of the North Tyneside Transport Strategy during 2022/23.

A Climate Emergency was declared in July 2019 and the Our North Tyneside Council Plan makes the commitment that the Authority will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030.

A summary of the Authority's detailed transport policies and strategies which sit beneath the Transport Strategy is provided as Appendix A to this report.

## 1.2 Performance 2021/22

The five principles of the Transport Strategy guide the Authority's actions and act as a framework for measuring performance. The annual information report summarises the Authority's performance against each of the principles below:

- Principle 1 – Reduce carbon emissions from transport;
- Principle 2 – Improve health outcomes;
- Principle 3 – Support inclusive economic growth;
- Principle 4 – Improve connectivity; and
- Principle 5 – Manage demand and enable smart choices for all.

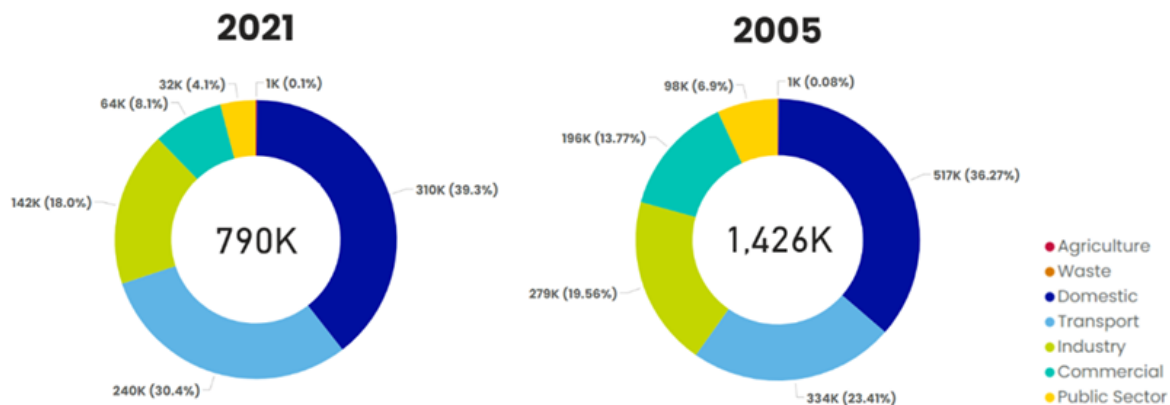
A "Transport Strategy Data Factsheet" summarising general performance data for 2022/23 has also been produced and is included as Appendix B to this report.

## 2. Principle 1 – Reduce carbon emissions from transport

### 2.1 Carbon emissions

Since 2005, the borough has seen a 44.6% reduction in its carbon footprint.

#### North Tyneside Borough Carbon Footprint



Transport emissions constituted c.30.4% of carbon emissions in North Tyneside in 2021. The North Tyneside Climate Emergency Board held its first meeting in March 2020 and the associated [North Tyneside Carbon Net-Zero 2030 Action Plan](#), approved by Cabinet on 1 August 2022, set out priorities and theme areas to enable the Authority to address key issues including borough-wide carbon emissions from transport.

The Authority has invested substantially in initiatives which improve cycling, walking and public transport, with funding secured from the Active Travel Fund and Transforming Cities Fund most recently, as described in section 5.

During 2022/23 the Authority trialled the use of low temperature resurfacing in a number of streets across the borough with the aim of reducing the carbon footprint associated with highway works. The materials use less energy in the production and laying operations resulting in significantly lower carbon emissions compared to traditional hot laid materials. The performance of the material will be monitored and if deemed suitable, will be installed at a number of locations across the borough.

## 2.2 Adapting Travel Behaviour

The Authority is continuing to support a change in culture by promoting people to adapt their travel behaviour to use more sustainable forms of transport other than car travel. These measures are covered in detail within Principle 2 where further information is provided on walking and cycling initiatives and Principle 4 which provides information on the Authority's investment in cycle infrastructure.

## 2.3 Infrastructure for zero-emission vehicles

In 2021/22 the Authority released its Zero Emission Vehicles Strategy which supports the ambition of Our North Tyneside Plan 2021–2025. The strategy aims to support the take-up of zero emission vehicles (ZEV's) in preference to petrol or diesel vehicles in the borough.

Out of all cars and light vans registered in North Tyneside, the proportion which are fully electric vehicles (EVs):

- was 0.27% in Oct–Dec 2020;
- had more than doubled to 0.56% by Oct–Dec 2021; and
- had further increased to 0.93% by Oct–Dec 2022.

It is anticipated that this will continue to increase as existing vehicles are gradually replaced with new.<sup>1</sup>

Many owners of electric vehicles (EVs) find it most convenient to charge their vehicles at home and overnight: charging overnight, when overall electricity demand is lower, also helps reduce carbon emissions further by maximising the use of renewable energy. Government grants are available for residents and businesses to install EV charging infrastructure at their premises. However, to encourage the use of EVs in preference to petrol or diesel vehicles, it is important that public charging infrastructure is readily available.

In March 2023 the Authority submitted a successful bid to the Government's Office for Zero Emission Vehicles (OZEV) for funding for the

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<sup>1</sup> Figures are based on analysis of Vehicle Licensing Statistics data published by the Department for Transport. The increase in EV uptake in North Tyneside has been greater than the North East average. However, the daily flows of vehicles on North Tyneside's roads will clearly include many vehicles registered outside the borough.

On-street Residential Chargepoint Scheme (ORCS). The funding will be utilised to deliver nine new chargepoints, equating to 18 parking bays with EV chargepoint access, in car parks in the borough close to where people live. This will include the replacement of three existing life-expired chargepoints in Whitley Bay, Tynemouth and North Shields. Works to deliver the new charging infrastructure will be undertaken during 2023/24.

The Authority will continue to review the opportunities for EV charging infrastructure in line with its Climate Emergency declaration and the North Tyneside Zero Emission Vehicles Strategy.

### 3. Principle 2 – Improve health outcomes

#### 3.1 Growth in cycling

The North Tyneside Cycle Strategy was adopted in March 2018 and set a target to achieve an annual increase in cycling trips of 7%. This is measured using automatic cycle counters at points around the network.

Table 3.1 below tracks the growth in cycling within North Tyneside using the 2018 trips as a baseline. Cycling in the borough in 2022 was 48.6% higher than the baseline set in 2018, and 18.6% higher than the Authority's target for 2022.

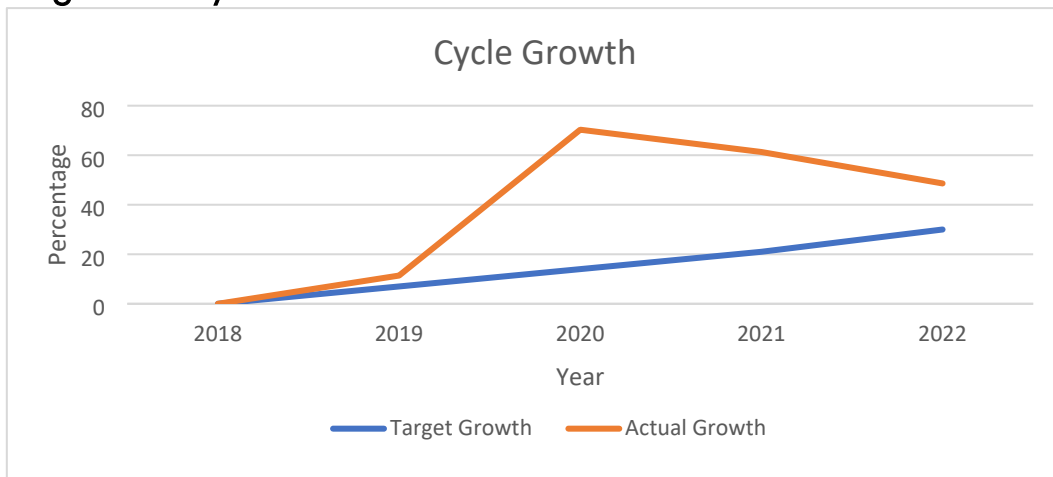
**Table 3.1: Target and actual annual change in cycling**

Year	Target growth above baseline	Actual growth above baseline	Year-by-year change	Actual growth compared with target growth
2018 Baseline	0%	0%	n/a	n/a
2019	7%	11.4%	+11.4% over previous year	4.4% above target growth
2020	14%	70.3%	+58.9% over previous year	56.3% above target growth
2021	21%	61.3%	- 9% below previous year	40.3% above target growth
2022	30%	48.6%	-12.7% below previous year	18.6% above target growth

Figure 3.1 below shows the actual growth in cycling within North Tyneside compared with the target growth since the adoption of the North Tyneside Cycle Strategy in March 2018.

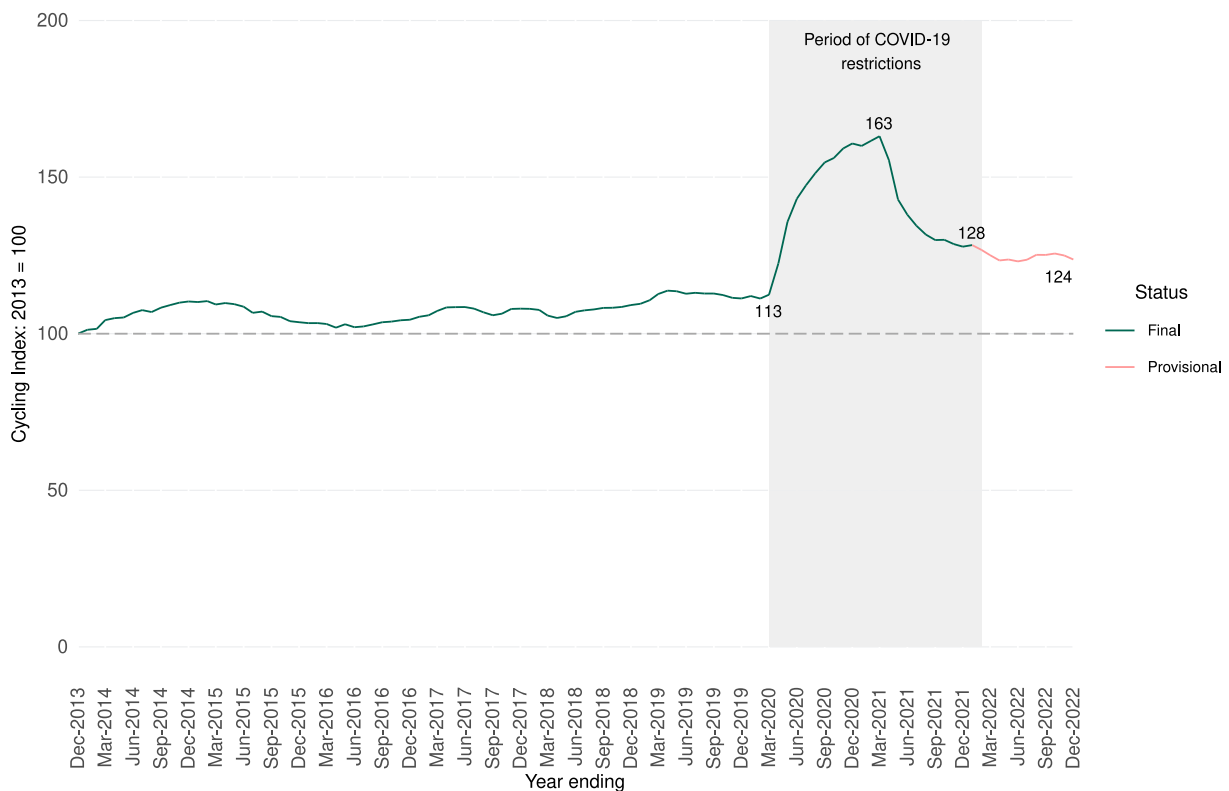


**Figure 3.1: Cycle Growth**



After a substantial increase in 2020, the number of cycling trips in North Tyneside decreased somewhat in 2021 and 2022. This reflected the trend in levels of cycling across England as shown in Chart 3.1. England’s cycling levels showed a gradual increasing trend from December 2013 until March 2020, after which cycling levels dramatically increased across the country following the introduction of national Covid-19 restrictions. Cycling levels across England have decreased since their peak in March 2021, however provisional data for 2022 suggests they remain above pre-Covid levels.

**Chart 3.1: Cycling levels in England, to December 2022 (Cycling Index England)**



## 3.2 Go Smarter in North Tyneside

The Go Smarter in North Tyneside programme (“Go Smarter”) aims to promote healthy and active travel and reduce motorised traffic around schools. As well as encouraging pupils, parents and staff to walk, wheel, scoot, cycle, use public transport or ‘park and stride’ (park safely at a distance from school and walk the rest of the way) in place of car travel, Go Smarter can involve delivering physical changes to streets near schools to encourage more sustainable travel.

The team delivers travel behaviour change activity in schools, including assembly presentations, road safety education, work with school councils, car-free days, site audits with pupils, travel maps, and other in-class sessions.

The team also works with colleagues to develop social media campaigns to encourage people to keep travelling actively to school.

### 3.2.1 Infrastructure and School Streets

An example of a Go Smarter infrastructure scheme can be seen at Vernon Drive, outside Monkseaton Middle School. The scheme has made the street ‘no entry’ (except cycling) at one end, and prevents pavement parking in front of the school gates. Following the success of the scheme over the original 18-month trial period, and following public consultation, this scheme has been made permanent and has been used as a template for a similar trial scheme outside Shiremoor Primary School.

At other schools, schemes such as safe crossings, traffic calming and parking restrictions have been implemented. Four ‘School Streets’ schemes, which create a safe area for children by restricting motor vehicle access to the street around the school gates, have now been made permanent following successful trial periods. The schemes are in operation at school drop-off and pick-up times and include arrangements for vehicle access by residents of the street. Three more schools have made requests for School Streets, which are at various stages of investigation and/or development.

The School Streets schemes have been successful in creating an environment that supports children and their parents to get to school by walking and wheeling, cycling, child’s scooters, or ‘park and stride’ from a

nearby parking location. As well as encouraging healthy exercise, this supports better local air quality around schools and contributes to carbon reduction. Each scheme has been supported by Go Smarter behaviour change activity, as well as engagement with Living Streets' Walk to School scheme (see 3.2.4).

### 3.2.2 Bikeability training

The Authority continues to deliver cycling training to school children through the Department for Transport's (DfT) Bikeability programme. This includes a range of types of training from pedal-free 'balance bikes' for younger children, to standard Level 2 and advanced Level 3 training.

The number of training places delivered in 2022/23 was 2,407. The Authority continues to review the Bikeability training modules which are offered and how it can deliver this training most effectively.

### 3.2.3 Road safety training and education

The team continues to deliver road safety training to a substantial number of school pupils, complementing the pedestrian training programme already in place, engaging with the highest number of pupils since the introduction of the Transport Strategy in 2018. Maintaining safety outside and around schools is a key focus in encouraging parents and children to travel actively. By the end of the 2022/23 academic year, 11,552 pupils will have undertaken some form of training delivered by the Go Smarter team, which is a 14% increase when compared with the 2021/22 academic year.

The Road Safety Education programme in North Tyneside is run in conjunction with regional colleagues. Over a six-week period, through both classroom delivery and practical experiences, pupils learn about the Green Cross Code, how to approach crossing roads independently, how to navigate junctions safely and how to look out for parked cars. By the end of the academic year, 878 Year 3 pupils will have taken part in this programme, making a total of 12,430 pupils when combined with the Go Smarter number.

The team also teaches accident prevention for year 6 North Tyneside pupils at SafetyWorks! in Newcastle.

### 3.2.4 2022-23 Walk to School Project in North Tyneside

The team are working with the voluntary sector organisation Living Streets to deliver their Walk to School project at schools in the borough, using Department for Transport funding.

The project encourages active travel to school by recording children's journeys and enabling them to earn monthly badges for going to school by walking, wheeling, scooting, cycling or park and stride.

This has been met with considerable success and in total 4,321 children participated in the project by travelling sustainably to school.

### 3.2.5 Go Smarter Summary

The Authority's Go Smarter programme continues to offer support for schools in encouraging active and sustainable transport.

The Authority continues to expand the School Streets initiative, with the four School Streets schemes implemented in March 2021 now made permanent and more planned to begin in the next academic year.

The Authority has delivered substantial levels of Bikeability training and road safety training in 2022/23. During 2022/23, the Authority's Go Smarter team delivered road safety training to the highest number of pupils since the adoption of the Transport Strategy in 2018, with a 14% increase when compared with 2021/22.

## 3.3 Summer of Cycling

The Summer of Cycling campaign for 2022 aimed to get people of all ages and abilities to get active on bikes or adapted cycles.

Activities delivered included 'Dr Bike' sessions, family guided rides, Bikeability training for young people, and Adapted Cycle sessions for adults who may have difficulty riding a standard two-wheeled bike.

The Authority also piloted its first 5-week cycle programme for children with mobility and balance problems which was well received by attendees.

Local company Bike4Health repaired over 60 cycles during the Summer of Cycling and the Authority also shared information via its social media

platforms, providing residents with basic bike maintenance advice and information on where to get bikes repaired or purchase a cycle on a budget locally.

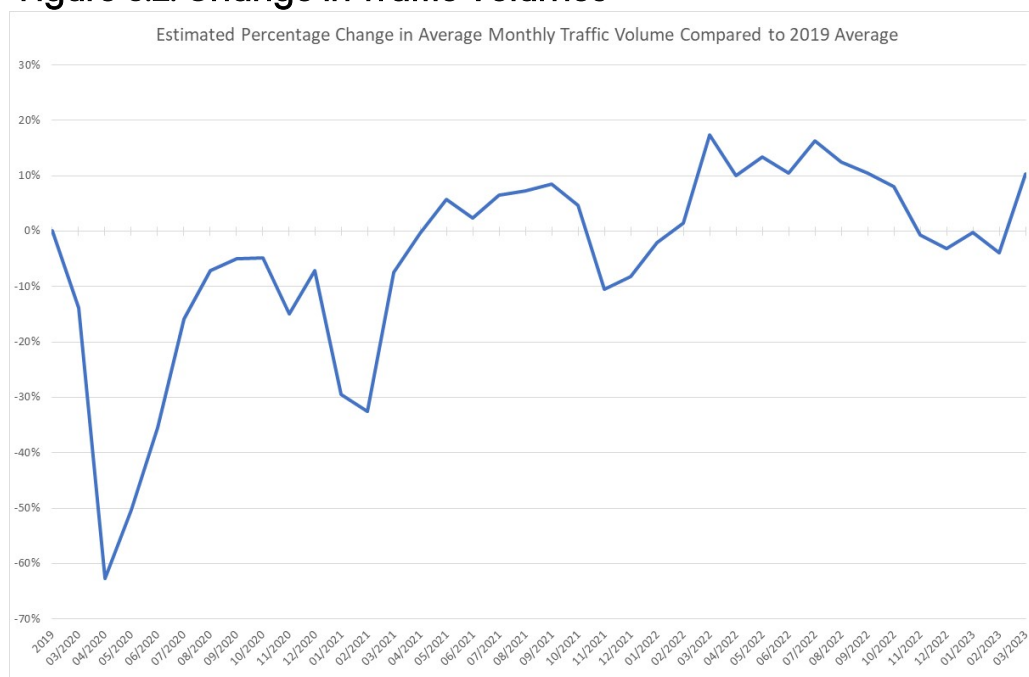
The Summer of Cycling campaign is continuing to gain momentum with 165 people having attended at least one of the events in 2022.

### 3.4 Traffic Volumes

Motorised traffic volumes decreased sharply following the introduction of national Covid-19 restrictions in March 2020. A year later traffic volumes in North Tyneside had returned to pre-Covid levels; during Summer 2022 they grew to around 10-15% higher, then returned to a similar figure to pre-Covid levels in Winter 2022-23. Figure 3.2 below shows the estimated change in traffic volumes within North Tyneside between March 2020 and April 2023.

After national Covid restrictions were introduced, motorised trips were distributed more to the middle of the day, however post-Covid the pattern has reverted to the traditional morning and evening peaks during the week. However, traffic volumes and peaks remain higher on Tuesdays to Thursdays – likely to reflect wider adoption of ‘hybrid’ working arrangements post-Covid – while on Saturdays and Sundays traffic volumes are highest around midday and then gradually decrease.

**Figure 3.2: Change in Traffic Volumes**



### 3.5 Road Collisions

The Traffic and Accident Data Unit (TADU) holds traffic accident, traffic flow and cycle flow data for the Tyne and Wear area. This information is used by local authorities, police and other organisations to plan and implement better campaigns, education, training, enforcement and engineering activities across the area.

There was a 4% reduction in the number of casualties Killed or Seriously Injured (KSI) in 2022, compared with the previous year (see the Casualties by Year and Severity 2018–2022 graph included in the Data Factsheet in Appendix B).

Relative to 2021 the borough has unfortunately seen an increase in casualties classified as slight. As such the total number of casualties from road collisions in the borough in 2022 was 15% higher than in 2021, however it remained 18% lower than in 2019 (the last full year prior to the Covid pandemic).

The reduction in KSI casualties may be partly linked to the Authority having invested over recent years in major schemes (see also section 3.5.6), which have included measures such as traffic signals at junctions which have improved traffic arrangements at locations which previously saw clusters of road collisions. The recent trend in Slight collisions may partly relate to 2022 having been the first full year without national travel restrictions in place following the Covid pandemic.

The standard practice is to record an Authority's performance based on a rolling three-year average, which gives a clearer picture of the underlying trend despite possible annual variation in the data. The baseline figures are calculated from collisions data for North Tyneside from 2016 to 2018, in line with the baseline years used in the [North East Transport Plan](#).

Based on the three national standard classifications by which casualties are recorded:

- Casualties – killed or seriously injured (KSI) – the 3-year average figure for 2020–22 was 42, which represents a 31% decrease compared with the baseline average figure of 61.
- With regard to casualties involving a child being killed or seriously injured (Child KSI), over the period 2020–22 there was an annual

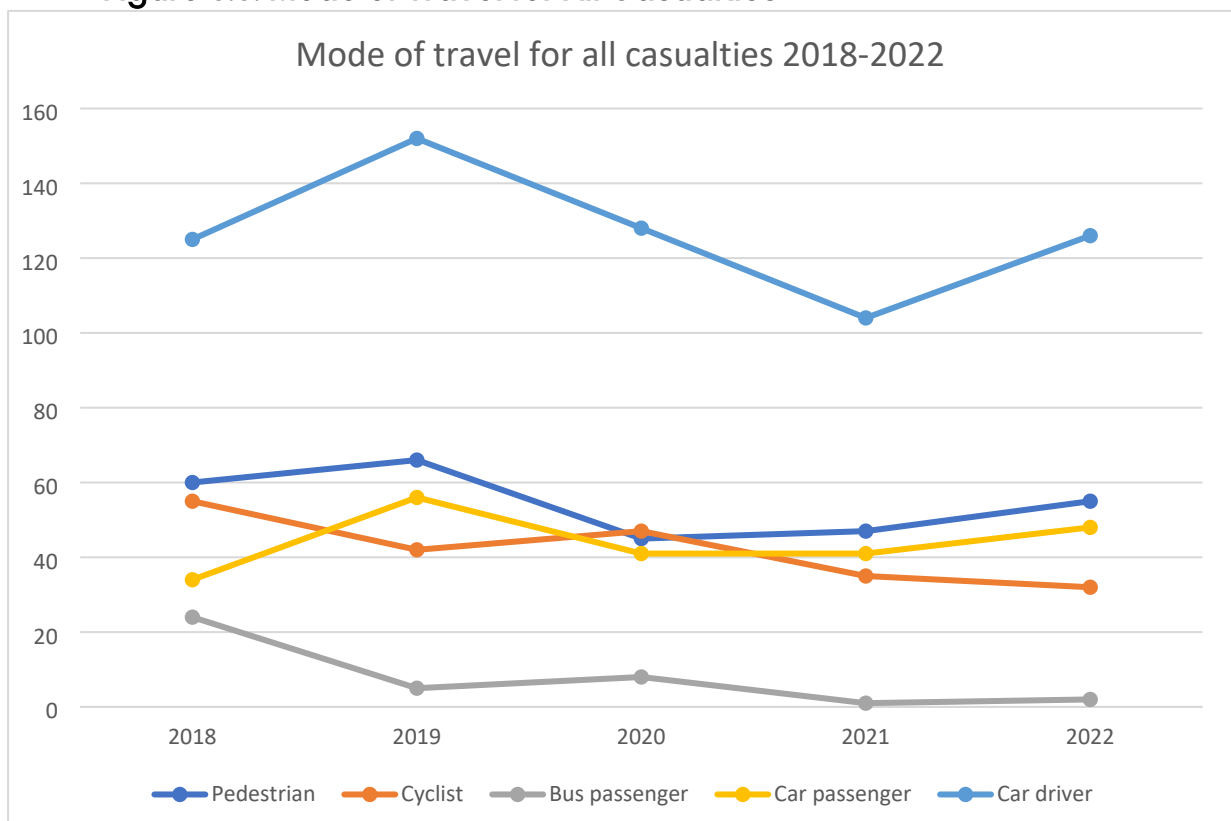
average of 6 such casualties, which represents a 40% decrease compared with the baseline average figure of 10.

- Casualties classified as Slight – the 3-year average figure for 2020–22 was 210, which is 12% lower than the baseline average figure of 240.

### 3.5.1 Casualties by mode of travel

The following graph shows how all casualties are distributed across different travel modes, specifically walking, cycling, as a passenger (car or public transport), and as a car driver. The data shows that in 2022 around a fifth (19%) of casualties were walking or cycling, around another fifth (20%) were a passenger and the remaining three-fifths (60%) were driving.

**Figure 3.3: Mode of Travel for All Casualties**



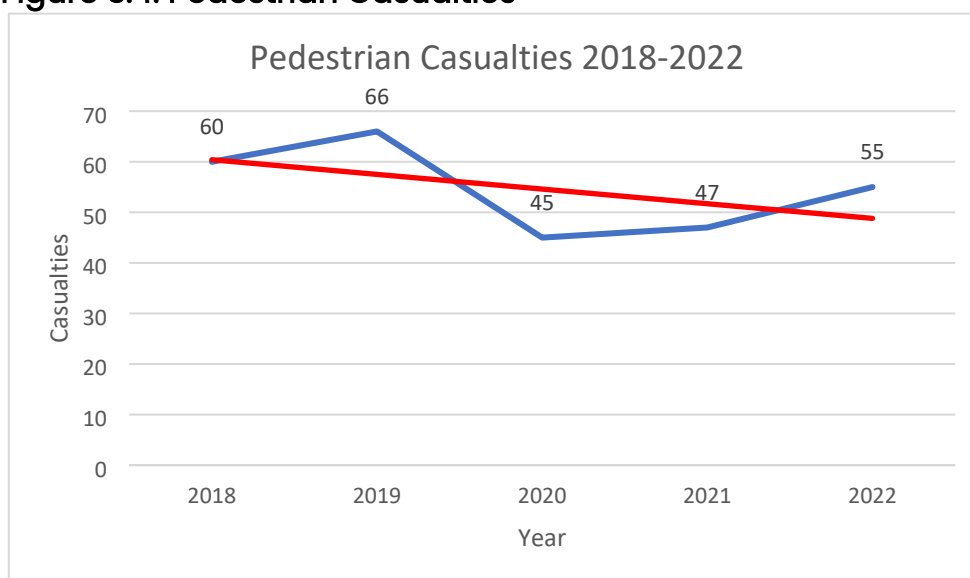
The numbers of casualties involving car drivers and car passengers has showed a limited increase when compared with 2021 (while remaining below 2019 levels), which may partly relate to 2022 having been the first full year without national travel restrictions in place following the Covid pandemic. Casualties involving bus passengers have also shown a small increase, but remain below pre-2021 levels.

### 3.5.2 Collisions involving pedestrian casualties

The graph below highlights that the number of pedestrian casualties on the highway network was higher than in the years 2020 and 2021, when national Covid restrictions were in place, but remain below their pre-Covid level.

Pedestrians are vulnerable road users and are almost always injured when in a collision with a vehicle. The Authority continues to invest in upgrading and introducing additional crossings across the network to support the safe interaction of pedestrians and highway traffic. The Authority continues to review the details of pedestrian-related collisions that have occurred to assist in directing funds to the appropriate interventions.

**Figure 3.4: Pedestrian Casualties**



### 3.5.3 Collisions involving cycling casualties

The graph below shows how the number of cycling casualties on the highway network has shown a generally decreasing trend since 2018, notwithstanding some variation from year to year, and decreased further to 32 in 2022.

The [North Tyneside Cycling Strategy](#), refreshed in 2023, now sets a target for growth in cycling of 10% per year, increased from the previous annual target of 7%. The Authority aims to develop a network of Strategic Cycle Routes (or 'tube map': see Appendix C) in addition to making streets in local areas and town centres more welcoming for cycling. In view of this it

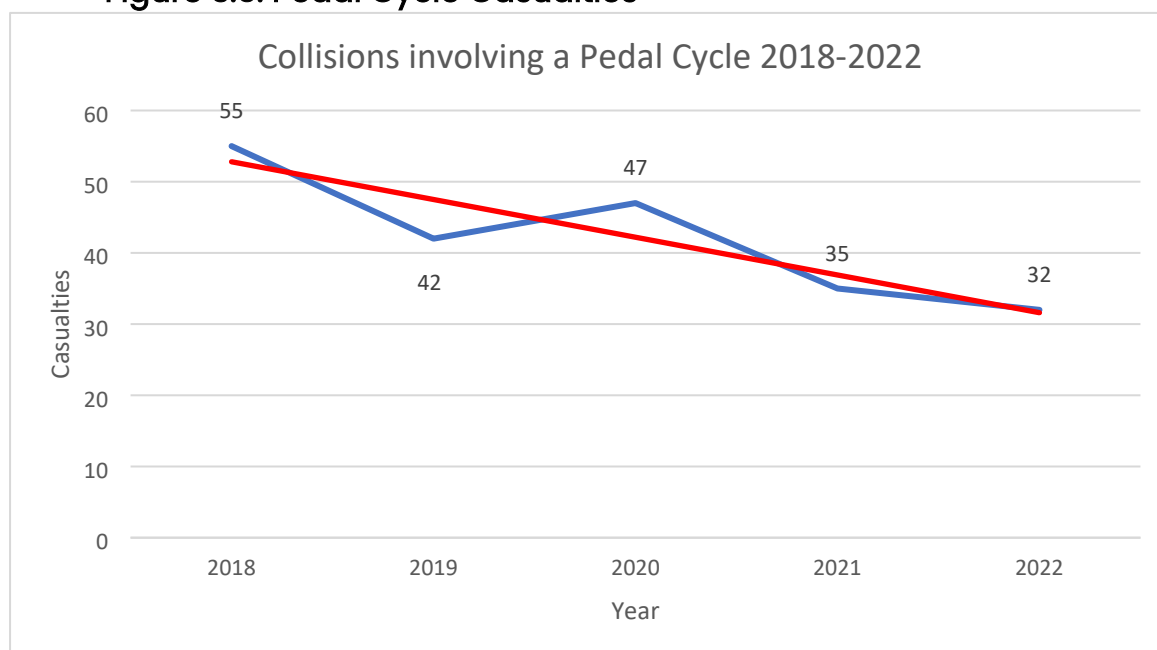


is essential to support people in feeling confident that they can safely cycle to destinations in the borough.

In 2022, 12% of collisions in North Tyneside involved someone cycling, which is a 3-percentage point decrease when compared with 15% of collisions in 2021. The Authority continues to review the details of cycling-related collisions that have occurred to assist in directing funds to the appropriate interventions.

The North Tyneside Cycling Design Guide and the national guidance document LTN 1/20 support the delivery of appropriate infrastructure that supports increased cycling numbers and design considerations that improve safety.

**Figure 3.5: Pedal Cycle Casualties**



### 3.5.4 Collisions involving children

The graph below shows those casualties which involved children (aged 16 and under) and the mode of transport which they were using.

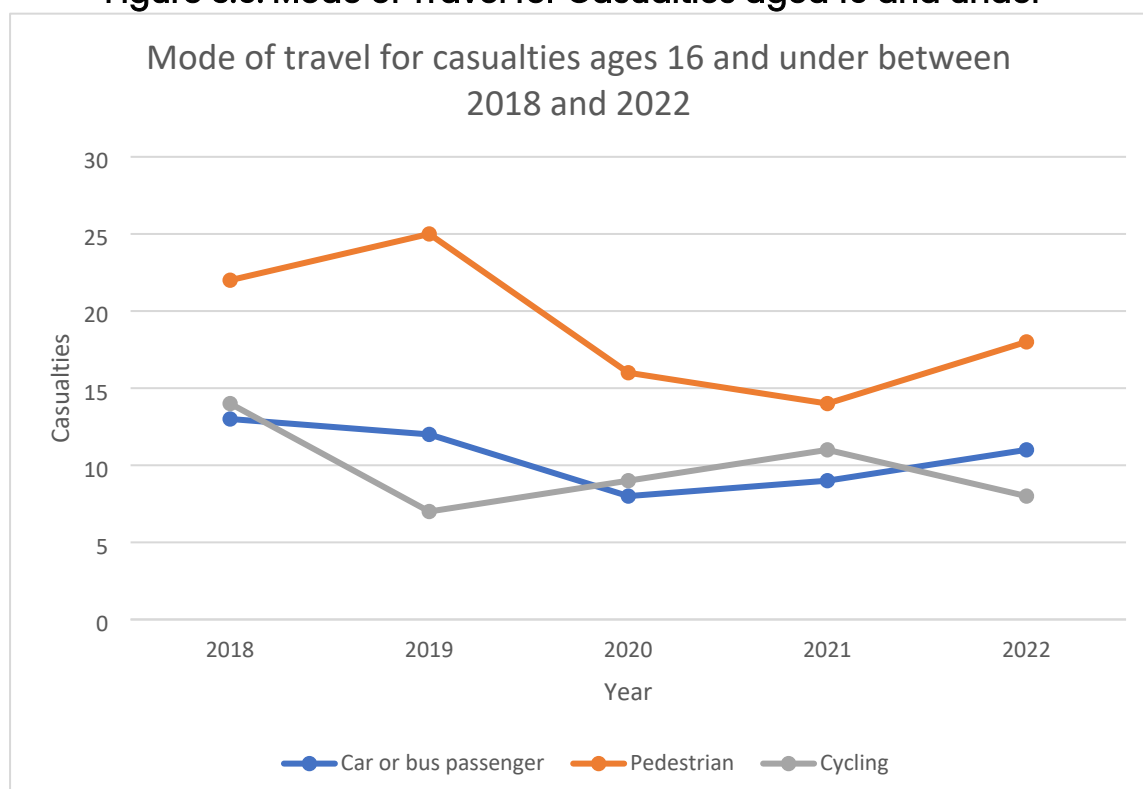
Casualty figures for children cycling, and as a passenger in a car or bus, have showed a largely static trend over recently years, although in 2022 both were below their 2018 level. The casualty figure for children walking increased in 2022 compared with 2021, although it remained substantially below its pre-Covid level. This may partly relate to 2022 having been the

first full year without national travel restrictions in place following the Covid pandemic.

As part of the Go Smarter North Tyneside behavioural change programme the Authority is investing in infrastructure along routes to schools to support more sustainable travel choices. The Authority's Go Smarter work (see section 3.2) is coordinated with road safety training so that pupils are made aware of how to safely use the new and existing infrastructure and become confident in travelling by foot, child's scooter, or cycle.

Since the Go Smarter project began, sustainable travel into the borough's primary schools<sup>2</sup> has risen by 14% to 68%. The overall level of sustainable travel, including secondary and middle schools, has risen by 10%<sup>3</sup> in the same period.

**Figure 3.6: Mode of Travel for Casualties aged 16 and under**



<sup>2</sup> In 2021/22, 26 of the 57 primary schools in the borough provided the Authority with travel survey data

<sup>3</sup> In 2021/22, 29 of the 72 schools in the borough provided the Authority with travel survey data

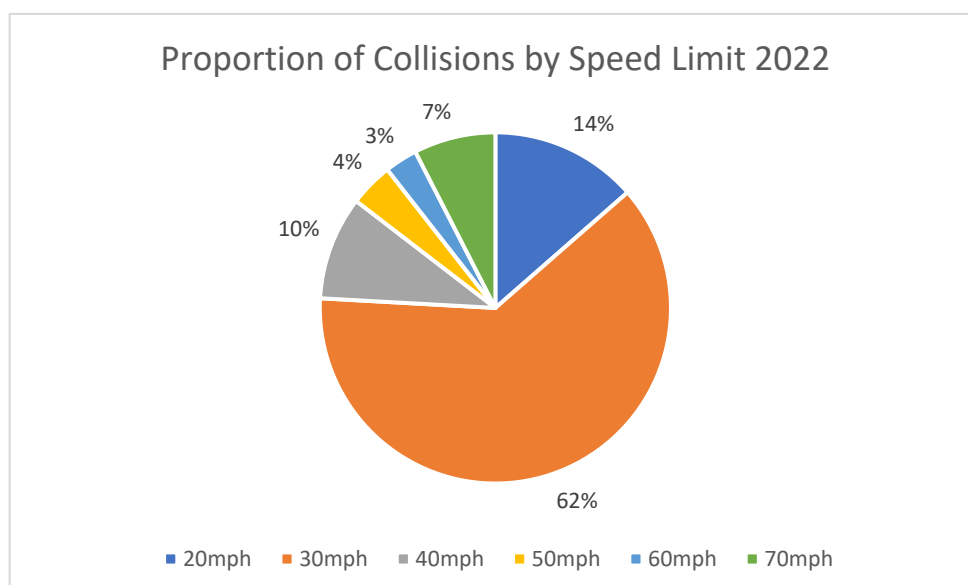
### 3.5.5 Collisions by speed limit

The charts below show collisions in 2022 based on speed limit. The chart shows that only 14% of collisions occurred on a road subject to a 20mph limit, despite around three-quarters of the local highway network being subject to a 20mph limit.

Most collisions occur on 30mph roads, which account for around 15% of the local highway network, the majority of which are A and B roads where traffic volumes are substantially higher.

In 2022, the percentage of collisions on 30mph roads dropped by 4 percentage points from 66% to 62% when compared with 2021. This was accompanied by limited increases in collisions on roads subject to a 20mph or 70mph speed limit.

**Figure 3.7: Collisions by Speed Limit 2022**



The Authority is part of the Northumbria Safer Roads Initiative (NSRI) partnership, which in addition to speed camera enforcement undertakes a wide range of education, training and publicity initiatives to promote road safety, including media campaigns. This is considered to have a positive influence in the medium to long term in terms of reductions in vehicle speeds and numbers of collisions. The majority of the mobile speed camera sites are located on the key distributor roads which are subject to a 30mph speed limit.

### 3.5.6 Collision cluster locations

The Authority has delivered a significant highway investment programme which started in 2014. The majority of the main highway congestion hot-spots and locations of road safety concern have been subject to junction improvements by way of major schemes. This has had a profound effect upon the collision cluster analysis, which was previously dominated by these locations.

A cluster location is identified as a location where more than 5 collisions have occurred over a 3-year period within a 50m radius. The table below identifies the locations where these criteria were met (for the period 2020–2022) and identifies what current and future work will seek to address this. There are three cluster location identified, which is a reduction in number compared with five in last year’s report (for the period 2019–2021). A plan of the collision cluster locations is included in Appendix D.

**Table 3.2: Cluster Locations within North Tyneside**

(Where more than 5 collisions have occurred over a 3-year period within a 50m radius)

Cluster Location	Cluster Rank	Slight	Serious	Fatal	Daily Traffic Volume (Est.)	Proposed Scheme or Measures
A1056-A189 Weetslade Roundabout	1	6	0	0	25,000	A major highway scheme has been delivered in Spring 2023 which installed traffic signals on the roundabout and improved crossing facilities.

A193-High Flatworth roundabout	2	4	1	0	30,000	While this remains a cluster site, the number of collisions has decreased when compared with previous years. The Authority is monitoring the junction to understand traffic movements and opportunities for improvements.
A187 Howdon Road – Prudhoe Street, North Shields	3	5	0	0	10,000	A highway scheme was completed in Spring 2023 which amended the layout of the existing junction and created improved crossing points.

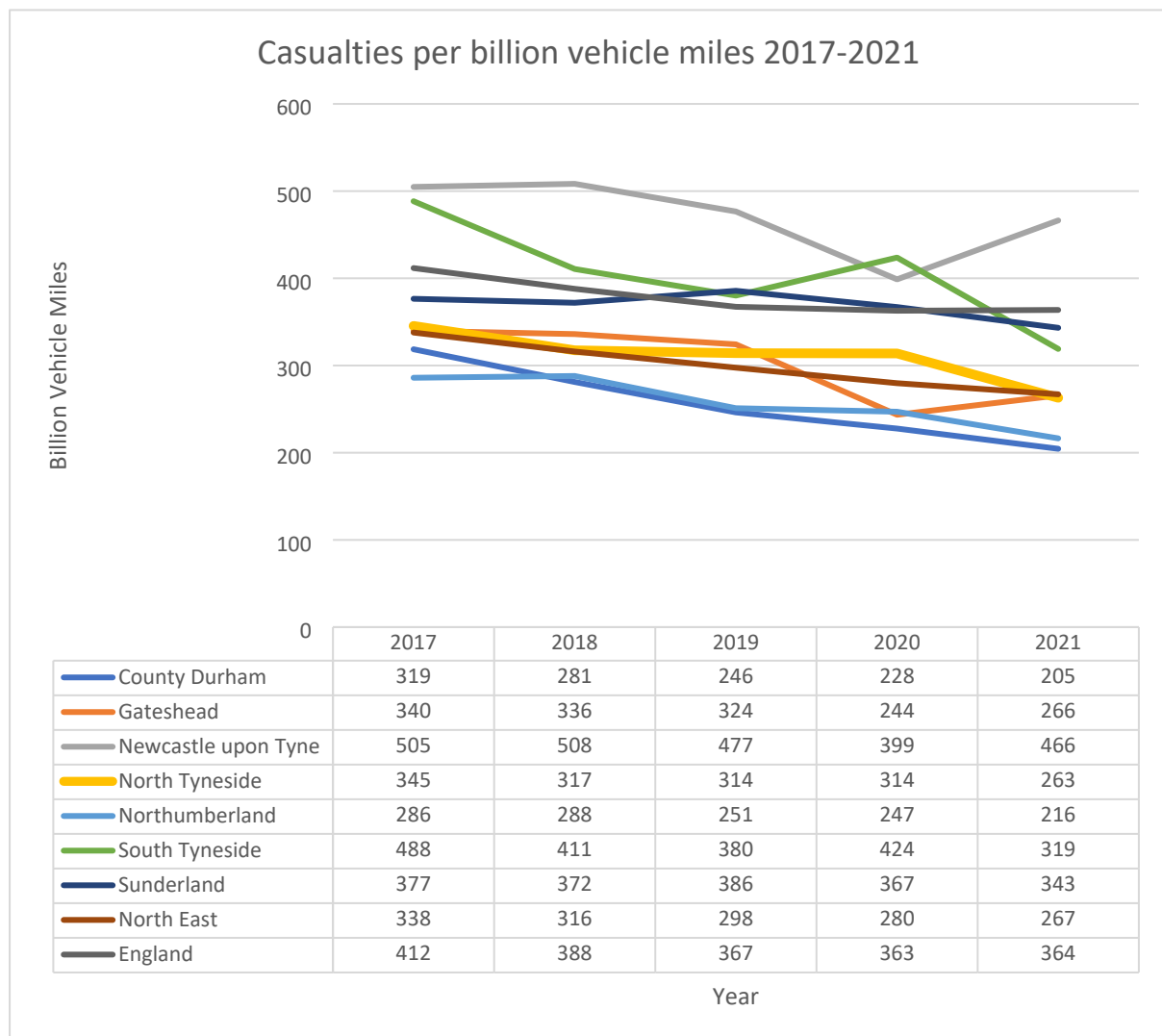
### 3.5.7 Benchmarking of Road User Casualties

In September 2022 the Department for Transport released the Reported Road Casualties Great Britain: 2021 Annual Report, which provides the number of personal injury road traffic accidents in Great Britain, as reported to the police in 2021 using the STATS19 reporting system. This includes all collisions that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured.

To assist in benchmarking the trends in road casualties against other areas, a comparison was undertaken against other local authorities in the North East and the England average – please see the graph below.

Against this measure, North Tyneside witnessed a reduction in casualties compared with its previous year and is for the most part performing well against other North East authorities and England, having seen a substantial reduction since 2017 to a lower level than most of the comparator authorities. During this time the level in North Tyneside has remained below the England average.

**Figure 3.6: Benchmarking North Tyneside against North of Tyne Combined Authority, North East Combined Authority and England (all local authorities) for Casualties per billion vehicle miles**



### 3.6 Scheme delivery

During 2022/23 the Authority delivered:

- 7 Local Transport Plan (LTP) road safety schemes aimed at addressing local sections of highway subject to excessive speeding and improving crossing provision on busy roads;
- 2 schemes aimed at improving access to public transport;
- 26 parking improvement schemes (e.g. double yellow lines);
- 56 advisory disabled bays;
- 2 LTP sustainable travel schemes aimed at improving sustainable links: these were delivered in conjunction with the Go Smarter programme to improve links around Appletree Gardens and Shiremoor primary schools;
- 9 schemes improving Public Rights of Way; and
- cycling and rights of way infrastructure:
  - approximately 3km of improvements to dust-surfaced paths such as the Waggonways; and
  - 8 heavy vegetation cuts.

Highway maintenance work delivered in the borough is reported separately as part of the HAMP (Highway Asset Management Plan) Annual Report, which is provided to Cabinet in Autumn each year.

### 3.7 Road safety and speed monitoring

The Authority has a rotation programme for driver speed feedback signs ('your speed' indicators, also known as Variable Message Signs or VMS), which covers a total of 49 locations. The Authority also has a set of driver speed feedback signs that can be erected on an ad-hoc basis to help address speeding concerns as they are raised by residents. This data can be used if any issues are highlighted at these locations. The feedback signs themselves usually achieve a reduction of approximately 3-4mph, which may assist in bringing speeds into compliance with the signed speed limit, and therefore provide a positive effect for local residents.

Below are the different Driver Speed Feedback Sign rotation programmes which the Authority is currently running:

- Residents' VMS Programme
- School VMS Programme
- Ward Rotational Programme
- Ad-Hoc VMS Programme

In addition, the Authority has fixed feedback signs at the following locations:

- Beaumont Drive (St Mary's ward);
- Park Lane (Valley ward);
- Park Avenue (Whitley Bay ward);
- Battle Hill Drive (Battle Hill ward); and
- Seatonville Road (Monkseaton South ward).

The Authority undertakes an analysis of the DfT Trafficmaster data for the borough to identify roads where speeds are in excess of DfT recommended tolerances. For each of the identified roads the Authority reviews the locations to assess whether it is appropriate for any physical measures to be introduced, and to add the location to the Ad-Hoc VMS Programme and review the data collected from the VMS units.

### 3.8 Perceived Safety

Planning and design is crucial for creating safe and sustainable public transport options. People can be discouraged from using public transport facilities if there are safety and security issues, which reduce their quality of life by creating a barrier to using these facilities.

Nexus undertake Customer Satisfaction Surveys on the Metro and buses operating within Tyne and Wear. The feedback they have received on personal safety is below:

- Metro (average score out of 100%)
  - Your personal security approaching the station is 90%
  - Your personal security at the station is 87%
  - Your personal security on trains is 80%
- Bus (average score out of 100%) – see table below



**Table 3.3: Perceptions of Safety from Nexus Customer Satisfaction Surveys on the bus in Tyne & Wear**

Survey question	2021/22	2022/23	2022/23 sample size
Do you feel safe travelling on the bus in darkness?	87%	75%	1,968
Do you feel safe travelling on the bus in daylight?	99%	99%	2,627
Do you feel safe waiting at this bus station in darkness?	74%	67%	1,527
Do you feel safe waiting at this bus station in daylight?	99%	99%	2,343
Do you feel safe walking to and from this bus station in darkness?	73%	66%	1,545
Do you feel safe walking to and from this bus station in daylight?	99%	99%	2,355

Nexus also have an Insight Panel open to people living in Tyne and Wear, Northumberland and Durham, whose members are asked to complete a short online survey once a month with the results shared on the Nexus website.

In order to support personal security, Nexus, as operator of the Metro network, provides the following:

- introduction of up to 44 security officers at key times;
- regular co-ordination meetings with Police and other partners resulting in targeted interventions;
- displaying security telephone/text number at all stations and trains;
- periodic community reassurance exercises, with mobile staff on the Metro system interacting with the community;
- ensuring all stations meet the standard to comply with the relevant Safer Tram Stop/Station schemes;
- a new generation of advanced CCTV with over 720 cameras installed at all 60 stations providing crystal clear footage;
- train CCTV and body-worn cameras for staff;
- targeted patrols in areas or at times which experience higher levels of anti-social behaviour;

- roving patrols by customer services and security staff around network, and
- Metro Police Unit, British Transport Police and Neighbourhood Police teams presence around the Metro network.

During 2022/23, Nexus, in conjunction with the Authority and Northumbria Police, piloted a new anti-social behaviour initiative, Operation Maple. The project involved uniformed and plain-clothed officers using the Metro at coastal stations between Meadow Well and Northumberland Park during the spring and summer months. The project was considered successful and a 30% reduction in anti-social behaviour was recorded during its first year. Operation Maple will be rolled out for its second year during 2023/24.

In addition, at Nexus-run bus interchange facilities:

- CCTV is installed at all interchanges;
- Nexus works extensively with Youth Offending Teams with regard to intervention and diversionary methods to deter willing individuals not to reoffend; and
- Nexus has a Schools Liaison Officer who works throughout Tyne and Wear.

### 3.9 Air Quality

In 2023 the Authority formally adopted its [Air Quality Strategy 2023-2028](#) which specifies how the Authority will strive to improve air quality across the borough and how the effectiveness of the strategy will be monitored. The following 8 main aims are identified within the strategy:

- Aim 1: To maintain and improve air quality and health
- Aim 2: Reducing transport-related emissions
- Aim 3: To review air quality in planning policy, development and land use
- Aim 4: Reviewing and promoting reductions in emissions from fixed sources
- Aim 5: Promoting and improving health outcomes linked to air quality
- Aim 6: Encouraging public participation on air quality and informed choice on air quality and health outcomes

- Aim 7: To review and promote benefits of carbon net zero action plan on air quality
- Aim 8: improving collaborative working

The Authority also produces an annual Air Quality Status Report which reviews the air quality in the borough against the Authority's objectives and national compliance, which can be viewed on the [Air quality](#) page on the Authority's website. The 2022 report noted that levels of the relevant pollutants remained below the air quality thresholds and hence there was no requirement to declare any Air Quality Management Areas (AQMAs).

### 3.10 Biodiversity in scheme delivery

The Authority has a joint [Biodiversity Action Plan](#) with Newcastle City Council which identifies plans to deal with priority habitats and species within the Authority's boundaries. The plan aims to manage the natural environment effectively and protect natural resources.

Works to public rights of way and the highway network can sometimes require removal of trees or other vegetation, or heavy pruning, and occasionally involve working in sensitive areas where there is a risk of protected or priority species being present. The Authority mitigates potential impacts by ensuring works are undertaken in accordance with relevant legislation (e.g. such works being undertaken outside the bird nesting season) and ensuring that the appropriate surveys and mitigation measures are in place.

### 3.11 Flood action

The Authority has an operational Flood Action Plan which seeks to provide mitigation throughout the borough, based on responding in a planned way following weather warnings, and to deliver flood avoidance measures where appropriate.

The Flood Action Plan identifies highway infrastructure and properties which need to be protected, routes for deployment, a strategy for each site and the materials that need to be placed at each site. The document is reviewed on an annual basis to ensure the plan remains accurate.

#### 4. Principle 3 – Support inclusive economic growth

The Authority is continuing to support the attractiveness of the borough's town centres and district centres as places to spend time for residents and visitors, supporting accessibility, particularly by more sustainable modes, and sense of place.

The Authority has commenced implementation of its masterplan for North Shields, which aims to transform the town centre and riverside to create an environment where people choose to live, work and spend their leisure time.



**Photo 4.1: Howard Street, North Shields**

The redevelopment of Northumberland Square and Howard Street, as part of the North Shields Masterplan, was completed in Summer 2022.

The scheme consisted of regenerating the area through high quality public realm improvements, including the use of traditional paving and introducing street trees and street furniture. The scheme provides a benchmark of quality for public realm improvements and creates attractive routes for residents and visitors.

In March 2023, the works to Northumberland Square and Howard Street were highly commended in the Medium Project category for the Institution of Civil Engineers (ICE) North East Robert Stephenson Awards.

Works are approaching completion of a new Transport Hub, which will involve a new bus interchange adjacent to North Shields Metro Station and a planned new town square. In addition, preliminary groundworks are taking place on the Riverside Embankment walkway.

The remaining projects for delivery over the lifetime of the masterplan include:

- Public realm improvements at Bedford Street and Saville Street
- Northumberland Square redevelopment
- Gateway improvements: East Tynemouth Road and the Law Courts; South East Fish Quay/Brew House Bank; West Howdon Road/Coach Lane/Saville Street
- Allocated housing sites: Tyne Brand mixed use site; Unicorn House residential

The masterplan also recognises the role of the Shields Ferry as an important link in the transport network serving the borough. It supports the proposed relocation of the Shields Ferry landing to a central location at the Fish Quay, linking to the Riverside Embankment walkway, as one strand of a comprehensive public transport network which will support the long-term and sustainable transformation of North Shields.

In 2021, the Authority committed in its [Our North Tyneside Plan 2021-2025](#) to bring forward masterplans for Wallsend and Whitley Bay town centre areas. The Authority has also committed 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.

During 2022/23 the Authority set out its ambitions for the [Wallsend Masterplan](#), which aims to transform the area behind 3 main themes;

- Aiming to improve the quality of the housing offer following Cabinet's plans for 5,000 affordable homes where residents can feel comfortable, secure and proud of where they live
- Improving the street scene and public spaces, making the town centre and nearby neighbourhoods a great place to live and visit
- Ensuring Wallsend residents are well connected to and well prepared for good, high quality jobs. Through adult education, apprenticeship and the transport infrastructure around the town, the Authority will ensure people in the community are supported to improve their life chances

Projects within the Wallsend Masterplan include the remodelling of Wallsend Town Square with new paving, seating, bollards, litter bins and lighting. Significant improvements to High Street West are also proposed with the aim of improving the experience for people walking, cycling and wheeling.



## Photo 4.2: Visualisation of High Street West

The Authority has also commenced development of its ambition for the villages located within the North West of the borough by developing a set of priorities to guide the development of the Village Plans. The policy priorities are:

- Improve Transport Connectivity, by ensuring areas are connected and part of the public transport network
- Access to Local Services, such as healthcare, education retail and leisure
- Caring for the Environment and a Sense of Belonging, by ensuring areas are looked after and have appropriate infrastructure to support the communities



## 5. Principle 4 – Improve connectivity

### 5.1 A connected network for cycling

The North Tyneside Cycling Strategy sets out a ‘tube map’ of Strategic Cycling Routes for the borough, included at Appendix C of this report, to be accompanied by a grid of local routes which are welcoming for cycling. The Authority has delivered improvements to some of sections of the ‘tube map’ as described in Section 5.2 of the report; has obtained further external funding to deliver the Sea Front Sustainable Route, which forms part of the network; and continues to seek opportunities to deliver further sections of the borough’s cycling network.

In 2022/23 the Authority also delivered 3km of improvements to dust surfaced paths such as the Waggonways and 8 heavy vegetation cuts.

### 5.2 Investment in Cycling Infrastructure

The Authority has continued to invest in cycling infrastructure, including successfully obtaining external funding, to work towards its aim to support everyday cycling in the borough.

The Authority had previously secured external funding of £1.6m from the Government’s Active Travel Fund (ATF) Tranche 2, for works which reallocate road space to support cycling and walking, and £7.6m from the Transforming Cities Fund (TCF), for infrastructure measures which support cycling, walking and public transport.

During 2022/23 the Authority successfully delivered the £1.6m Active Travel Fund (ATF) Tranche 2 sustainable travel scheme on the A191 between Norham Road and Foxhunters roundabouts and on Middle Engine Lane. The works, which are located on the yellow route of the Authority’s ‘tube map’, included the following:

- Around 1km of segregated cycle lanes linking the coast from the ‘Foxhunters roundabout’ towards destinations such as Cobalt Business Park. A further 1km of segregated cycle lanes will be in place on the same section of the highway following completion of ongoing highway works associated with new housing developments at the Murton strategic site;



- A roundabout with protected space for cycling, in line with national guidance LTN 1/20, at Rake Lane–Billy Mill Lane roundabout. The scheme included crossing improvements on each of the approach arms, making it easier for people to cross the road for people walking or wheeling.

Photo 5.1: Rake Lane–Billy Mill Lane roundabout



The Authority has delivered sustainable transport improvements around Four Lane Ends Metro, bus and park and ride interchange with TCF funding. The scheme, which is located on the purple and red routes on the ‘tube map’, has provided a new bus lane and improved walking and cycling provision to the interchange.

In addition the Authority is delivering Routes to Metro projects, also with TCF funding, which make it easier to get to Metro stations by cycling, walking and wheeling. The Routes to Metro project linking to Northumberland Park station from the Backworth area was completed in 2022/23 and those at

Whitley Bay, Percy Main and North Shields are programmed for completion during the 2023 and 2024.

**Photo 5.2: Four Lane Ends TCF scheme**



Cycling provision forms part of the TCF scheme for the North Shields transport hub. Alongside the delivery of a new bus interchange, adjacent to the Metro station, and Riverside Embankment Walkway, the scheme includes up to 3km of routes suitable for cycling, which will help to promote sustainable travel to North Shields town centre and Fish Quay from wider residential areas.

In May 2022 the Authority was successful in being awarded £3.5m from ATF Tranche 3 to move ahead with plans for a permanent, segregated, two-way safe space between the North Shields Fish Quay and St Mary's Lighthouse in Whitley Bay. The scheme, known as the Sea Front Sustainable Route, will make the sea front a safer and more pleasant place to walk, wheel and cycle.

Following a successful application for further funding, works on the scheme are due to begin in Winter 2023-24, which will see the delivery of the route between Tynemouth Village and Beach Road. The remaining phases of the route will be delivered following this.

The route, which is popular with visitors and residents alike, follows the National Cycle Network route NCN1, part of the Coast and Castles cycle route, and as such forms part of the 'tube map'. The improvements will include traffic calming measures on the highway and raised crossings for easier access to the sea front.

Information on the project can be located on the Authority's [website](#).

### 5.3 Public transport developments

The Authority is delivering improvements which will assist and encourage public transport use in the borough. The new North Shields Transport Hub is approaching completion and will bring local buses, Metro, taxis and links to cycling infrastructure, together in the town centre, making it easier and more attractive for people to choose cleaner, greener ways to travel. Together with the planned Riverside Embankment walkway this will also support links between the town centre and the Shields Ferry, helping to support the continued operation of the ferry service and its role as a vital link for the town centre and the borough more widely.

The Authority continues to support the delivery of the regionally significant Northumberland Line major project, promoted by Northumberland County Council, which will re-introduce a passenger service on the rail line between Ashington and Newcastle, expected to commence from Summer 2024.

As part of this, construction work is underway to provide the first National Rail station in the borough at Northumberland Park, which will be located adjacent to the existing Metro station, bus stops and park and ride site.



This will support accessibility by more sustainable modes to major employment sites in North Tyneside.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough. The Authority works with Nexus on aspects of the process to facilitate the Metro fleet replacement project. Nexus undertook surveys with users of the service which have shaped their work on train design. Trains within the new fleet will include:

- Extra seats
- Handrails in wheelchair areas
- Wall furnishings
- Double grab poles
- Floor markings for wheelchair and multi-use spaces
- Bike holders and belt clips to improve cycle storage

A [virtual tour](#) of the new carriages can be found on the Nexus website.

The first new train is expected to run on the network in late 2023, with the new trains replacing the old ones in stages. It is envisaged that the full new fleet will be in service by 2025.

The Authority continues to work with other local authorities in the region, Nexus, Transport North East and local bus operators through the North East's bus Enhanced Partnership, established in March 2023. As part of the development of the partnership, the region's Bus Service Improvement Plan (BSIP) was refreshed in November 2022. The plan outlines the North East's ambition to make bus travel attractive in preference to car travel by implementing measures to make bus journeys more affordable and practical, and enables the region to access funding for a range of planned improvements to ticketing and investment in the bus network.

## 6. Principle 5 – Manage demand and enable smart choice for all

### 6.1 Cycling infrastructure

The North Tyneside Cycling Design Guide, refreshed in June 2023, sets out minimum requirements for delivering safe, well designed cycling infrastructure that supports the Authority's aspirations for growth in cycling journeys.

The design of cycling infrastructure also takes account of the relevant national guidance (Local Transport Note LTN 1/20 'Cycling Infrastructure Design'). Standards for cycling infrastructure design will be overseen by Active Travel England, the Government's inspectorate for cycling, walking and wheeling provision.

In June 2023, Cabinet approved the refreshed North Tyneside Cycling Strategy, which now includes as an appendix the borough's first Local Cycling and Walking Infrastructure Plan (LCWIP). In line with Government guidance, the LCWIP is based on the 'tube map' routes and walking, wheeling and cycling improvements in town centres, and will assist in strengthening future bids for funding and in seeking developer funding.

As noted in Section 5.2, the Authority has been successful in obtaining significant external funding which has enabled the installation of high-quality cycling infrastructure parts of its strategic network, with more works planned to be installed during 2023/24.

The Our North Tyneside Plan 2021 to 2025 sets out the Authority's commitment to creating a green North Tyneside and increasing opportunities for safe walking and cycling, including providing a segregated cycleway at the coast, which is to be delivered through the Sea Front Sustainable Route project.

### 6.2 Walking and Cycling Index 2021

The [Walking and Cycling Index](#) (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. The most recent edition was in 2021, which was also the first year that walking was included within the assessment.

The Walking and Cycling Index is completed in collaboration with 18 urban areas: one of these covers North Tyneside, Newcastle and Gateshead and is known as 'Tyneside'. The report includes information on walking and cycling data, modelling and an independent survey of 1,264 residents aged 16 or above in the area.

Findings from the 2021 report included:

- 7,500 tonnes of greenhouse gases are saved each year by people in Tyneside cycling instead of driving, equivalent to saving the carbon footprint of 16,000 flights to Tenerife
- 23% of residents do not cycle but would like to; this includes 27% of women
- 59% of residents said it would help them cycle more if protected cycle tracks were provided; currently 15% of households in the Tyneside area have cycle tracks nearby.

The Authority has been working with Sustrans and regional colleagues to collate information ahead of the next edition of the Walking and Cycling Index, which is planned for release in Spring 2024.

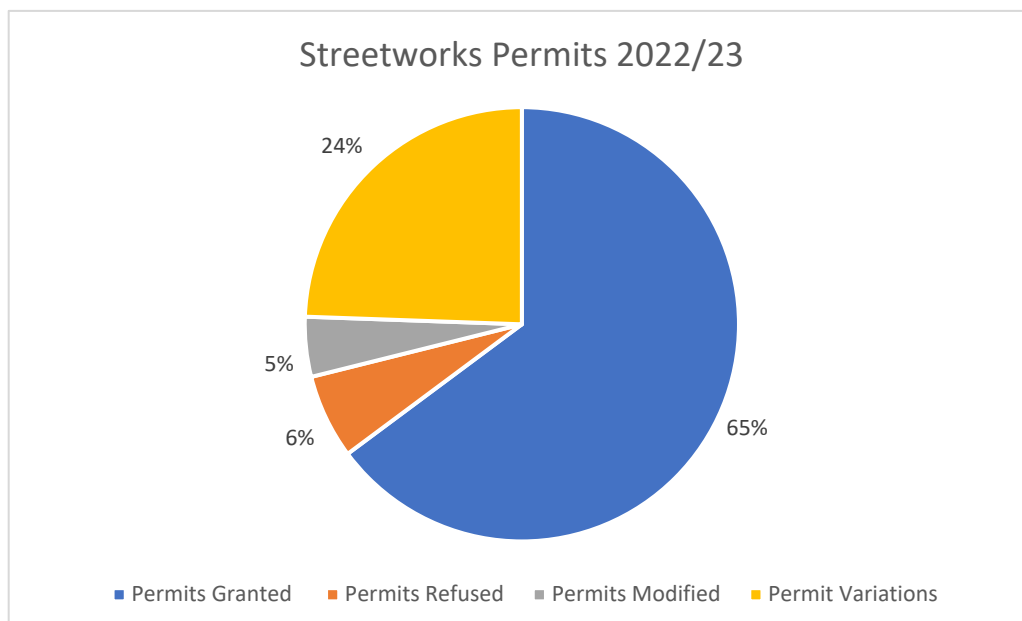
### 6.3 Managing streetworks

The Authority has continued to effectively manage the highway network through the Streetworks permitting system. The team consider every application received by utility companies and may challenge the request to ensure that minimal disruption is caused to North Tyneside residents and visitors.

The chart below shows that 35% (4,888) of the 13,896 permit requests received during 2022/23 have been challenged or modified through the permitting process. The majority of these are associated with identified conflicts in concurrent road works on the highway network. Those permit requests subject to modification or variation were mostly associated with challenging and changing the traffic management proposals (e.g. avoiding the use of 3-way traffic signal control where possible); hours of operation (e.g. limiting works to off-peak hours only); and clarifications around specific works extents and locations. The permit system is working well with very few over-runs occurring on the network. The compliance rate

on site is good, with very few Fixed Penalty Notices needing to be issued for non-compliance.

**Figure 6.1: Streetworks Permits 2022/23**



#### 6.4 Highway network management technology

The Authority has identified areas where technology can support its network management. This assists in ensuring that traffic signals operate efficiently to the benefit of all road users.

To support this approach, the Authority has connected 42 traffic signal sites, comprising both junctions and standalone crossings at key corridors,

to the regional UTMC (Urban Traffic Management and Control) control room. The sites are also provided with additional real-time traffic counter equipment that can monitor and analyse fluctuations in demand on each approach, allowing timings to be further refined remotely by the UTMC team.

As part of the regional Transforming Cities Fund allocation, the traffic signals along bus corridors in Wallsend and Longbenton were upgraded during 2022/23. This allows for bus movements to be prioritised based on delay and occupancy, helping to improve reliability for bus users along the routes.

In 2021/22 North Tyneside was one of only 39 councils to be awarded DfT funding through the Local Council Roads Innovation Group (LCRIG). The funding was provided to maintain and update the traffic control systems that the Authority has invested in over the years. During 2022/23 the Authority utilised this funding to upgrade 11 standalone crossings at locations in Killingworth, Howdon and Whitley Bay.

## 6.5 Highway maintenance

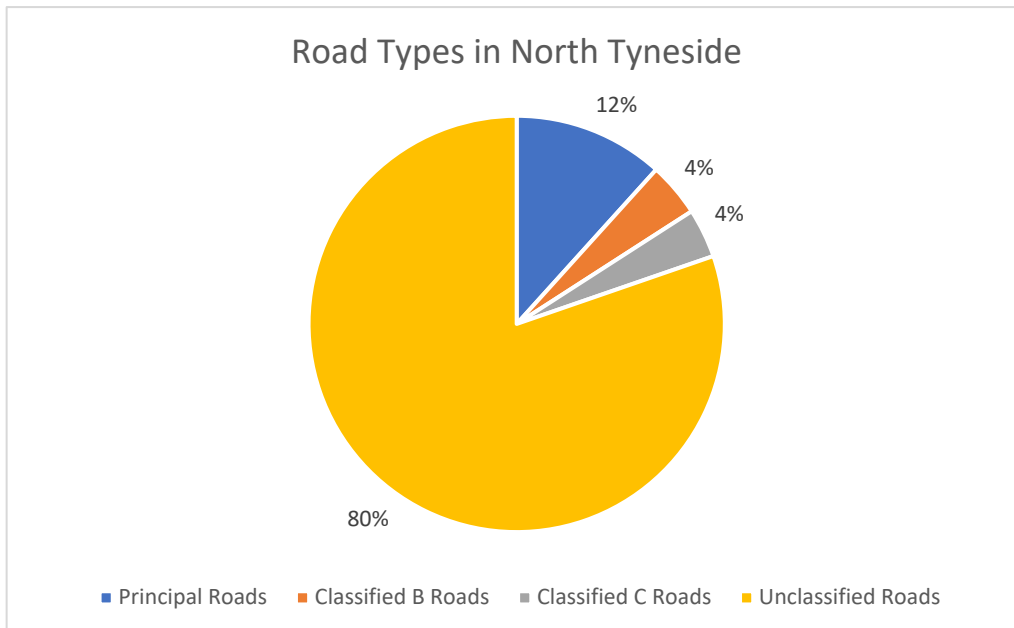
In 2022/23 there was full delivery of the annual road resurfacing programme, which includes the Additional Highway Maintenance project. In brief, delivery in 2022/23 involved:

- 45,000m<sup>2</sup> of micro-asphalt, enough to surface 3.7 miles of road;
- 52,000m<sup>2</sup> of full resurfacing schemes, enough to surface 4.72 miles of road; and
- delivery of around 13 footway improvement schemes.

The highway network incorporates roads of differing standard and class as shown in the graph below.

### Figure 6.2: Road Types in North Tyneside (HAMP)





The North Tyneside Highway Asset Management Plan (HAMP) includes a commitment as Part 3 to provide an annual report on network performance in terms of maintenance and condition of assets. The annual HAMP report is submitted separately to Cabinet and therefore this report does not include further details of highway maintenance and condition.

Information on the annual HAMP report can be found on the Authority's [website](#).

## 7. Summary of performance

### Principle 1 – Reduce carbon emissions from transport

The Authority is investing in measures which help to reduce carbon emissions to support the Authority's carbon net zero aspirations, such as trialling low temperature resurfacing in the delivery of local highway works. The Authority is also investing in electric vehicle (EV) charging infrastructure, with external funding, to facilitate the uptake of EVs in place of petrol or diesel vehicles, in accordance with the North Tyneside Zero Emission Vehicles (ZEV) Strategy.

### Principle 2 – Improve health outcomes

Cycling levels in the borough have increased by 48% since the adoption of the Transport Strategy. Cycling levels in 2022 were 18.6% ahead of the Authority's target cycling growth, although they were 12% lower than in 2021, partly reflecting broader changes in travel patterns following the ending of national Covid-19 restrictions.

The Authority's 'Go Smarter' programme, which promotes healthy and active travel and delivers road safety training in schools, has engaged with the higher number of pupils since the adoption of the Transport Strategy in 2018, increasing by 14% in 2022/23. The Authority continues to work with schools on the delivery of School Streets schemes in the borough, supporting children and their families to get to school by walking, cycling or 'park and stride', and to deliver Bikeability cycling training. The annual Summer of Cycling campaign has continued to see a rise in popularity and attendance.

There was a 4% decrease in serious or fatal casualties in North Tyneside in 2022. Total casualties, including those classified as slight, were 15% above their 2021 level, which may partly relate to 2022 having been the first full year following the lifting of Covid-related national travel restrictions; however, they remained below their 2019 level (the last full year pre-Covid). The three-year average figures for 2020-22 also showed a decrease in casualties compared with the baseline.

The Authority's investment in major schemes, including measures such as traffic signals and safer crossing points at busy junctions, is likely to have

contributed to reducing the severity of casualties. The borough's road collision data compares well with other Tyne and Wear authorities and the number of cluster locations for 2020-22, as indicated by collision data, decreased to three compared with a previous level of five.

The Authority continues to invest significantly in the borough's highway network and in local road safety, network management and maintenance schemes. Air quality in the borough has been confirmed as compliant with legal standards.

### Principle 3 – Support inclusive economic growth

The Authority has completed the regeneration of Northumberland Square as part of the North Shields Masterplan and has progressed with the construction of the new transport hub. The masterplan for Wallsend, which sets out three main themes to transform the town centre, has been approved by Cabinet and the Authority seeks to bring investment to the North West of the borough and ensure regeneration has benefits for all residents, in accordance with the Our North Tyneside Plan 2021-2025.

### Principle 4 – Improve connectivity

The Authority delivered major projects on the network with external funding in 2022/23, involving cycling, walking and wheeling improvements on the A191 Rake Lane and Middle Engine Lane corridor and bus access and sustainable travel improvements around Four Lane Ends interchange. The Authority will continue to invest in the network, with the delivery of the Sea Front Sustainable Route, as well as cycling, walking and wheeling improvements on routes linking to Metro stations, to commence during 2023/24.

The Authority continues to support the delivery by Northumberland County Council of the Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle, currently programmed to commence operation in Summer 2024. The project includes a rail station in the borough at Northumberland Park, which will support accessibility to employment by more sustainable modes.

Nexus has secured funding of £362m to deliver a new Metro fleet which will improve comfort and reliability for people travelling by Metro in the borough; the Authority continues to work with Nexus on aspects of the process to facilitate this project. The first new Metro unit is anticipated to be on the network in late 2023, with the full new fleet in service by 2025.

The Authority continues to work with partners across the region on the delivery of the North East Bus Service Improvement Plan (BSIP), which enables the region to access funding for improved ticketing and investment in the bus network.

#### Principle 5 – Manage demand and enable smart choice for all

The Authority is committed to managing the transport network so that it operates effectively and efficiently for all highway users, including public transport, cycling, walking and wheeling.

The Authority actively manages street works requests from utilities and their contractors, with 35% of permit requests being challenged or modified in 2022/23, and a good compliance rate on site.

The Authority has been successful in obtaining external funding to maintain and update its traffic signals. Traffic signal improvements along bus corridors in Wallsend and Longbenton have been delivered, helping to improve reliability for bus users along the routes, and 11 signalised crossings in the borough were upgraded in 2022/23.

## Appendix A – Transport policies and strategies

The North Tyneside Transport Strategy provides the overall strategic context for transport in the borough, as described in section 1 of the main report.

The strategy was developed with regard to the regional North East Transport Plan, approved by the North East Joint Transport Committee in March 2021. This is the statutory 'Local Transport Plan' for the North East (Durham, Northumberland and Tyne and Wear) and sets out the transport priorities for the region for the period 2021 to 2035. It includes a delivery plan of schemes to be brought forward, subject to business case, set out by time period: these include a variety of active travel, road and rail investments.

The North Tyneside Transport Strategy is supplemented by the following policies and strategies related to transport in the borough:

### [Transport and Highways Supplementary Planning Document \(SPD\) – refreshed October 2022](#)

This document sets out in detail the policies and procedures adopted by the Authority with regard to the traffic and transport impacts of new development. The document focuses on the need to ensure sustainability in all new development and improved connectivity to local centres, schools and employment sites through new and enhanced infrastructure.

The document supports the housing and jobs growth requirements of the Local Plan whilst challenging developers to ensure that high standard sustainable transport infrastructure and facilities are provided as an integral part of the development.

The Travel Plan requirements for new developments have been made more rigorous to encourage developers to deliver on the robust targets outlined above and ensure the opportunity for sustainability travel is maximised from the outset.

The refreshed SPD was approved by Cabinet in October 2022 and directly supports all of the principles set out in the Transport Strategy.

### [North Tyneside Parking Strategy – refreshed August 2022](#)

On average, 96% of the lifetime of a car is spent parked and parking management is an ongoing challenge. Parking forms an integral part of the Authority's transport strategy for the borough. It is essential that parking controls are transparent and consistently applied.

The North Tyneside Parking Strategy sets out a transparent assessment procedure for considering requests for restrictions and permits. The procedure aims to enable prompt decisions to be taken with clear next steps shared with an applicant.

The approach applies a "Solutions Tool" to any request that identifies the source of the problem and seeks to resolve inconsiderate parking through engagement first before parking restriction measures are considered. When inconsiderate parking is causing an acute road safety or access restriction for services these requests will be expedited. If engagement is unsuccessful at reducing the scale of the problem then requests would still result in restrictions being considered.

In relation to the design and provision of new car parking relating to developments brought forward through the planning process, the Authority's approach is set out in the Transport and Highways SPD (see above). The refreshed Parking Strategy was approved by Cabinet in August 2022 and directly supports the principles set out in the Transport Strategy.

### [Highway Asset Management Plan \(HAMP\) – adopted in September 2017](#)

The local highway network is the responsibility of local highway authorities. The local highway network is the largest, most valuable and most visible infrastructure asset for which the Authority is responsible. Well maintained and accessible highway infrastructure is vital and fundamental to the economic, social and environmental wellbeing of the communities of North Tyneside. The aim to maintain a good highway network is complementary to the Our North Tyneside Council Plan and the Authority's commitment to making North Tyneside a great place to live, work and visit. Resident surveys and other feedback show that a well-maintained highway network is a high priority.

The HAMP sets out the Authority's strategic approach to highway and infrastructure maintenance. In order to provide regular information about

the highway and infrastructure the HAMP contains a commitment to provide an annual information report to Cabinet. The HAMP annual information report is presented to Cabinet in Autumn each year and provides information on work undertaken within the last 12 months, future planned activities and other items of general interest.

The HAMP supports all of the principles set out in the Transport Strategy.

### [North Tyneside Cycling Strategy – refreshed June 2023](#)

Cycling is a healthy and sustainable way of making everyday journeys, which often replace motorised journeys, and supporting the demand for increased participation in cycling can boost the local economy, people's health and quality of life, helping to make North Tyneside a great place to live, work and visit.

The refreshed Strategy supports and encourages the growth of cycling in the borough, with a focus on securing further growth in everyday cycling, working in partnership to deliver projects which get more people cycling of all ages and in all areas. Wherever possible, improving the borough's infrastructure and information, delivering a programme of works which makes everyday cycling simple, safe direct and attractive and supports the growth in everyday cycling.

The refreshed Cycling Strategy includes the Authority's Local Cycling and Walking Infrastructure Plan (LCWIP) as an Appendix. The LCWIP provides a detailed review and assessment of strategic cycling routes across the borough and links for walking and wheeling in town centres.

The Cycling Strategy is supported by the North Tyneside Cycling Design Guide which provides design guidance to make sure that cycling is considered as part of all highway and regeneration projects and any new infrastructure is in line with best and emerging good practice.

The refreshed Cycling Strategy and Design Guide, approved by Cabinet in June 2023, directly support all of the principles set out in the Transport Strategy.

### [North Tyneside Travel Safety Strategy – adopted March 2018](#)

The refreshed Travel Safety Strategy has broadened the previous road safety remit to consider the safety of all users of the highway including pedestrians, cyclists, horse riders, motorists and public transport patrons (bus/metro/taxi). A key aim for both the Authority's Transport Strategy and the North Tyneside Local Plan is to provide a safer environment for road users and to continue to reduce the number of people injured on the transport network in North Tyneside.

The Strategy sets out how the Council intends to further improve road safety by reviewing and improving infrastructure, increasing awareness and education of road safety matters and working in partnership to address travel safety concerns on the Authority's transport network.

The Strategy makes a commitment to report on performance against key road safety casualty reduction targets and progress against the actions set within the strategy itself. The Travel Safety Strategy was adopted by Cabinet in March 2018 and is due to be reviewed and updated in 2023/24, and directly supports the principles of the Transport Strategy.

### [North Tyneside Network Management Plan – adopted October 2018](#)

The refreshed Network Management Plan sets out how the Authority intends to “manage the peaks” in highway operations using a corridor-based approach to manage demand on the network through better use of technology, promoting behavioural change and investing in infrastructure improvements when it is appropriate to do so.

The Plan focuses on 11 key routes identified that cater for the majority of journeys undertaken across the Borough. The corridor based approach will seek to deliver a comprehensive network of links between key origins and destinations for all modes of transport and support greater levels of investment, deliver wider local benefits, and increase the opportunity for securing developer contributions through the planning system.

The Authority will develop a service standard that each corridor should aim to operate at based on measurable attributes such as journey time reliability, level of delay, duration and scale of congestion relative to off-peak average journey times, public transport service level, cycling



provision and number of cyclists. The Network Management Plan is due to be reviewed and updated in 2023/24.

#### [North Tyneside Zero Emission Vehicles Strategy – adopted November 2021](#)

This strategy aims to support the take-up of zero emission vehicles (ZEV's, which includes both pure electric vehicles and hydrogen fuel cell vehicles) in preference to petrol or diesel vehicles in the borough.

The strategy gives background information, summarises challenges, and sets out the Authority's action plan to deliver the aims of the strategy.

#### [North Tyneside Home to School/College Transport Policy – reviewed May 2021](#)

Home to school/college transport involves partnership working between the Authority, transport and education providers and parents and carers. The Authority also has a duty to ensure, in certain cases, that suitable travel arrangements are made to facilitate children's attendance at relevant educational establishments.

The policy sets out how the Authority will implement an approach to reflect these considerations and provides guidelines in a clear and comprehensive manner on the procedures which are followed.

#### [North Tyneside Hackney Carriage and Private Hire Licensing Policy – refreshed May 2022](#)

The policy sets out how the Authority will discharge its responsibility for the licensing of hackney carriage and private hire vehicles, their drivers, and in the case of private hire vehicles their operators, within the borough.

Among its objectives are to protect consumers by making sure that vehicles are safe, clean, reliable and accessible; seeking to ensure that drivers, vehicle proprietors and private hire operators are fit and proper persons; to clarify the Authority's expectations to licensees and explain its decision-making process; to encourage environmental sustainability; and to encourage high standards of service.

The Hackney Carriage and Private Hire Licensing Policy was previously approved by Cabinet in February 2020, and was refreshed in May 2022. The document supports all of the principles set out in the Transport Strategy.

Please see attached the following Appendices to the report:

[Appendix B – Transport Strategy Data Factsheet](#)

[Appendix C – Network of Strategic Cycle Routes \(“Tube Map”\)](#)

[Appendix D – 2020–2022 Collision Cluster Locations](#)