

North Tyneside Transport Strategy Annual Information Report 2019/20



North Tyneside

Transport Strategy Annual Information Report 2019/20

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1. Introduction

The North Tyneside Transport Strategy was adopted by Cabinet on 8 May 2017 and 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. 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 2020 – 2024;
- Local Plan 2017 – 2032; and
- Health and Wellbeing Strategy 2013 – 2023.

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

- Local Development Document LDD12 – Transport and Highways;
- North Tyneside Cycling Strategy;
- North Tyneside Travel Safety Strategy;
- North Tyneside Parking Strategy;
- North Tyneside Highway Asset Management Plan (HAMP); and
- North Tyneside Network Management Plan.

2. 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. This report covers the period 1 April 2019 to 31 March 2020 and sets out relevant local transport data over that period of time.

In July 2019 the Authority declared a Climate Emergency, and seeks to halve its own and the borough's carbon footprint by 2023 and commits that itself and the borough will be carbon neutral by 2050 in line with the national target. This is in line with the first of the Transport Strategy's five principles, which includes a commitment to assist in reducing carbon emissions, by encouraging modal shift and taking part in regional initiatives to encourage wider adoption of low-carbon technologies in vehicles and transport infrastructure.

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

2.1 Performance 2019/20

The five principles of the Transport Strategy guide the Authority 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 - Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment;
- Principle 2 - Support economic growth; through effective movement for people, businesses and goods and to support the regional aim of "more and better jobs";
- Principle 3 - Improve connectivity; with all parts of the borough, the region, the rest of the country and the world;
- Principle 4 - Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to; and
- Principle 5 - Manage demand; on transport networks and assets and address current and future transport challenges.

A "Transport Strategy Data Factsheet" summarising the key performance data for 2019/20 has also been produced and is included in Appendix B to this report.

3. Principle 1 - Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment

3.1 Road Collisions

As shown in the Collisions by Year and Severity 2015-2019 graph included in the Data Factsheet in Appendix B, the total number of collisions in North Tyneside has shown a broadly steady trend over the last three years.

The figures for North Tyneside, like those for all other local authorities in the region, have been affected by the change in Police reporting methods which took place in 2016. This has resulted in a change in the proportions of Serious and Slight collisions. The change in reporting has resulted in an increased number of collisions being interpreted as Serious, e.g. where casualties are detained in hospital or suffer from a fracture, concussion or burn. Serious collisions are reported within the category of KSI (those in which one or more individual is killed or seriously injured).

The standard practice is to record an authority's performance based on a rolling 3 year average, which gives a clearer picture of the underlying trend despite possible annual variation in the data.

For the three types of collision recorded:

- Collisions in which one or more individual is killed or seriously injured (KSI) – following the change in Police reporting of Serious collisions described above, the 3-year average figure for KSI for 2017-19 was 62. For comparison, the baseline average figure for 2005-09 was 63 (note that this was before a change in Police reporting which affected which collisions were classed as Serious).
- There was a decrease of around 15% in collisions in which a child is killed or seriously injured (Child KSI) compared with the baseline – over the period 2017-19 there was an annual average of 11 such collisions, compared with an annual average of 13 during the baseline years 2005-09.
- Collisions classified as Slight – the 3-year average figure for 2017-19 was 257, which has more than halved (57% lower) since the 2005-09 baseline average figure of 603.

When comparing the figures for 2019 with 2018, overall serious collisions have shown a decrease (of 9.4%¹), which compares very positively with the regional picture. This may in part reflect the substantial major scheme investment which the Authority has undertaken in recent years to improve traffic movements and pedestrian and cycle crossing facilities at major junctions.

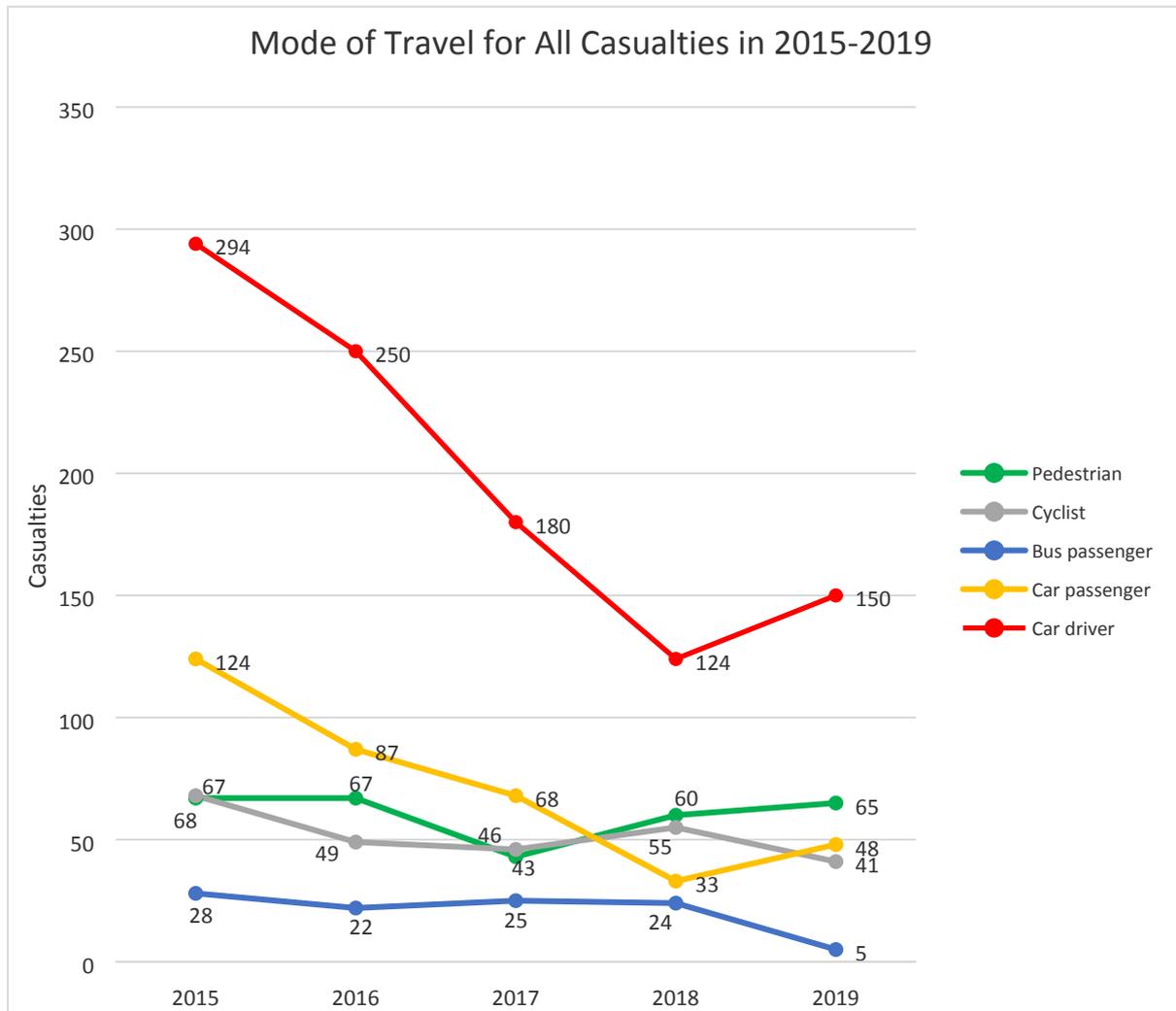
Nevertheless, the total number of casualties has increased to a limited extent (by 4.4%), despite the clear declining trend over the last five years.

[1] The total number of collisions in 2019 was 260, as in 2018, however fewer of these were classed as Serious. The total number of casualties in 2019 was 309 compared with 296 the previous year.

3.1.1 Casualties by mode of travel

The graph below 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 2019 around a third (34%) of casualties were walking or cycling, around one in six (17%) were a passenger and just under half (49%) were driving.

Figure 3.1: Mode of Travel for All Casualties



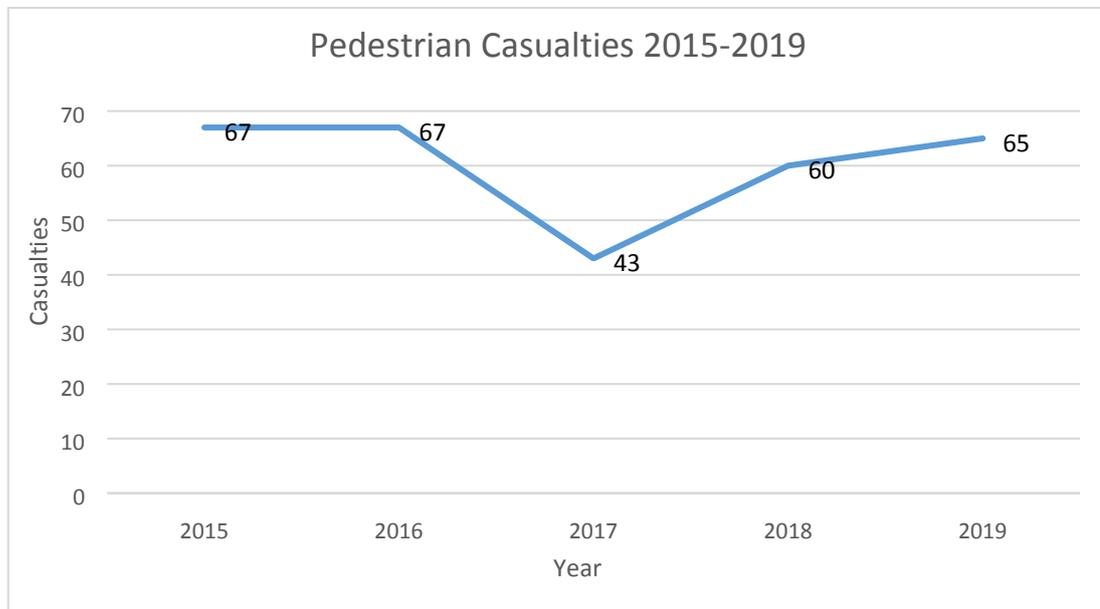
The numbers of casualties involving car drivers and car passengers both increased in 2019, although over recent years these have shown a clear decreasing trend and both remain substantially below 2017 levels. By contrast, casualties involving bus passengers decreased substantially in 2019, having been largely static over previous years. However, the trend in pedestrian and cycling casualties is less clear, despite a notable decrease in cycling casualties in 2019: these are discussed in more detail below.

3.1.2 Casualties involving pedestrians

The graph below emphasises how numbers of pedestrian casualties on the highway network have been quite consistent in recent years except for 2017, which saw a lower number of pedestrian casualties: the average annual number of pedestrian casualties over 2015-2019 was 60.4. In 2019, 21% of the recorded casualties were pedestrians.

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 3.2: Pedestrian Casualties



3.1.3 Collisions involving cycling

The graph below shows how the number of collisions involving cyclists since 2015 has followed a broadly decreasing trend, with some variation between years: note that this is against a background of increasing cycling. As identified in the North Tyneside Cycling Strategy the Authority has ambitious growth targets for cycling of 7% per year and aim to develop a Network of Strategic Cycle Routes (“Tube Map”), see Appendix C. In view of this it is essential to support people in feeling confident that they can safely cycle to destinations in the borough.

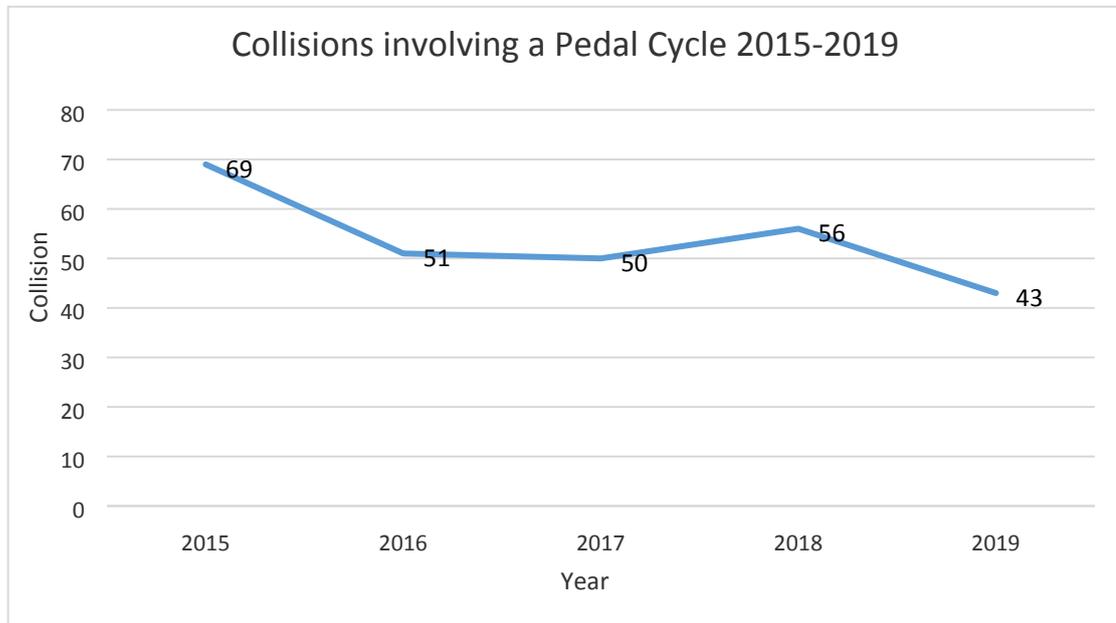
In 2019, 16.5% of collisions involved a cyclist: this remains a disproportionately high figure, when considering the proportion of work trips undertaken by cycling was 3% according to the 2011 Census. The Authority continues to review the details of cycling-related collisions that have occurred to assist in directing funds to the appropriate interventions.

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, including media campaigns, to promote road safety. The Authority is also a partner in the North East Freight Partnership. Through its Fleet Operator Recognition Scheme (FORS), in 2019/20 the Freight Partnership offered two Safe Urban Driving courses, which provided HGV drivers with classroom-based training on how to behave safely around people cycling and offered the opportunity for the drivers to experience the road from a cycling viewpoint.

The Authority continues to deliver cycling training to school children through the Department for Transport’s (DfT) Bikeability programme: the number of training places delivered rose to 2,238 in 2019/20 compared with 1,978 the previous year. The Authority

continues to examine which Bikeability training modules are offered and how best it can deliver this. The North Tyneside Cycling Design Guide supports the delivery of appropriate infrastructure that supports increased cycling numbers and design considerations that improve safety.

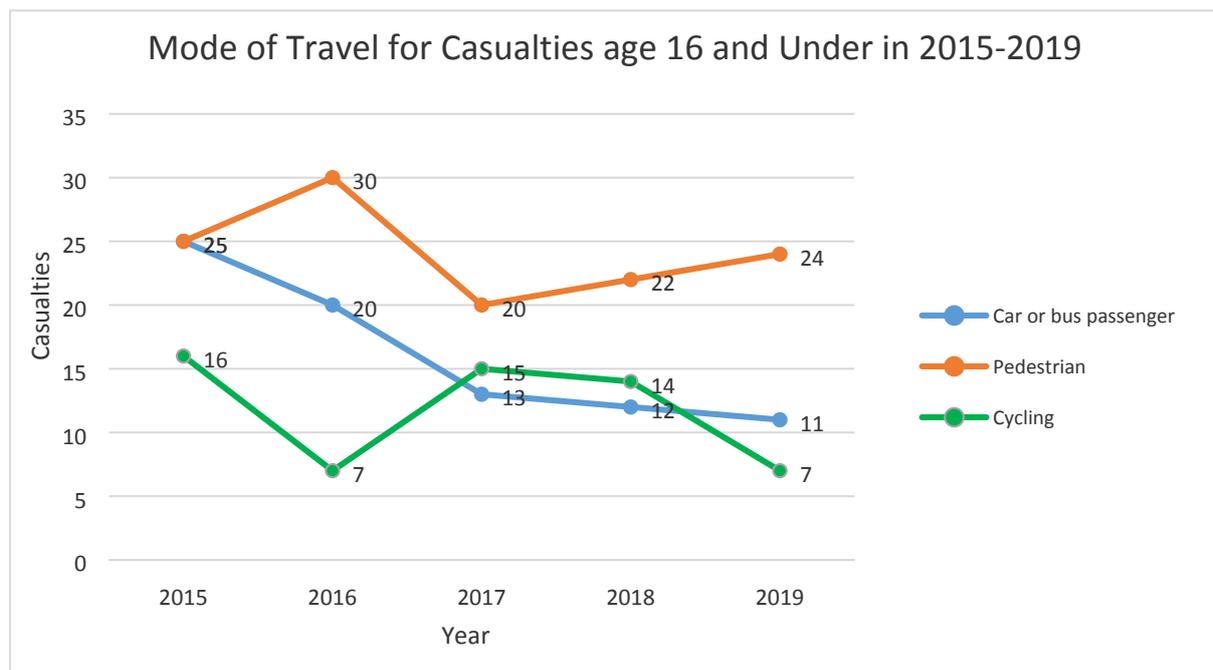
Figure 3.3: Collisions involving a Pedal Cycle



3.1.4 Casualties involving children

The graph below shows how those casualties involving children (16 and under) are distributed across different travel modes, specifically walking, cycling, and as a passenger (car or public transport). The data shows that casualties have been declining among children travelling as passengers, while the trend is less clear for walking and cycling trips.

Figure 3.4: Mode of Travel for Casualties age 16 and under



As part of the Go Smarter North Tyneside behavioural change programme (see details under Principle 4 below) the Authority is investing in infrastructure along routes to schools to support more sustainable travel choices. The Authority’s Go Smarter work is coordinated with road safety training such 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. Continuously improving the safety record outside and around schools is a key focus in encouraging parents and children to travel more sustainably. The Authority produces an Annual Go Smarter Report which reports the shift to sustainable travel: the rate of sustainable travel to schools (for which the Authority has data) has risen by 6.4% to 66% since the Authority started its Go Smarter work, however when looking at the primary schools engaged by Go Smarter, the increase is 12%.

3.1.5 Collisions by speed limit

The charts below show 2019 collisions based on the speed limit and classification of the roads where they occurred. The chart shows that only 10% of collisions occurred on a road subject to a 20mph limit, some of which will be outside of a residential 20mph zone, despite around three-quarters of the local highway network being subject to a 20mph limit.

While the risk of a collision occurring is more closely related to traffic volumes than traffic speeds, traffic speeds have a significant bearing on the severity of a subsequent collision. The chart shows that most collisions occur on 30mph roads which only account for around 15% of the local highway network, the majority of which are A and B roads where traffic volumes are substantially higher.

Figure 3.5: Collisions by Speed Limit 2019

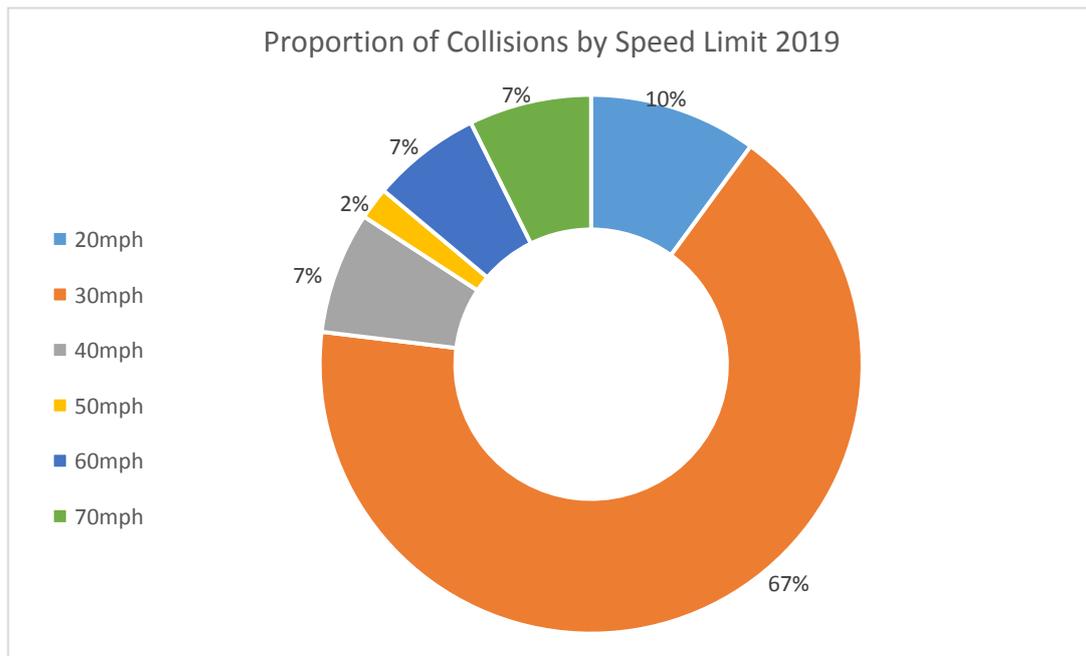
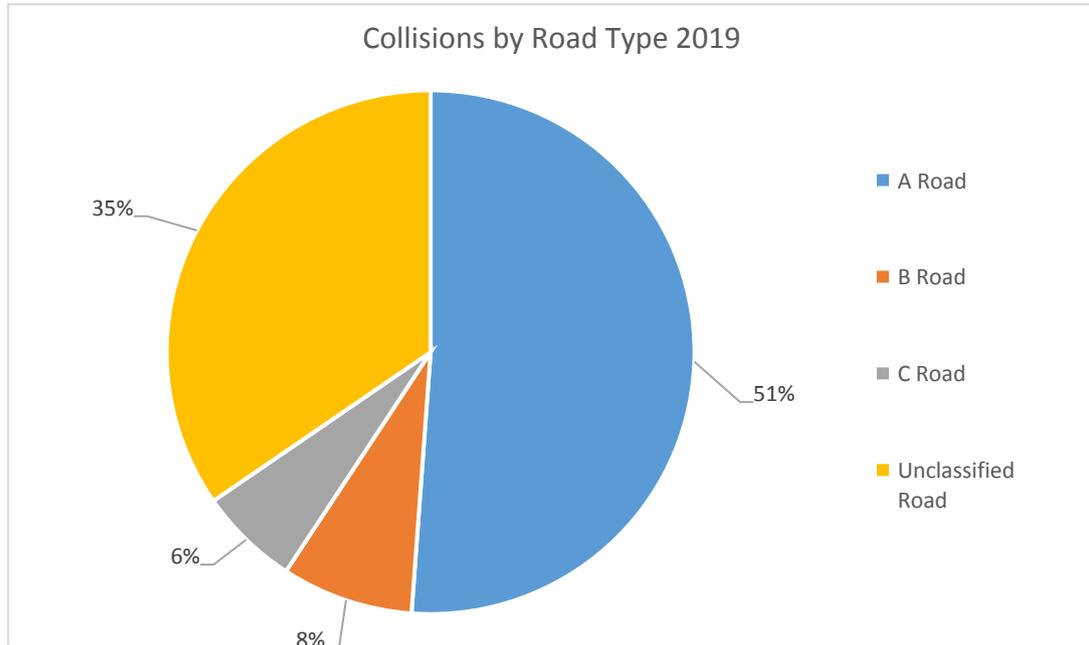


Figure 3.6: Collisions by Road Type 2019



3.1.6 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 a major scheme. This has had a profound effect upon the latest collision cluster analysis, which was previously dominated by these locations.

A cluster site 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 six locations where these criteria were met (for the period 2017-2019) and identifies what current and future schemes will seek to address them. This is a reduction on the seven cluster locations identified last year (2016-2018) and nine cluster locations identified in the previous year (2015-2017). Three of the clusters remain from last year while three of the clusters are new, two of which were clusters in 2015-2017. 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
A19 Fisher Lane (Seaton Burn) roundabout	1	13	2	0	50,000	Road managed by Highways England. Potential for improvements to be considered as part of the national Road Investment Strategy beyond 2025.
A188-A191 Four Lane Ends junction	2	4	3	0	30,000	Following major scheme investment, number of collisions in the vicinity of the junction decreased from 10 in 2014 to 4 in 2015 (year scheme was completed) and 2 in 2016. Since then, the junction and links have experienced a significant increase in traffic volumes associated with A189 Killingworth Road Bridge closure. Continue to monitor following A189 reopening.
A19 Silverlink roundabout	3	5	1	0	70,000	Completed Highways England major scheme. All collisions are from prior to/during major scheme construction.
A186 Station Rd / Mullen Road	4	5	1	0	15,000	Recent works funded by a developer (East Benton Rise) under a Section 278 agreement.
A193-Norham Road roundabout	5	6	0	0	12,000	Some remodelling of junction as part of recent major scheme. Majority of collisions are from prior to/during major scheme construction.
A186 Station Rd / A1058 Coast Rd roundabout	6	6	0	0	20,000	Works to be funded by a developer (East Benton Rise) under a Section 278 agreement.

3.2 Scheme delivery

During 2019/20 the Authority delivered:

- 15 LTP road safety schemes aimed at e.g. addressing local sections of highway subject to excessive speeding and improving crossing provision on busy roads;
- 4 schemes aimed at improving access to public transport;
- 32 parking improvement schemes (double yellow lines, etc.);
- 9 LTP sustainable travel schemes aimed at improving sustainable links: many of these were delivered in conjunction with the Go Smarter programme to improve links around schools; and
- cycling infrastructure:
 - approximately 3.5km of new or upgraded cycle route infrastructure (through major transport schemes and the Authority's Local Transport Plan, LTP, programme);
 - approximately 5.3km of improvements to dust-surfaced paths such as the Waggonways;
 - 7 access improvements;
 - 12 heavy vegetation cuts; and
 - 12 signage, markings and street furniture improvements.

Six major schemes have been delivered with two currently under construction which includes developer funded works.

One of the road safety improvement schemes was introduced on The Links in Whitley Bay (phase 1 delivered in 2018/19; phase 2 in 2019/20). The scheme was developed in consultation with local residents following a fatal collision in May 2017, which involved excessive vehicle speeds. Prior to the fatal collision, the section of road had 10 collisions in a five-year period. The scheme involved:

- extending the 30mph speed limit further north;
- installing a raised table parallel crossing next to the Brierdene car park; and
- landscaping the central reservation for the length of the dual carriageway section.

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.

3.3 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 (VMS), which covers a total of 127 locations. This data can be used if any issues are highlighted at these locations. In such cases the Authority undertakes a review of existing highways infrastructure at these locations and identifies if any additional mitigation measures are required. The feedback signs themselves usually achieve a reduction of approximately 3-4mph bringing speeds into compliance with the signed speed limit and therefore provide a positive effect for local residents.

Some of the Authority's VMS signs are approaching the end of their functional life and the Authority is two-thirds of the way through a three-year replacement programme. The Authority have purchased 'Smiley Face' VMS units for use in the School VMS Programme: these units display the driver's speed as well as a green happy face or red angry face as appropriate. An example of the sign is shown below.

Figure 3.7: 'Smiley face' driver feedback sign



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

- Residents' VMS Programme

This programme was developed to reduce speeds in locations where there was a perceived speeding problem. These VMS are at each location 4-5 times per year.

- School VMS Programme

In addition to 20mph zones and associated signage these units are rotated around schools in the borough. These VMS are at each location 6 times per year. During school holiday times these units are used at various locations in Tynemouth and Beacon Drive in Wideopen.

The Authority also has Permanent VMS 'flashing 20' units at nine school sites: owing to the age of these units the Authority is currently considering options for these locations.

- Ward Rotational Programme

This programme involves the VMS being at each location up to 10 times a year.

- Ad-Hoc VMS Programme

This programme is the most utilised programme and was developed for one-off requests to deal with potential issues around speeding in various locations across the borough and enables us to receive data regarding the volume and speed of vehicles. The Authority has two sets of units which remain on site for two weeks so they can cover 52 sites per year.

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.

3.4 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 10)
 - Your personal security approaching the station is 7.4
 - Your personal security at the station is 7.3
 - Your personal security on trains is 7.0
- Bus (Percentage of people who answered yes to the questions)

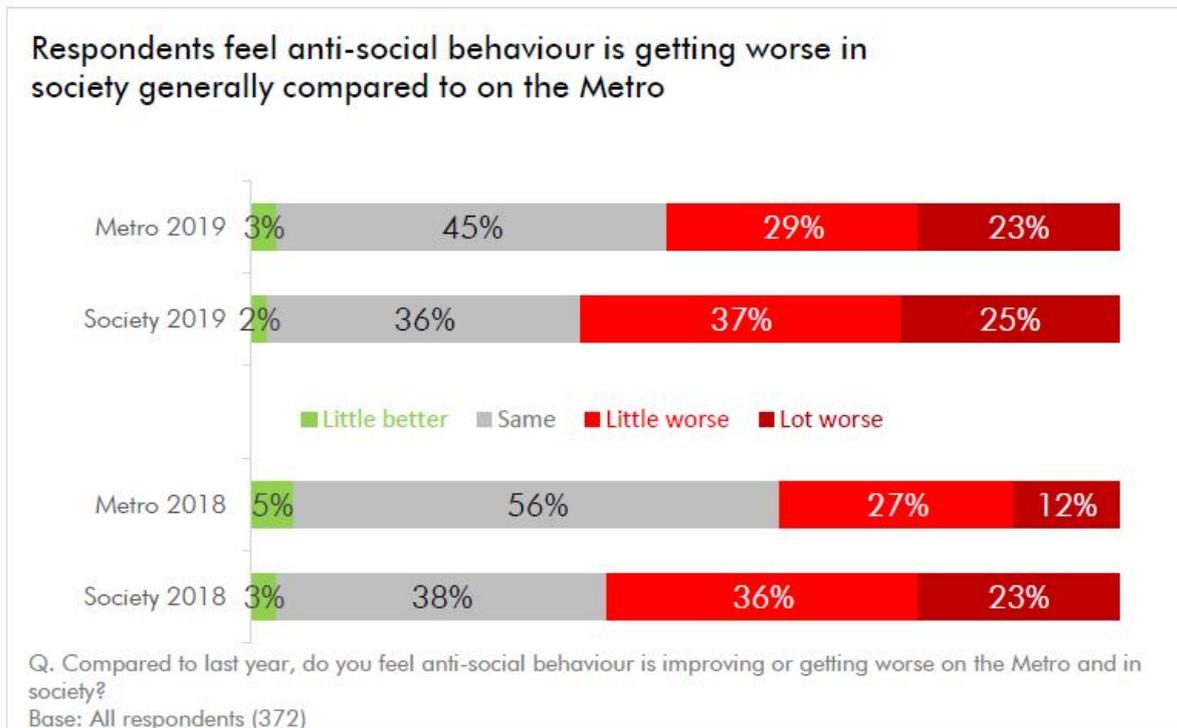
Table 3.4: Perceptions of Safety from Nexus Customer Satisfaction Surveys on the bus in Tyne & Wear

Survey question	2017/18	2018/19	2019/20	2019/20 sample
Do you feel safe travelling on the bus in darkness?	94.1%	95.2%	94.9%	453
Do you feel safe travelling on the bus in daylight?	100.0%	100.0%	99.9%	3,918
Do you feel safe waiting at this bus station in darkness?	94.1%	94.9%	94.7%	453
Do you feel safe waiting at this bus station in daylight?	96.1%	94.9%	94.5%	3,920
Do you feel safe walking to and from this bus station in darkness?	88.3%	85.9%	83.7%	2,237
Do you feel safe walking to and from this bus station in daylight?	99.9%	100.0%	99.9%	3,919
Do you know if this station is covered by CCTV?	51.3%	59.1%	62.9%	3,339
Have you witnessed any Anti-Social Behaviour?	3.9%	4.1%	4.3%	3,339

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

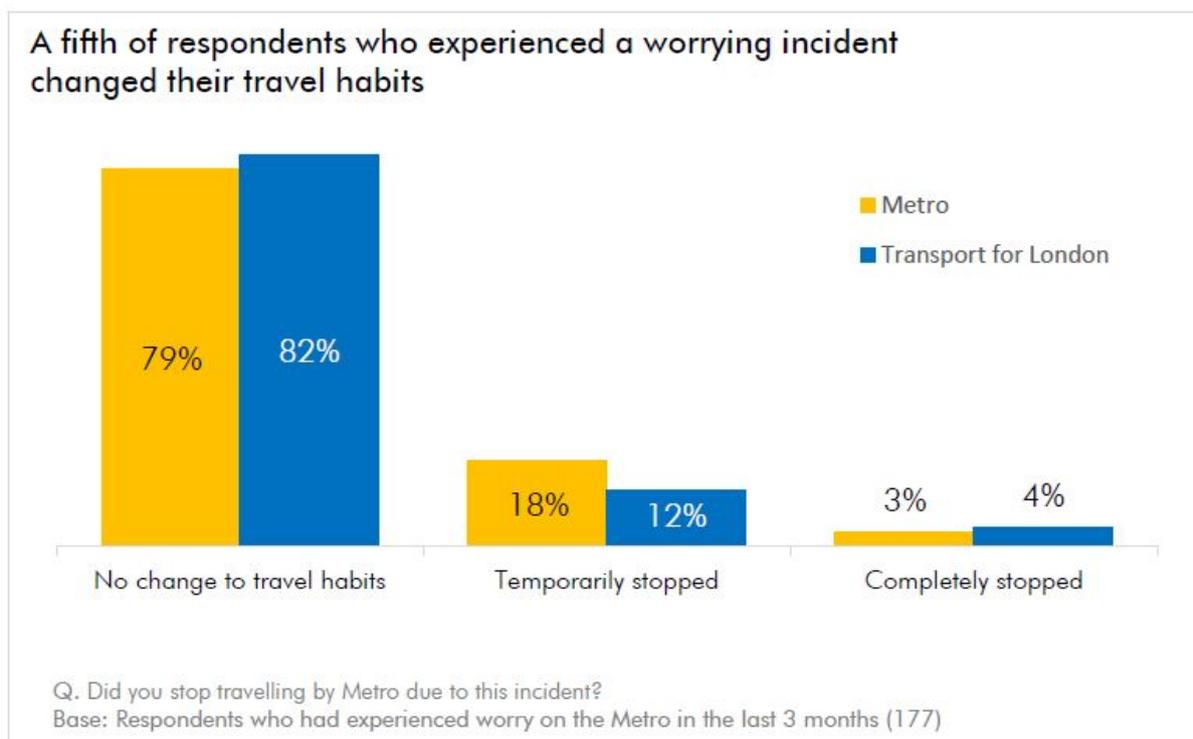
The figure below from the Nexus Insight Panel show that more than half of respondents feel that anti-social behaviour is getting worse on the Metro, although a larger number also feel that it is getting worse in society as a whole.

Figure 3.8: Perception of anti-social behaviour on the Metro from Nexus Insight Panel Survey for Tyne & Wear 2019



The figure below from the Nexus Insight Panel show that a fifth of respondents who experienced a worrying incident changed their travel habits with 3% of them completely stopping using the Metro.

Figure 3.9: People who changed their travel habits on the Metro due to an incident from Nexus Insight Panel Survey for Tyne & Wear 2019



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

- 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; and
- over 600 station CCTV cameras, train CCTV and body-worn cameras for staff.

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.

3.5 Infrastructure for ultra low-emission vehicles

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.

The Authority secured external funding to install EV Rapid charge points, serving 4 vehicles at once and capable of charging a vehicle in 20-30 minutes, at Beaconsfield car park in Tynemouth in 2019/20. There are also plans for new public EV charging provision in Whitley Bay, North Shields and Wallsend in 2020/21. The Authority will continue to review the opportunities for EV charging infrastructure in line with its Climate Emergency declaration.

3.6 Air Quality

Motor vehicles are a major source of air pollution at national level, particularly nitrogen dioxide (NO₂), and while North Tyneside has no locations where air quality exceeds national thresholds (exceedances), the Authority will continue to support wider efforts to improve air quality.

In 2017 the Government issued a legal order to a number of local authorities, requiring them to prepare a plan to bring reduce NO₂ emissions to below specified limits in the shortest possible time. This included a short section of the A1058 Coast Road between the A186 Station Road and the City of Newcastle boundary. As traffic patterns across the North Tyneside Council, Newcastle City Council, and Gateshead Council areas are interlinked, the three authorities worked jointly on a feasibility study.

Following two rounds of public consultation, in December 2019 the Tyneside authorities submitted a business case outlining the preferred plan. This involves the introduction of a charged Clean Air Zone ('CAZ C') in 2021 covering central Newcastle and each of the central Tyne bridge crossings (the Tyne, Redheugh, and Swing Bridges). The clean air zone charge will apply to all non-compliant vehicles except private cars.

In March 2020, it was confirmed that North Tyneside Council was in compliance with legal limits for nitrogen dioxide. This had been assisted by ongoing measures such as a programme to retrofit all buses travelling along the A1058 Coast Road bringing their emissions in line with the latest 'Euro VI' emissions thresholds. The retrofitting programme is due to conclude in 2020.

While North Tyneside is no longer subject to a legal direction on air quality, the Authority will continue to work with Gateshead and Newcastle Councils to deliver the Tyneside plan to address NO₂ exceedances.

4. Principle 2 - Support economic growth; through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”

The Authority’s highway investment programme has seen substantial junction and corridor improvements aimed at addressing longstanding road safety, congestion, and sustainable transport issues. The main objective of the majority of these schemes is to support economic growth at local employment sites and provide improved access to these locations by all transport modes.

Around £18m has been invested, the majority of which is external funding, to deliver six major schemes which have been recently completed or are currently on site, as shown in the table below; two of these schemes have additional phases involving works delivered by a developer.

Table 4.1: Recent Major Scheme Delivery Programme in North Tyneside

Scheme	Construction start date	Construction end date
North Bank of the Tyne	September 2017	March 2019
A189 Corridor (Salters Lane) – Cycle Improvement Scheme Includes developer funded works to be delivered	September 2018	January 2020 (for phase 1)
A1056 Weetslade Corridor Includes developer funded works to be delivered	March 2016	August 2017 (for phase 1)
A1058 Coast Road Cycle Route Delivered in phases	July 2016	March 2020
Tyne View Terrace, Willington Quay - East Howdon – Cycle Improvement Scheme	August 2019	March 2020
Northumberland Park Metro to Cobalt Business Park – Walking and Cycling Improvements	July 2019	March 2020

The major schemes completed in previous years which were jointly funded, using external funding from the Local Growth Fund (LGF), are subject to post-scheme monitoring and evaluation. There was a delay in undertaking some of this monitoring owing to the traffic impacts of the construction of Highways England’s Silverlink major scheme.

Following the completion of the Silverlink scheme, the data analysis and Monitoring and Evaluation reports are in preparation for the five major schemes listed below:

- A1058 Coast Road
- A19 Cobalt Corridor
- A1056 Weetslade Corridor Phase 1
- North Bank of the Tyne
- A191 Tyne View Park

The analysis will include comparisons of road safety, journey times, traffic volumes and speeds, cycling usage, carbon and noise. The early analysis to date is showing:

- Improvements in road safety;
- Air quality improved, traffic flowing better at new sites due to increased capacity and shorter queue lengths; and
- Cycling activity increased overall.

The Silverlink major scheme is now complete. It is the responsibility of Highways England, who will undertake the appropriate monitoring for this scheme – details will be included in a subsequent annual report.

The Silverlink scheme included cycling and pedestrian improvements, notably the construction of two new cycling-pedestrian bridges over the A1058 slip roads on the line of the Coast Road Cycle Route, which is one of the Strategic Cycle Routes defined in the North Tyneside Cycling Strategy, and a new cycling and walking route linking the A1058 with the Tyne Tunnel Trading Estate.

5. Principle 3 - Improve connectivity; with all parts of the borough, the region, the rest of the country and the world

The Authority, through its highway investment programme, has delivered the provision of new cycling infrastructure to support growth in cycling. Across the major schemes and Local Transport Plan (LTP) programme approximately 3.5km of cycle route infrastructure has been delivered in 2019/20. There have also been approximately 5.3km of improvements to dust surfaced paths such as the Waggonways, 7 access improvements, 12 heavy vegetation cuts and 12 signage, markings and street furniture improvements.

Following a major refurbishment, the Tyne Pedestrian and Cyclist Tunnels reopened in August 2019. As one of the only two cycling and walking links between North and South Tyneside, alongside the Shields Ferry, the tunnels form an important strategic link in the cycling and walking network and facilitate a sustainable journey to work for many commuters as well as numerous leisure trips.

As part of the Cycling Strategy a Strategic Cycle Network 'tube map' is published, included at Appendix C. The Authority continues to seek opportunities for the improvement and delivery of sections of the tube map. The Authority has delivered improvements to a number of sections of the tube map in 2019/20, including:

- delivering a high standard two-way cycle track along A189 Killingworth Road-Salters Lane (part of the Red route on the tube map: phase 1 completed; phase 2 developer-funded works to be delivered in 2020/21);
- cycle track at Tyne View Terrace, Willington Quay-East Howdon, linking to the recently re-opened Tyne Pedestrian and Cyclist Tunnels (Yellow route); and
- cycling and walking improvements between Northumberland Park and Cobalt (linking Red and Yellow routes).

The Authority is currently developing a North Tyneside Local Cycling and Walking Infrastructure Plan (LCWIP), in accordance with Government advice. The LCWIP has been based on the 'tube map' routes and cycling and walking improvements in town centres, and will be used for future bids for funding and in seeking developer funding.

6. Principle 4 - Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to

6.1 Go Smarter in North Tyneside

In September 2017 the Authority launched the Go Smarter in North Tyneside behavioural change programme with a focus on reducing car trips for journeys to schools. The programme began with a phased approach, dealing initially with schools that had the most significant barriers to sustainable travel. As of the 2019/20 academic year, all 79 North Tyneside schools are now eligible for engagement.

For some schools, travel survey data has now been collected for three years, showing positive results which indicate that the programme is delivering a shift towards sustainable travel. While the rate of sustainable travel to schools (those for which the Authority has data) has risen by 6.4% to 66% over the period, when looking at the primary schools engaged by Go Smarter, the increase is 12%.

The team delivers travel behaviour change activity in schools, including car-free days, site audits with pupils, assembly presentations and in-class sessions.

As part of the Go Smarter programme, the Authority is investing in infrastructure along routes to schools to support more sustainable travel choices. The infrastructure, such as new crossing facilities, is designed in conjunction with schools and pupils in order to improve local road safety, remove severance issues, and enhance routes to schools. Eight schools received, or are due to receive, infrastructure developments during 2019/20 academic year, with more identified and designed for the following year.

The Authority's Go Smarter work is coordinated with road safety training such 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. Continuously improving the safety record outside and around schools is a key focus in encouraging parents and children to travel more sustainably.

The Go Smarter team engaged with 5,876 school pupils in 19 separate schools over the 25 weeks of the 2019/20 academic year so far (prior to Covid-19 related school closures), which equates to 235 pupils per week.

There is considerable scope for Go Smarter to continue, adapting the Authority's delivery to concentrate on working directly with schools which have greater need for assistance, while providing an online resource and similar support to schools which have the capacity to promote sustainable transport to pupils and parents themselves.

6.2 Bikeability training and road safety education

In addition, the Authority continues to deliver cycling training to school children through the Department for Transport's (DfT) Bikeability programme: the number of training places delivered rose to 2,238 in 2019/20 compared with 1,978 the previous year. The Authority continues to examine which Bikeability training modules are offered and how best it can deliver this.

The Authority delivered road safety training to 3,820 pupils in the 2019/20 academic year (prior to Covid-19 school closures).

6.3 School Streets

North Tyneside took part in the national pilot of ‘School Streets’ events, in partnership with Sustrans and Public Health teams, at Monkseaton Middle School: the event involved the street outside the school being reserved for walking and cycling only around school start and finish times.

Following the success of this event, there are plans to engage in more ‘School Streets’ events. These make it easier for pupils, staff and parents to choose active travel for their journey to school, while also improving safety, congestion and air quality. Working in partnership with schools, this could ultimately lead to streets being regularly reserved for walking and cycling around school gates during the hours of school drop-off and pick-up, with permanent arrangements or changes to infrastructure where appropriate. Involving the school and parents and partnership working, e.g. with voluntary sector organisations, is an important means to take this forward.

6.4 Cycle counter equipment

The Authority has evidence for sustained cycling growth across a number of cycling sites. Unfortunately owing to the age of some of the automatic cycle counter equipment it is difficult to specify the level of growth across the borough.

The Authority therefore plans to undertake an exercise to review all of its cycle counter equipment and rationalise cycle counting technology to ensure that it is delivered in the most appropriate locations for the developing network (see also details of the Strategic Cycle Routes in chapter 5).

7. Principle 5 - Manage demand; on transport networks and assets and address current and future transport challenges

7.1 Cycling infrastructure

North Tyneside adopted its first Cycling Design Guide in March 2018 which sets out minimum requirements for delivering safe, well designed cycling infrastructure that supports the Authority's aspirations for growth in cycling journeys.

A major scheme in the Authority's investment programme has been the delivery of a 2.5km high standard segregated cycle route along the A189 corridor between the Haddricks Mill junction in Newcastle and West Moor roundabout in North Tyneside: phase 1 is complete, with the developer-funded phase 2 to follow. This was the first major investment that applies the recently adopted design principles in the Cycle Design Guide. The Authority has worked with Newcastle City Council coordinating its cross-boundary cycle infrastructure routes, with its construction works on this route delivered during the closure of Killingworth Road for separate Newcastle City Council works.

The Tyne View Terrace pedestrian and cycle scheme was completed in 2019/20 and consists of a new segregated shared use route connecting the newly opened Pedestrian and Cycle Tunnels with East Howdon, where cyclists can then join National Cycle Network (NCN) route 72.

The Northumberland Park Metro to Cobalt Business Park Walking and Cycling Improvement scheme was completed in March 2020 incorporating a new off-road cycleway and improvements to crossing facilities, funded from a variety of sources including developer funding, Government funding relating to air quality and the Department for Transport's Transforming Cities Fund.

7.2 Bike Life 2019 Tyneside report

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities/urban areas. The 2019 Bike Life report covers the Tyneside area (North Tyneside, Newcastle and Gateshead), expanded from the previous 2015 and 2017 reports which covered Newcastle only.

The information in the Tyneside report comes from local cycling data, modelling and an independent survey of a representative sample of residents, not only those who already cycle (1,298 residents aged 16 or above from April to July 2019), conducted by social research organisation NatCen.

Some findings in the 2019 Bike Life Tyneside report are as follows:

- 25% of all Tyneside residents do not cycle but would like to start. While one-third (33%) of residents feel that cycling safety is good, there is clearly scope to improve the network to provide safer cycling routes which are accessible for all
- 50% of adult residents do not have access to a pedal bike. Some local voluntary sector organisations work to expand access to bikes, e.g. by refurbishing second-hand bikes
- 44% of residents responded that they feel they should cycle more

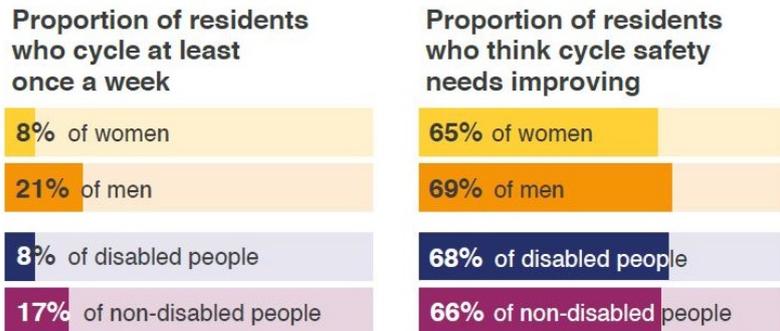
- 72% of respondents said it would help them to cycle more if protected cycle tracks were provided – however only 14% of households currently have cycle tracks nearby (within 125m)

The graphic below shows the widespread support there is for delivering improvements to cycling safety, including among many people who do not ride a bike regularly at present.

Figure 7.1: Support for improving cycling safety

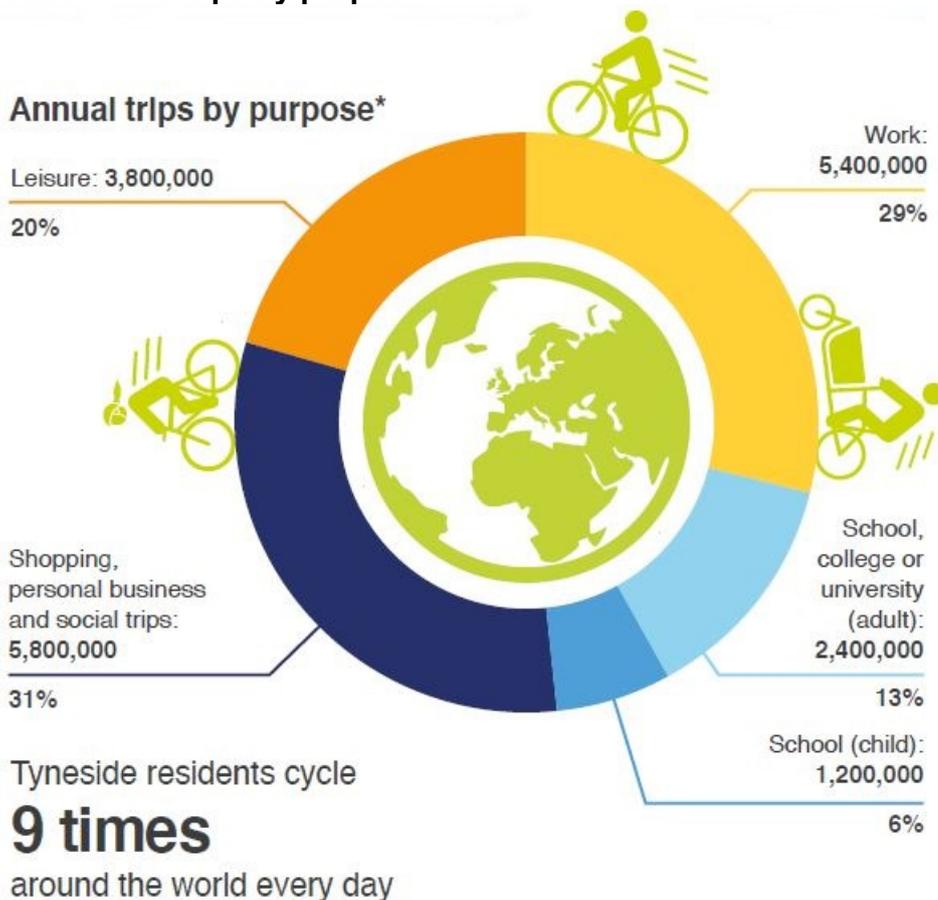
Many residents are less likely to cycle regularly, for example women and disabled people.

However, all groups want cycling safety to be improved.



The graphic below demonstrates that only 20% of cycling trips by Tyneside residents were for leisure, with a similar proportion travelling to school or college, while around three in every ten cycling trips were for work and a similar proportion for shopping/personal business.

Figure 7.2: Annual trips by purpose



The full Bike Life 2019 Tyneside report is available online at: https://www.sustrans.org.uk/media/5955/bikelife19_tyneside_web.pdf

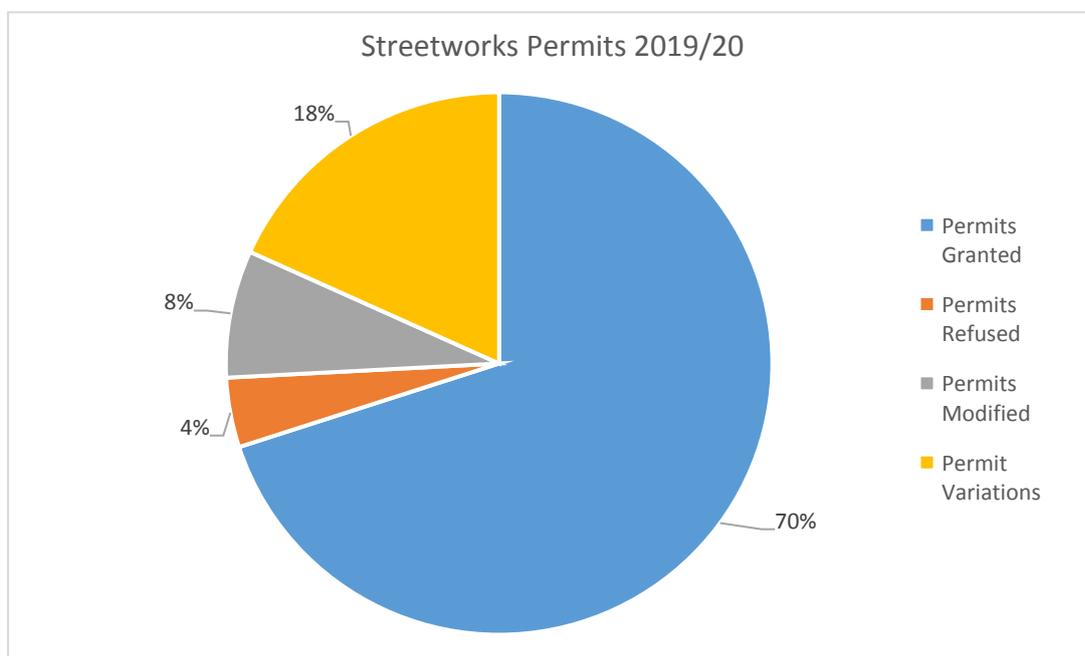
7.3 Managing streetworks

In support of effective management of the Highway Network, North Tyneside was the first local authority in the region to operate a Streetworks permitting system. This provides greater control over when and how utility companies carry out work on the highway network. The utility companies are required to provide 3 months' advance notice of any major works and submit traffic management proposals, which enables the Authority to challenge the traffic management arrangements if these would cause significant delays on the network or if works in the vicinity are already underway.

During the delivery of North Tyneside's programme of major transport schemes over recent years, the Streetworks permitting system has helped with the operation of the transport network as it enables the Authority to restrict any non-emergency works proposed by utilities on routes affected by major scheme construction.

The chart below shows that 30% (3,577) of the 11,930 permit requests received have been challenged or modified through the permitting process. The majority of these refusals are associated with identified conflicts in concurrent road works on the highway network. Those permit requests subject to modification or variation were associated with challenging and changing the traffic management proposals (avoiding the use of 3-way traffic signal control where possible), hours of operation (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 being issued for non-compliance.

Figure 7.3: Streetworks Permits 2019/20



7.4 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, major signal controlled junctions across the 11 corridors defined in the North Tyneside Network Management Plan are being upgraded to be connected to the regional UTMC (Urban Traffic Management and Control) control room. The junctions are also being 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.

This technology can be used to link all traffic signals within a corridor, e.g. to prioritise bus movements at peak times. It is proposed that the Authority's first UTC (Urban Traffic Control) corridor will be the A191 between Station Road (Forest Hall) and Four Lane Ends.

As part of a successful regional bid to the National Productivity Improvement Fund (NPIF) the Authority secured a substantial investment to upgrade and roll out new traffic management technology. This will include the completion of 11 journey time corridors which will install ANPR (Automatic Number Plate Recognition) and traffic cameras at key locations allowing real-time journey time information to be gathered and shared with the public. This data will allow more informed decisions to be taken about when and along which routes to travel across the borough.

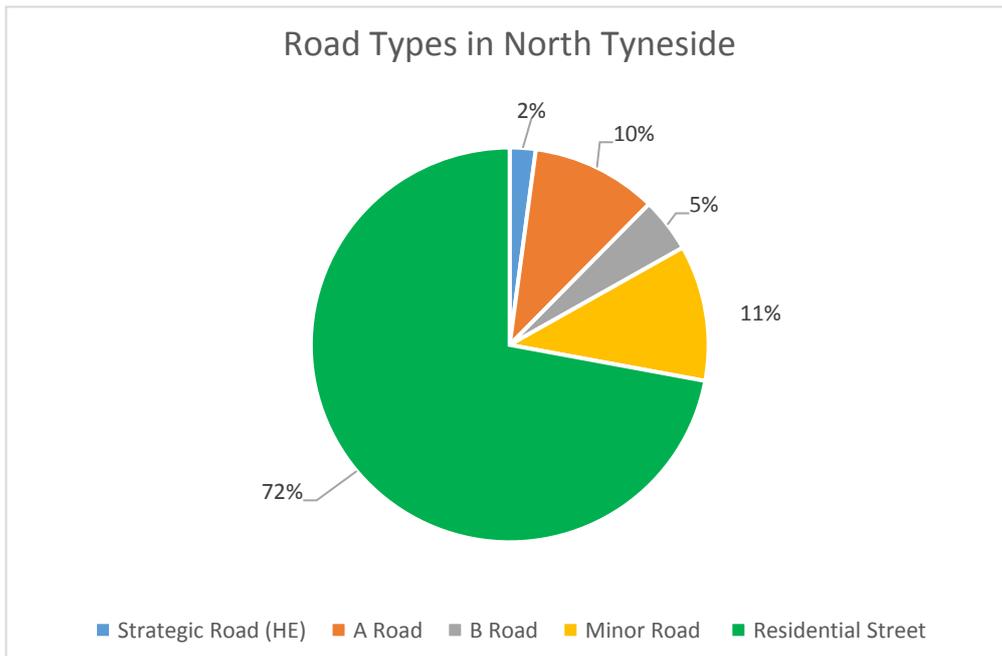
The ANPR and traffic camera data will also provide real-time incident monitoring capabilities allowing the regional UTMC control room to identify incidents and implement network recovery plans promptly to minimise delays and disruption caused. Those cameras already installed can be viewed [here](#).

Linked to this ANPR network will be several new VMS (Variable Message Signs) placed at strategic route decision making points around the highway network. These VMS displays will advise on current journey times being experienced along routes by different modes, advocate alternative routes if congestion is high, and report incidents that are likely to impact network operation.

7.5 Highway maintenance

In 2019/20 there was approximately 23.45km of carriageway resurfaced in North Tyneside. There were also 28 footway improvement schemes undertaken in 2019/20. The highway network incorporates roads of differing standard and class as shown in the graph below.

Figure 7.4: Road Types in North Tyneside



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 will not include further details of highway maintenance and condition.

8. Summary of performance

The annual report covers the period 1 April 2019 to 31 March 2020 and sets out relevant local transport data over that period of time.

The Authority's programme of investment during 2019/20 has seen work proceed to deliver six major schemes to improve the operation of its transport network, support its Local Plan objectives and improve provision for sustainable travel. The Authority has improved traffic management technology on its network, while supporting the efficient operation of the network by improved management of road works by utility companies through the Streetworks permit system.

The report highlights that the numbers of road collisions, and associated casualties, continue to decrease in North Tyneside. Serious collisions decreased in 2019, in contrast to the regional trend, while Slight collisions have more than halved since the baseline years 2005-09.

The figures suggest that the Authority's targeted major scheme investment has helped to reduce the number of collision cluster sites (those with more than five collisions over a three-year period within a 50m radius) – for the period 2017-19 there were six cluster sites, compared with seven in 2016-18 and nine in 2015-17 – although clearly there remains a need to continue the ongoing work to analyse and reduce road collisions. There is also a decreasing trend in the number of collisions which involve somebody cycling, even as everyday cycling becomes more popular.

To support the sustained growth in everyday cycling in North Tyneside, the Authority continues to invest in high standard cycling infrastructure: for example, the major scheme at the A189 Killingworth Road includes a 2.5km protected cycleway (phase 1 complete; developer-funded phase 2 to follow). Equally, it remains important to continue to engage in training which encourages people to travel more sustainably and supports road safety. Road safety education is offered in schools, and national standard 'Bikeability' cycling training is delivered to increasing numbers of children in the borough.

It will remain important to continue to engage with schools in the borough to encourage children and their parents to travel actively to school or use 'park and stride' rather than drive to school gates. Following North Tyneside's participation in the national pilot of the "School Streets" event, where the street outside a school was reserved for cycling and walking, working with Sustrans, there are opportunities to hold similar events more regularly. The Authority's ongoing 'Go Smarter' programme promotes the use of sustainable and active transport in schools, as well as involving children in identifying improvements to cycling and walking infrastructure, and is achieving a shift away from car use of up to 15%, which helps to support air quality and health objectives.

Since mid-March 2020, the COVID-19 pandemic has had substantial and wide-ranging effects on many aspects of people's life and work. As the Government begins to ease the national 'lockdown' measures, the ongoing restrictions on travel and requirement for social distancing will have a significant effect on how people travel for work and personal business and how goods are distributed. The Authority will continue to review the latest Government guidance so as to continue to manage the highway network safely and effectively whilst supporting residents, business and visitors during the recovery period.

This will include consideration of measures to support people's travel needs and local businesses in adapting to new circumstances, including reallocating road space to cycling and walking where appropriate. As part of this the Authority will look at ways to continue to maximise the air quality benefits obtained via the lockdown period, while recognising the need to reduce carbon emissions from transport to address the climate emergency.

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 2 of the main report.

This is supplemented by the following policies and strategies related to transport, which have been updated over the period 2017 to 2018:

North Tyneside Local Development Document 12 (LDD12) Supplementary Planning Document (SDP) - adopted May 2017

This document sets out in detail the policies and procedures adopted by the Authority with regards 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 development to; limit car based travel to 50% of trips, support an increase in public transport to 25% of trips, and sets a minimum target of 10% for walking and cycling trips.

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 revised LDD12 was adopted by Cabinet in May 2017 and directly supports all of the principles set out in the Transport Strategy.

North Tyneside Parking Strategy – adopted February 2018

On average, 96% of the lifetime of a car is spent parked and parking management is an ongoing challenge. The revised strategy enabled the Authority to review charging levels with a consistent charge rate now applicable along the entire foreshore area with the added flexibility to pay for an all-day ticket that is transferrable for use along the coast.

The North Tyneside Parking Strategy also sets out a transparent and fair assessment procedure for considering requests for restrictions and permits. The new procedure aims to reduce the assessment time and allow prompt decisions to be taken with clear next steps shared with an applicant.

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. This will become even more important as the regeneration of the borough brings new challenges and opportunities.

The new 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 resorting to restriction measures. 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 LDD12. The revised Parking Strategy was adopted by Cabinet in February 2018 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 – adopted March 2018

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 revised 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 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 Cycling Strategy and supporting Design Guide were adopted by Cabinet in March 2018 and 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 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.

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 – 2017-2019 Collision Cluster Locations