

North Tyneside Transport Strategy Annual Information Report 2020/21



North Tyneside

Transport Strategy Annual Information Report 2020/21

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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;
- 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:

- 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);
- North Tyneside Network Management Plan;
- North Tyneside Home to School/College Transport Policy; and
- North Tyneside Hackney Carriage and Private Hire Licensing Policy.

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. This report covers the period 1 April 2020 to 31 March 2021 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 to this report.

1.2 Performance 2020/21

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 general performance data for 2020/21 has also been produced and is included in Appendix B to this report. Data specific to the effects on transport usage of the Covid-19 pandemic and associated restrictions is included as Appendix C to this report.

2. Effects of Covid-19

The Covid-19 pandemic created a profound economic and social shock that will not be straightforward or quick to recover from. During the past year, it has reshaped travel patterns, with motor traffic volumes distributed more to the middle of the day rather than the traditional peak hours; much reduced public transport patronage combined with reduced capacity on board public transport to support social distancing; increased participation in cycling and walking; increased home working and more vehicle movements associated with home delivery.

Following the start of the first Covid-19 lockdown motor traffic flows in North Tyneside decreased to 58% below previous levels (March 2019 baseline). As at May 2021 the total motor traffic flows in North Tyneside were 5% greater than previous levels (March 2019 baseline), although distributed differently throughout the day, with the return of a morning peak but less of an evening peak.

Bus patronage in April 2021 was 44% of pre Covid-19 expected levels (provisional figure) and Metro patronage was 43% of pre Covid-19 levels: these figures compare with 11% and 5% respectively in April 2020. Shields Ferry patronage in April 2021 was 54% of pre Covid-19 expected levels compared with 5% in April 2020 (previously the ferry service was suspended in February-March 2021 for repairs to the ferry landing; a reduced timetable with no Sunday service was introduced in part of 2020/21 when travel was limited by Covid-19 restrictions). For public transport services, the loss of revenue from ticket sales has been substantial, with most being sustained by temporary Covid-related grant funding: operators now face the challenge of attracting customers back to public transport.

Cycling in North Tyneside from calendar year 2019 to 2020 increased by 59% whereas in Tyne and Wear as a whole it increased by 32%. It is also understood that more people may also be walking for local journeys, although there are no comparable figures.

Please see Appendix C to this report for further details.

2.1 Covid-19 Response

2.1.1 Lockdown phase (March – May 2020)

The Authority acted to support the immediate Covid-19 response. For example, town centre car parking restrictions were suspended to support travel by key workers and the Authority supported the implementation of key worker parking permits for NHS staff. Car parks at mainly leisure destinations, e.g. at coastal locations, were closed in order to support social distancing.

Parking enforcement services were suspended, with staff reallocated to other activities to support Covid-19 response, and enforcement agent (bailiff) services were also suspended. Other than immediate response services, other highway services were initially stood down until the appropriate Covid-secure working practices could be introduced.

2.1.2 Immediate “**restart**” phase (May – September 2020)

Road safety and parking

Public car parks were re-opened, with safety notices installed to highlight social distancing requirements, and a phased approach was taken to the re-introduction of parking enforcement. The School Crossing Patrol (lollipop person) service was re-introduced, working with the schools and with Covid-secure working practices in place. The Authority also worked with schools and transport providers to promote walking and cycling to school, in order to manage the demand for increased car use and recognise that the capacity of school bus services was limited despite the provision of some additional vehicles.

Emergency Active Travel Fund (EATF)

The Authority introduced a number of temporary schemes in our town centres and along the coastal strip to support local businesses, provide space for outdoor queuing and seating, assist with social distancing and recognise the greater numbers of people cycling and walking. These included reserving a section of the Fish Quay mainly for walking and cycling with limited motor vehicle access, and reallocating road space along the coastal strip to create a protected cycle route suitable for family cycling until the end of the Summer-Autumn season in November 2020.

Pavement licensing

Following the introduction of new legislation in July 2020, the Business and Planning Act, in order to support the hospitality sector a new fast-track procedure was brought into immediate effect. This allows cafés, pubs and restaurants to apply for a ‘pavement licence’ to place removable chairs and tables outside their premises up to September 2021 (details available on [the Authority’s website](#)). As of May 2021, 50 such applications have been approved.

2.1.3 Medium “**transition**” phase (October 2020 to March 2021)

Since then the Authority has continued to keep transport services under review and, working with partners, respond to local and national Covid-19 restrictions.

2.1.4 Long term “**rebuild and grow**” phase (April 2021 – July 2021 linked to Government guidance)

The focus on this period has been on opportunities to support ‘An Ambition for North Tyneside’, the Authority’s Regeneration Strategy; working with regional partners on the delivery of the objectives in the recently adopted North East Transport Plan; responding to develop and implement local transport schemes which provide bus, cycling and walking improvements; and working with bus operators and the public transport sector on the future development of services.

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

3.1 Road Collisions

For the North East region, 2020 has seen the lowest collision and casualty numbers since records began in 1979. This largely reflects Covid-19 related restrictions and the associated changes in how people travel.

As would be expected, the overall average speed of motor traffic was higher while traffic volumes were substantially lower. During this period the Police continued to enforce speed limits. In May 2020, average traffic speeds had returned to pre-Covid levels.

As shown in the Collisions by Year and Severity 2016-2020 graph included in the Data Factsheet in Appendix B, the total number of collisions in North Tyneside decreased in 2020 having shown a broadly steady trend over the previous 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.

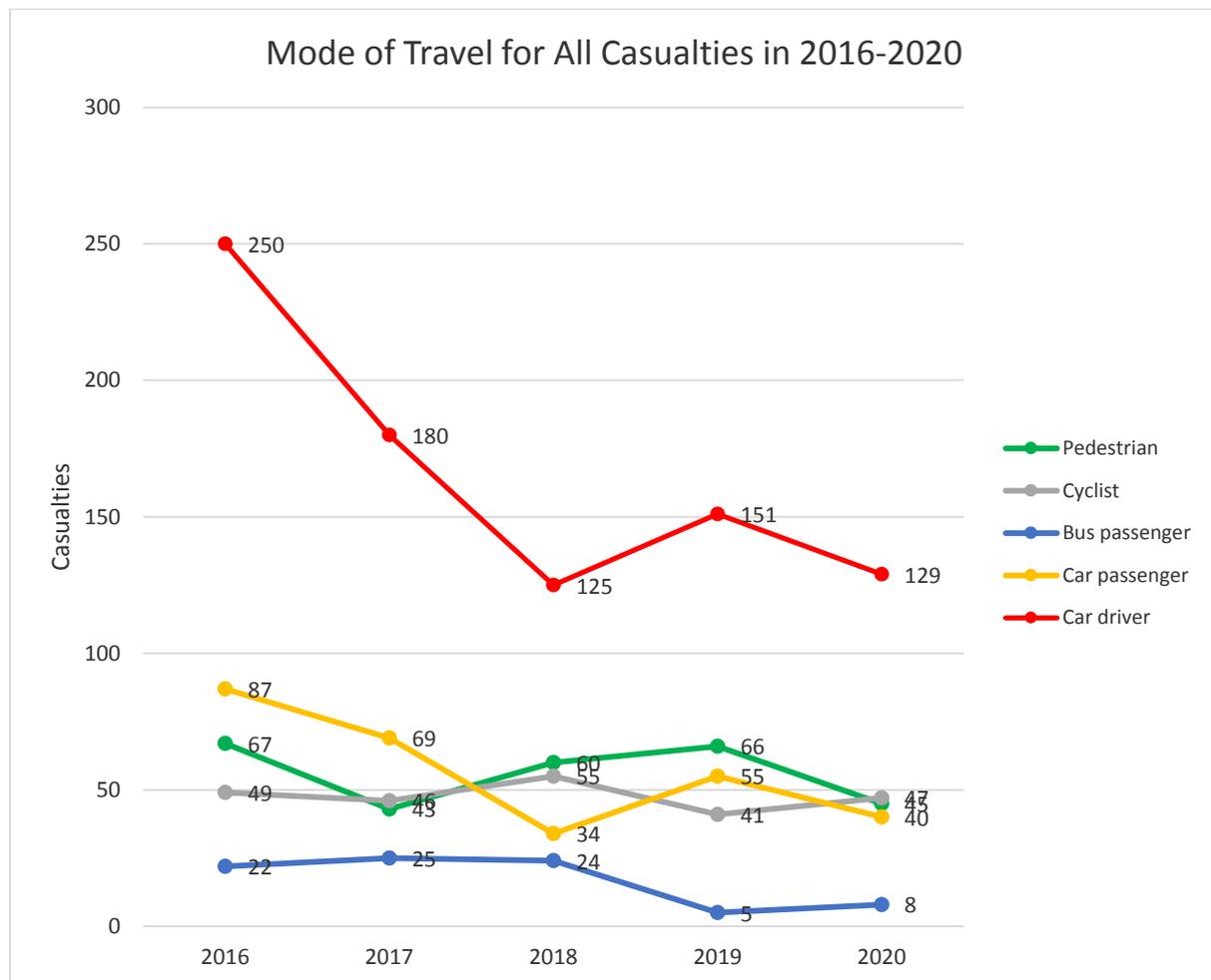
For the three types of collision recorded:

- 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 2018-20 was 55. 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 23% in collisions in which a child is killed or seriously injured (Child KSI) compared with the baseline – over the period 2018-20 there was an annual average of 10 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 2018-20 was 239, which has more than halved (60% lower) since the 2005-09 baseline average figure of 603.

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 2020 around a third (34%) of casualties were walking or cycling, around one in six (18%) were a passenger and just under half (48%) were driving.

Figure 3.1: Mode of Travel for All Casualties



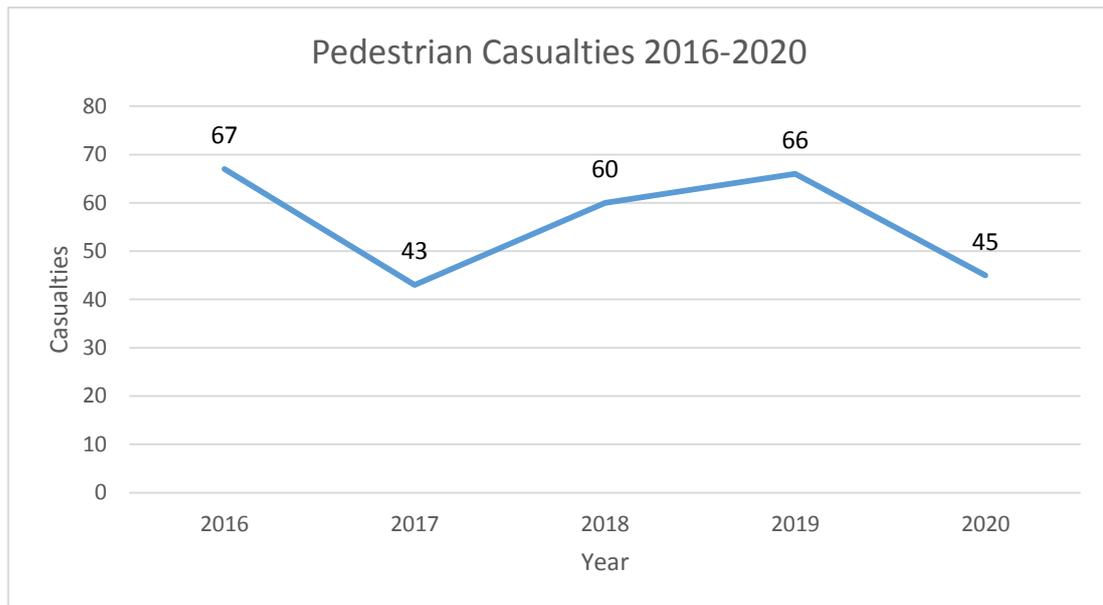
The numbers of casualties involving car drivers and car passengers both increased in 2019 then decreased in 2020, over recent years these have shown a clear decreasing trend and both remain substantially below 2017 levels. By contrast, casualties involving bus passengers decreased substantially in 2019 with a slight increase in 2020, 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 2020: these are discussed in more detail below.

3.1.2 Casualties involving pedestrians

The graph below emphasises how the number of pedestrian casualties on the highway network decreased in 2020, having been at a similar level over recent years, except for 2017 when the number was lower. The average annual number of

pedestrian casualties during the period 2016-2020 was 56.2. In 2020, 17% 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 2016 has followed a broadly static trend, with some variation between years; note that this is against a background of increasing cycling: see section 3.5 for NT growth in cycling. As identified in the [North Tyneside Cycling Strategy](#), the Authority has ambitious growth targets for cycling of 7% per year and aims to develop a Network of Strategic Cycle Routes (“Tube Map”): see Appendix D. In view of this it is essential to support people in feeling confident that they can safely cycle to destinations in the borough.

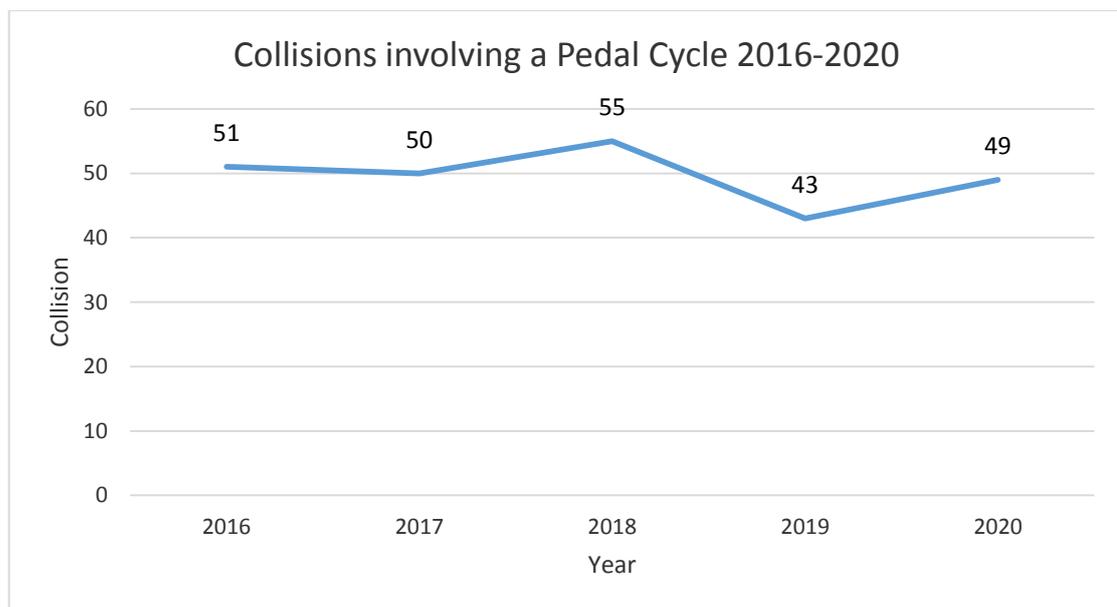
In 2020, 22.6% of collisions in North Tyneside involved a cyclist. This remains a disproportionately high figure, although it should be seen in the context of the 59% increase in cycling in North Tyneside recorded from calendar year 2019 to 2020. During the Covid-19 pandemic there have been increases in everyday cycling for personal business and leisure, with more people participating in cycling. Given Covid-19 travel restrictions and home working requirements, there will understandably have been a decrease in peak-hour cycling to work and long-distance leisure cycling. 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: this may be repeated once Government restrictions allow.

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. Demand for Bikeability training remains high, although in the context of Covid-19 restrictions the number of training places delivered in 2020/21 was lower, at 651. 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.

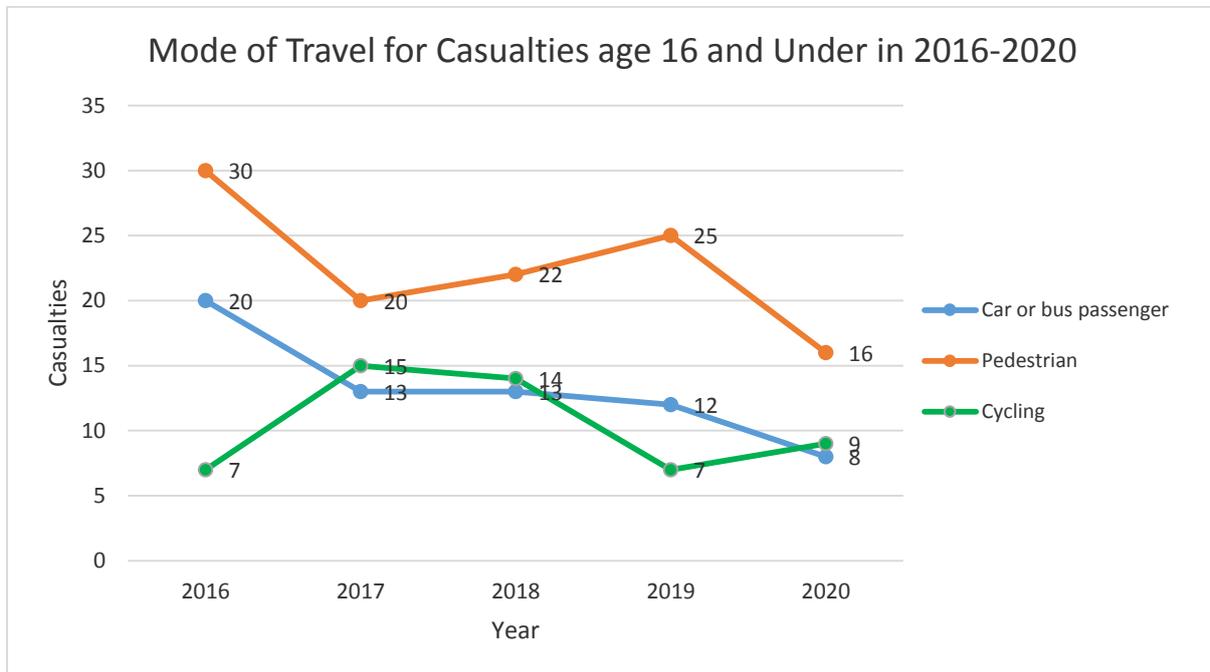
Figure 3.3: Collisions involving a Pedal Cycle



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). In the wider context of Covid-19 restrictions on travel, there were substantial decreases in the numbers of casualties involving children as pedestrians or vehicle passengers, although for children cycling this was not the case.

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 11% to 71% since the Authority started its Go Smarter work, however when looking at the primary schools engaged by Go Smarter, the increase is 19%.

3.1.5 Collisions by speed limit

The charts below show 2020 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 2020

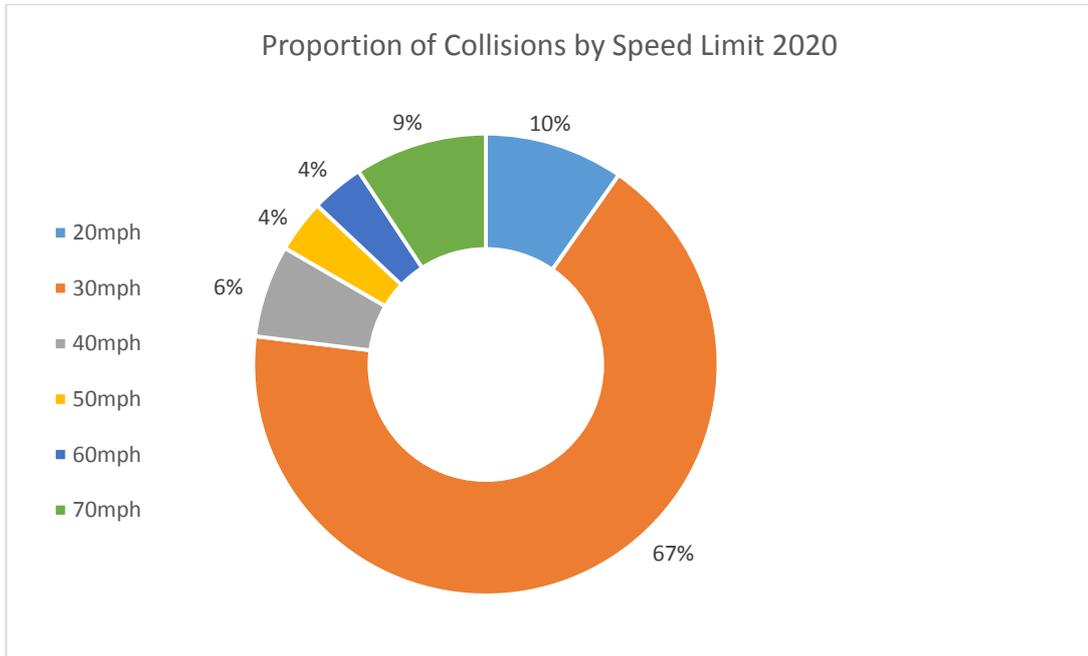
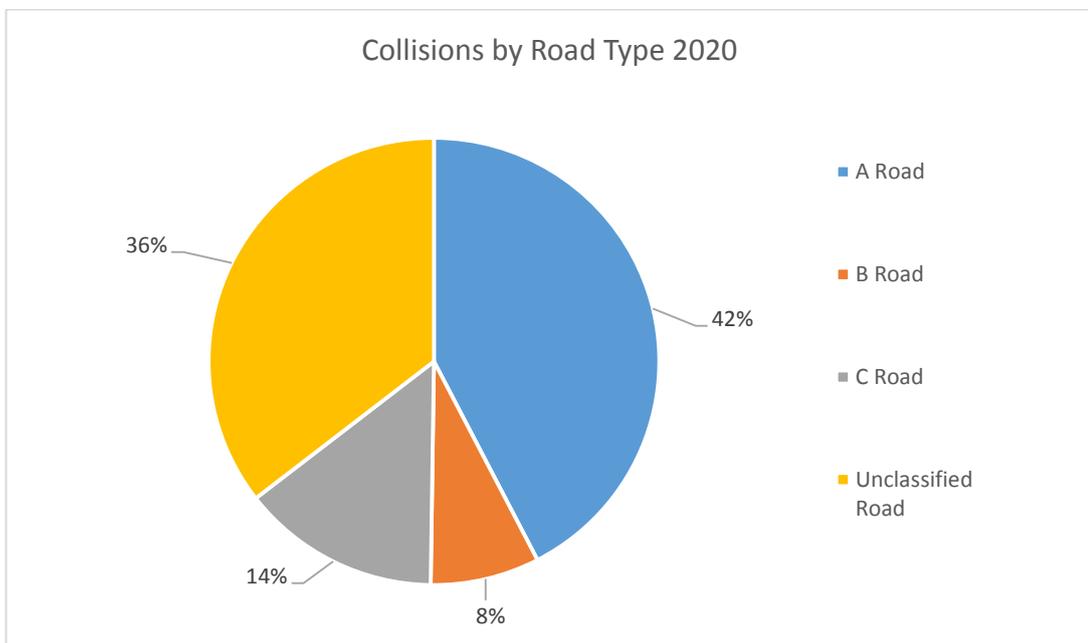


Figure 3.6: Collisions by Road Type 2020



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 major

schemes. 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 five locations where these criteria were met (for the period 2018-2020) and identifies what current and future schemes will seek to address them. This is a decrease on the six cluster locations identified last year (2017-2019). Three of the clusters remain from last year (2017-2019) while two are new. A plan of the Collision Cluster Locations is included in Appendix E.

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
A188-A191 Four Lane Ends junction	1	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. Scheme proposed for improved bus priority via Transforming Cities Fund
A1058-Churchill Street roundabout	2	6	1	0	24,000	New cluster site: further investigation required. Potential future LTP scheme if appropriate.

A193-High Flatworth roundabout	3	7	0	0	17,000	As part of a recent major scheme, improvements were made to the roundabout to improve access to and egress from the Household Waste Recycling Centre and Tyne Tunnel Trading Estate, with signalised Toucan crossings installed for people cycling and walking. The performance of the junction will continue to be monitored as road users become more familiar with the new junction arrangement.
B1317 Station Road, Station Road Nth & Lansdowne Road (Forest Hall)	4	3	3	0	15,000	Recently completed public realm improvement scheme including reallocating space to pedestrians and cyclists, new raised table at the junction, new zebra crossing on Station Road and enhanced parking allocation.
A19-A1058 Silverlink interchange	5	5	1	0	70,000	Highways England Major Scheme substantially completed March 2019. The data demonstrates that the scheme has helped to reduce the number of collisions at this junction. In 2016-2018 there was 1 serious and 15 slight collisions at this cluster location whereas in 2018-2020 there was 1 serious and 5 slight collisions, of which 5 collisions were in 2018, no collisions in 2019 and 1 collision in 2020.

3.1.7 Benchmarking of Road User Casualties

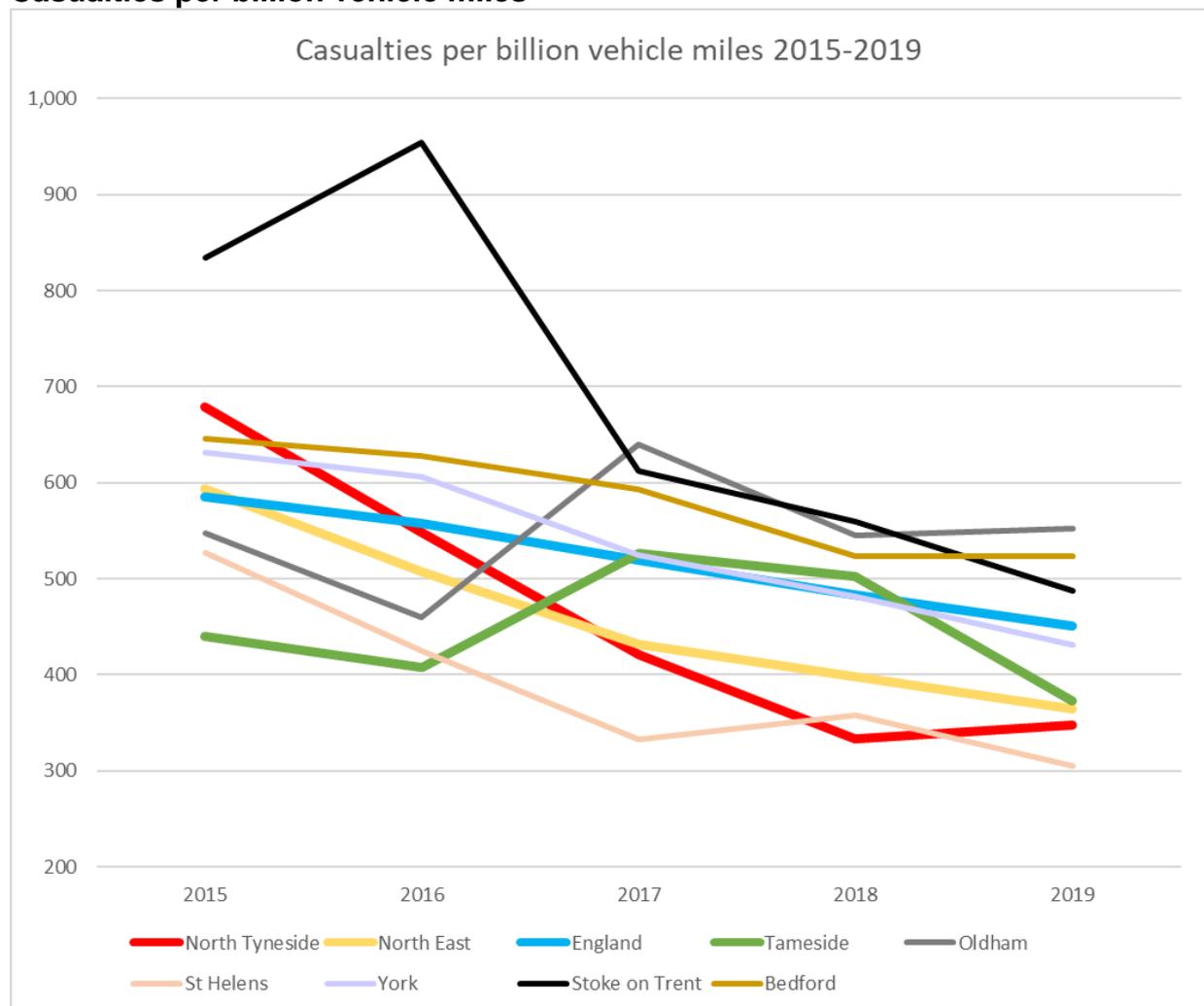
In September 2020 the Department for Transport released their Reported Road Casualties Great Britain: 2019 Annual Report, which provides the number of

personal injury road traffic accidents in Great Britain, as reported to the police in 2019 using the STATS19 reporting system. This includes all accidents 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.

Benchmarking of North Tyneside Road User Casualties against elsewhere in England, 2015-2019

To assist in benchmarking the trends in road casualties against other areas, a comparison was undertaken against six local authorities with similar characteristics in terms of population and vehicle miles (Tameside and Oldham in Greater Manchester, St Helens in Merseyside, Stoke-on-Trent, York and Bedford) as well as the North East (12 local authorities, including the Tees Valley area) and England (all local authorities) – see figure below.

Figure 3.7: Benchmarking North Tyneside against comparable authorities – Oldham, St. Helens, Tameside, York, Stoke-on-Trent and Bedford – as well as the North East (12 local authorities) and England (all local authorities) for Casualties per billion vehicle miles



Against this measure, North Tyneside is performing well in comparison to the six similar local authorities, North East and England in recent years, having seen a substantial reduction since 2015 to a lower level than most of the comparator authorities – over this time the level in North Tyneside decreased to below the England average, and more recently has also been below the North East average.

This reflects the targeted investment in the network by the Authority and its partners over recent years, with multi-million pound investment having been made in a programme of targeted major schemes on the borough's transport network, with a focus on improving junction operation and safety for residents, businesses and visitors.

3.2 Scheme delivery

During 2020/21 the Authority delivered:

- 14 LTP road safety schemes aimed at e.g. addressing local sections of highway subject to excessive speeding and improving crossing provision on busy roads;
- 3 schemes aimed at improving access to public transport;
- 28 parking improvement schemes (double yellow lines, etc.);
- 19 advisory disabled bays;
- 6 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;
- 6 schemes improving Public Rights of Way; and
- cycling infrastructure:
 - approximately 2.6km of new or upgraded cycle route infrastructure (through major transport schemes and the Authority's Local Transport Plan, LTP, programme);
 - approximately 5.5km of improvements to dust-surfaced paths such as the Waggonways; and
 - 12 heavy vegetation cuts.

Two major schemes have been delivered which includes developer funded works, see Table 4.1 for more details.

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 3.8: '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 7.7
 - Your personal security at the station is 7.6
 - Your personal security on trains is 6.8
- Bus (Percentage of people who answered yes to the questions) – see table below

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

Survey question	2017/18	2018/19	2019/20	2020/21	2020/21 sample size
Do you feel safe travelling on the bus in darkness?	94.1%	95.2%	94.9%	88.8%*	346*
Do you feel safe travelling on the bus in daylight?	100.0%	100.0%	99.9%	99.2%	604
Do you feel safe waiting at this bus station in darkness?	94.1%	94.9%	94.7%	83.7%*	312*
Do you feel safe waiting at this bus station in daylight?	96.1%	94.9%	94.5%	99.0%	587
Do you feel safe walking to and from this bus station in darkness?	88.3%	85.9%	83.7%	79.4%*	311*
Do you feel safe walking to and from this bus station in daylight?	99.9%	100.0%	99.9%	98.8%	585
Do you know if this station is covered by CCTV?	51.3%	59.1%	62.9%	N/A	N/A
Have you witnessed any Anti-Social Behaviour?	3.9%	4.1%	4.3%	N/A	N/A

*Values are based on a low sample and are somewhat representative of the bus travelling population (+/-5%)

From 2020/21 Nexus no longer ask the CCTV or the Anti-Social Behaviour questions.

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:

- 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 (completed spring 2021); and
- 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 Growth in cycling

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

The North Tyneside Cycle Strategy was adopted in March 2018 and set a target to achieve an annual increase in cycling trips of 7%. North Tyneside currently has a limited amount of permanent TADU cycle counting equipment across the network (see section 6.6 for further details).

Looking at the 23 TADU pedal cycle monitoring sites that have been operational every year from 2017 to 2021, the cycling numbers on TADU's North Tyneside network are:

- From 2018 to 2019: Cycling numbers grew by 11.4%
- From 2019 to 2020: Cycling numbers grew by 58.9%

Comparing North Tyneside with the whole of Tyne and Wear (102 TADU pedal cycle monitoring sites), there has been a greater increase in cycling observed at TADU's monitoring sites in North Tyneside (59% rise) than across Tyne and Wear as a whole in 2020 (32% rise).

The widespread changes in travel patterns following the onset of the Covid-19 pandemic will have affected the numbers and type of cycling trips: there is likely to have been an increase in cycling trips for both leisure and personal business and potentially a reduction in commuter trips linked to increased home working.

3.6 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 four vehicles at once and capable of charging a vehicle in 20-30 minutes, at Beaconsfield car park in Tynemouth and Bournemouth Gardens car park in Whitley Bay.

Funding has been secured for two further Rapid charge points, which will be initially available for public use and subsequently reserved for the taxi trade in line with the grant conditions. The first of these is in place at Norfolk Street car park, North Shields; work to install the second, at Coronation Street car park, Wallsend, is on hold while the car park is in temporary use for a Covid-19 testing centre.

The Authority will continue to review the opportunities for EV charging infrastructure in line with its Climate Emergency declaration.

3.7 Air Quality

Motor vehicles at national level are a major source of local air pollutants, 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 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, which was concluded in 2020.

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

More broadly, the levels of motor vehicle use contribute to the high-volume, stop-start traffic conditions which particularly generate concentrations of air pollutants at the local level. Vehicles in the North East in general are also older than the national average and therefore more likely to emit higher levels of pollutants.

The recent rise in overall motor traffic flows to above pre-Covid levels emphasises the importance of securing a shift away from the car and van towards more sustainable means of travel. If increased levels of home working and remote working are sustained post-Covid, and there is a move towards people using public transport, cycling and walking in place of motorised travel, there may be improvements more generally in local air quality.

3.8 Carbon emissions

Transport emissions constituted c.32% of carbon emissions in North Tyneside in 2019. The North Tyneside Climate Emergency Board held its first meeting in March 2020 and the associated North Tyneside [Climate Emergency Action Plan](#), presented to Cabinet on 19 October 2020, set out priorities and theme areas to enable the Authority to address key issues including borough-wide carbon emissions from transport.

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”

Through the period of Covid-19 recovery, the Authority has sought to support the borough’s economy by supporting efforts for businesses to recommence trading as national Covid-19 restrictions allowed, while assisting in enabling town centres and open spaces to be Covid-secure. For example, a pavement licensing process was introduced to support cafés and restaurants in continuing to trade while providing more outdoor seating (see section 7.3).

The changes in how people travel during the Covid-19 pandemic will in some cases have resulted in people making more visits to their local town or district centres: given the shorter travel distance involved, this presents opportunities to encourage people to use more sustainable modes of transport to access shopping and other local facilities.

The Authority’s transport 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.

Two major schemes which have been recently completed or are currently on site, as shown in the table below; these schemes involve works delivered by a developer.

Table 4.1: Recent Major Scheme Delivery Programme in North Tyneside

Scheme	Construction start date	Construction end date
A189 Corridor (Salters Lane) – Cycling & Walking Improvement Scheme Includes developer-funded works to deliver phase 2 expected in 2021/22	September 2018	March 2021 (for phase 1)
Coach Lane / B1318 Great North Road junction, removal of mini roundabout and upgrade to signalised junction including pedestrian crossing facilities, developer-funded works	October 2020	December 2020
A1056 Weetslade Corridor Includes developer-funded works to deliver phase 2 expected in 2021/22	March 2016	August 2017 (for phase 1)

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.

Going forward we will continue to monitor the major schemes that have been delivered.

The Silverlink major scheme is now complete. It is the responsibility of Highways England, who will undertake the appropriate monitoring for this scheme.

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.

The most recent Covid-19 data is showing that, in Spring 2021, daily motor traffic levels have returned to pre-pandemic baseline levels for the first time since the Covid-19 pandemic started. However, recent data suggests that the distribution of motor traffic flows throughout the day has changed. The local road network is seeing less pronounced morning peaks, with increased traffic levels during the middle of the day and the evening peak ending earlier than previously. Analysts from the Department for Transport's Transport Technology Forum believe this may be driven by changing commuter patterns and increased working from home among those who are able to.

As national 'lockdown' measures are removed, the changes in how people travel during the Covid-19 pandemic are likely to have a significant continued effect on how people travel for work and personal business and how goods are distributed. The Authority will continue to monitor the changing situation as people adjust to a new normal, so as to continue to manage the transport network safely and effectively whilst supporting residents, business and visitors and seeking to better understand the lasting impact of the Covid-19 pandemic on the local transport network.

The Authority will continue to review the recovery of town and district centres to maximise opportunities for outdoor space to be better utilised, facilitate the 'buy local' ethos which has developed during the past year, and support local businesses. To inform the development of policies and initiatives, an understanding will be developed of the long-term transport and carbon effects of changes such as increased home working and home delivery and the currently reduced public transport patronage.

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

5.1 A connected network for cycling

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 2.6km of cycle route infrastructure has been delivered in 2020/21. There have also been approximately 5.5km of improvements to dust surfaced paths such as the Waggonways and 12 heavy vegetation cuts.

Following a major refurbishment, the Tyne Pedestrian and Cyclist Tunnels reopened in August 2019: the tunnels are currently open 24 hours, under a trial in operation since December 2020. 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 trips for personal business and leisure.

As part of the Cycling Strategy a Strategic Cycle Network ‘tube map’ is published, included at Appendix D. The Authority continues to seek opportunities for the improvement and delivery of sections of the tube map. The Authority has delivered improvements to sections of the tube map in 2020/21, 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 is now completed, with developer-funded phase 2 expected in 2021/22; and
- cycling and walking improvements at Tyne View Terrace, Willington Quay-East Howdon, linking to the Tyne Pedestrian and Cyclist Tunnels (Yellow route).

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.

5.2 Emergency Active Travel Fund (EATF) Tranche 1

Following the national Covid-19 lockdown in spring 2020 there were unprecedented numbers of people visiting the coastline and cycling and walking, with leisure facilities closed. All local authorities were asked by Government to make quick changes to ensure social distancing could be observed and people could walk or cycle safely, in line with Public Health advice.

The pop-up Coastal Strip cycleway was rapidly introduced in July 2020 using Government funding as a cost-effective way to create safe space and reduce conflict between people walking and riding bikes on the seafront between Tynemouth and Whitley Bay during the busy summer months. It was also a way of supporting safe

walking and cycling journeys as an alternative while public transport capacity was reduced.

The Authority is actively seeking funding to deliver a sustainable and enhanced coastal transport scheme (including the provision of a permanent segregated coastal cycle lane). This scheme would be subject to formal consultation and build on feedback received during the operation of the temporary scheme.

There were also temporary measures aimed at creating more space in town centres and shopping areas to support local businesses and observe social distancing which were introduced at the same time as the cycle lane – these were:

- Park View, Whitley Bay, pedestrian zone (Saturday only);
- Fish Quay pedestrian zone; and
- Tynemouth Front Street footpath widening.

These temporary measures were in place from early July 2020 to early November 2020.

The first round of emergency funding was for temporary projects to support the recovery from the Covid-19 pandemic and support social distancing.

5.3 Investment in Cycling Infrastructure

The Authority will continue to invest in cycling infrastructure to allow the propensity to cycle which has been identified during the Covid-19 pandemic to be realised.

The Authority has secured nearly £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 (subject to approval of business case) from the Transforming Cities Fund (TCF) for infrastructure measures which support cycling and walking.

The ATF funding is specifically for schemes along commuter routes where public transport provision is reduced, while TCF funding is for public transport improvements that close the gap between the time it takes to travel by car and the time it takes to travel by public transport, therefore the cycling routes must link to employment or public transport destinations such as Metro stations.

We are currently undertaking a public consultation asking for views on a number of new cycling schemes including:

- Around 3km of segregated cycle lanes linking the coast from the 'Foxhunters roundabout' to Cobalt Business Park; 2km of which is along Rake Lane and which would also connect to proposed new housing developments at Murton Gap;
- The first 'Dutch-style' cycling roundabout in the North East and among the first in the country (if selected as the preferred option of two);

- Linking the Coast Road cycle route to Cobalt Business Park, Battle Hill and Howdon, supported by cross-boundary improvements proposed by Newcastle City Council to follow;
- Around 5km of routes linking into Percy Main, Whitley Bay, Northumberland Park, Shiremoor, and Four Lane Ends Metro stations; and
- Up to 6km of links in and around North Shields town centre, including Tynemouth Road, Howard Street and Preston Road, as well as a new ramped Riverside Embankment Walkway between the town centre and Fish Quay as part of the Ambition for North Shields master plan.

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

The Authority's approach to responding to the Covid-19 pandemic has included seeking to promote health and wellbeing across communities, identify and respond to inequalities caused by Covid-19, evaluate the broader health and wellbeing impacts from the pandemic and maximise opportunities to address these. Taking opportunities to encourage healthy and active travel, such as cycling and walking for everyday journeys, fits well with this approach.

6.1 Go Smarter in North Tyneside

The Go Smarter in North Tyneside programme ("Go Smarter") aims to promote healthy and active travel options and reduce traffic around schools. The programme was originally launched in the schools with the most car journeys, but now covers all North Tyneside schools. As well as aiming to change pupils', parents' and staff travel behaviour, it can involve physical changes to streets near schools to encourage more sustainable travel.

Go Smarter has helped schools reduce driving, with more children cycling, walking and using other sustainable modes to get to school. It has delivered infrastructure improvements to streets in order to support this.

For some schools, travel survey data has now been collected for four 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 11% to 71% over the period, when looking at the primary schools engaged by Go Smarter, the increase is 19%.

Please note that survey response has been much lower for 2020/21 to date owing to the Covid-19 pandemic and associated school closures.

The team delivers travel behaviour change activity in schools, including car-free days, site audits with pupils, work with school councils, 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. Six schools received infrastructure developments during the 2020/21 academic year, with more identified and designed for the following year. In addition to this, four trial School Streets schemes were implemented (see section 6.3 School Streets).

An example of a Go Smarter infrastructure scheme can be seen on Vernon Drive outside Monkseaton Middle School. The team worked with Sustrans on a one-day School Streets trial there, eventually leading to the introduction of an 18-month trial scheme that has converted the street to be no-entry for motor vehicles at one end and prevents pavement parking in front of the school gates.

In addition, the team worked with colleagues on the installation of parking schemes outside five schools.

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.

In 2020/21, Covid-19 related restrictions have substantially affected the amount of in-school engagement which the team could carry out: nevertheless 542 school pupils were engaged with, compared with 5,876 in 2019/20; however as national restrictions are eased, bookings are starting to build up.

As a result of these restrictions, Go Smarter activity has been adapted appropriately. The Department for Transport's Travel Demand Management (TDM) funding and toolkit were used as a basis for the team to design and distribute a Go Smarter 'toolkit' to schools: this is a document containing recommended self-delivery activity. TDM funding was also used to help roll out the authority's first 'School Streets' (see below).

The TDM measures, and other activity, allowed communication and engagement with schools in assisting them with social distancing measures outside the school gates.

The team also worked with colleagues to develop social media campaigns around active travel to school.

The Go Smarter project has had numerous successes, offering support for all but concentrating on working with schools where direct assistance is appropriate. The team will support self-delivery, providing an online resource, to schools which have the capacity themselves to promote sustainable transport to pupils and parents.

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. This includes a range of types of training (as and when national Covid-19 restrictions allow), from pedal-free 'balance bikes' for younger children, to standard Level 2 and advanced Level 3 training. The number of training places delivered was 651, a decrease on the previous year owing to Covid-19 related restrictions and school closures; however, demand remains high. 2,238 pupils had been trained in 2019/20, and 1,978 the year before. The Authority continues to examine which Bikeability training modules are offered and how best it can deliver this.

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. The Authority has delivered road safety training to 573 pupils in the 2020/21 academic year up to May 2021; delivery was impacted by the Covid-19

school closures, with 3,820 pupils having received the training in the 2019/20 academic year.

6.3 School Streets

School Streets – restrictions that reserve the streets outside school gates for walking and cycling at the start and end of the school day by preventing motor vehicle access except for residents – have now been rolled out to four of the borough’s schools. This is intended to be the first tranche of a group of trial schemes. Each scheme has been installed on an 18-month trial basis and will be evaluated throughout. The schemes are currently in place at Denbigh Community Primary School, Hadrian Park Primary School, Langley First School and Wellfield Middle School.

The School Streets schemes have been highly successful in creating a safe space outside each school that enables children to complete the final part of their school journey without fear of dangerous driving or parking, with better local air quality, and while enabling social distancing.

The arrangements are running efficiently and effectively with, in some cases, parents volunteering to help school staff with marshalling.

Data shows that active travel to school has increased dramatically at the schools involved. Living Streets data (see section 6.4) shows that the four schools averaged 88%* sustainable travel (March 2021 to 26 May 2021), compared with 69% in the previous year’s travel survey. Work is ongoing to address the issue of parking on neighbouring streets, but the first tranche has been a clear success that we intend to build upon.

6.4 2020-21 Walking Back to School Project in North Tyneside

The team have worked with the voluntary sector organisation Living Streets to roll out their walk to school project, using Department for Transport funding, at schools in the borough.

The scheme encourages active travel to school by recording children’s journeys and enabling them to earn monthly badges for making the school run by active means.

This has met with considerable success and surveys at the schools involved showed an increase in sustainable travel compared with the previous year.

The schools involved are Amberley Primary school, Backworth Park Primary, Christ Church Primary, Denbigh Primary, Fordley Primary, Hadrian Park Primary, Holystone Primary, Kings Priory School, Langley First, Marine Park First, South Wellfield First, St Columba’s Primary School, Star of the Sea Primary, Wellfield Middle and Whitehouse Primary.

* Sustainable travel in the Living Streets work is classed as walk, cycle, scooter and park & stride. The same categories were used for the previous year’s data.

6.5 Virtual Summer of Cycling

The Summer of Cycling campaign for 2020 was aimed at people of all ages and abilities and built on the success of the previous year's inaugural campaign.

Owing to the Covid-19 pandemic, it took the form of virtual interaction rather than physical events. This included online information on local cycling and walking routes; advice and tips for those that were new to cycling; stunts and tricks from the Phoenix Detached Youth Project; a series of video guides on basic bike maintenance; and information on where to get bikes repaired or buy bicycles on a budget locally.

6.6 Cycle counter equipment

The Authority has evidence for sustained cycling growth across the borough (see section 3.5). On the back of sustained cycling growth we will be investing in additional and upgraded cycle counting sites throughout the borough. We will work with regional partners to monitor future cycling growth and to explore opportunities to standardise monitoring moving forward.

Included as part of the delivery of our programme of major schemes that include cycling infrastructure are additional permanent cycle counters that will expand the coverage of our data collection.

6.7 e-Cargo bikes

The Authority has secured funding for a fleet of pedal-powered, electrically assisted e-Cargo bikes to help improve air quality, promote sustainable travel and support businesses.

The e-Cargo bikes will be available to businesses, with the involvement of the Chambers of Trade, in town and district centres in North Tyneside and can be used by local businesses and large organisations for deliveries.

Operators at Cobalt Business Park will use bikes to carry out site security patrols and environmental management of the bio-diversity park, replacing diesel utility vehicles.

The Authority will be using the bikes to carry out service operations and making them available for use in Bikeability cycle training for children to raise awareness of them as a viable alternative to cars and vans.

The initial focus of the scheme is on Whitley Bay, and North Shields, where major regeneration plans are currently being progressed. It will see businesses in the towns given access to bikes to help them get around issues with deliveries and accessing their premises and will support the 'Buy Local' initiatives.

Owing to Covid-19 restrictions, the launch of the bikes with businesses has been deferred until restrictions have been removed.

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

Following the initial Covid-19 lockdown, the Authority ensured that highways services have been reinstated in line with Government guidance, including highway maintenance; gully cleansing; car park management; and parking enforcement. This has supported wider work by the Authority and its partners to re-open public spaces, town centres and shopping areas in a safe way.

As lockdown rules continue to be relaxed and people adjust to modified patterns of work and travel, the Authority will continue to monitor the situation to recognise the changing demands on the transport network and respond accordingly.

During lockdown periods, North Tyneside experienced a significant increase in the number of people cycling and walking and visiting public open spaces and the borough's award-winning coastline (see section 3.5 for further details), and some of the increased cycling and walking at the local level is likely to be sustained.

Across the country, the Covid-19 pandemic has sparked a so-called "bike boom", with a surge in demand for both traditional and electric cycles owing to factors such as public health benefits, Government support and changes to commuting patterns, although retailers have also experienced difficulties in fulfilling orders owing to factors such as Covid-19 related disruption to their supply chain.

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 2km 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 now completed, with the developer-funded phase 2 expected in 2021/22. 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.

Using external funding from the Transforming Cities Fund (TCF), the Tyne View Terrace cycling and walking improvements scheme delivered new infrastructure in the Willington Quay-East Howdon area which links to the Tyne Pedestrian and Cyclist Tunnels. The works complemented the corridor improvements delivered through the North Bank of the Tyne major transport scheme.

7.1.1 Department for Transport cycling standards and policy

2020 saw the publication of the Government's policy paper 'Gear change: a bold vision for cycling and walking', the cycling and walking plan for England, which details a comprehensive, long-term vision to increase active travel. It sets out the

actions required at all levels of government to make England a 'great walking and cycling nation'.

This was accompanied by the 'LTN 1/20 Cycling Infrastructure Design'; a local transport note providing guidance to local authorities on delivering high quality, cycle infrastructure.

LTN 1/20 includes new, higher standards for cycling infrastructure in order to make sure that schemes are better designed around cyclists' needs and to make sure they can support a larger number of cyclists in the future. These higher standards will make clear that schemes which consist mainly of paint, which make pedestrians and cyclists share the same space, or which do not make meaningful change to the status quo on the road, will not be funded. These standards will be overseen by a new inspectorate, Active Travel England, which will be responsible for the cycling budget and help make sure schemes are compliant with the new standards.

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 report now covers the Tyneside area (North Tyneside, Newcastle and Gateshead): it is a biennial report and was last published in 2019.

The Authority is working with Sustrans to provide data for inclusion in Bike Life 2021.

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

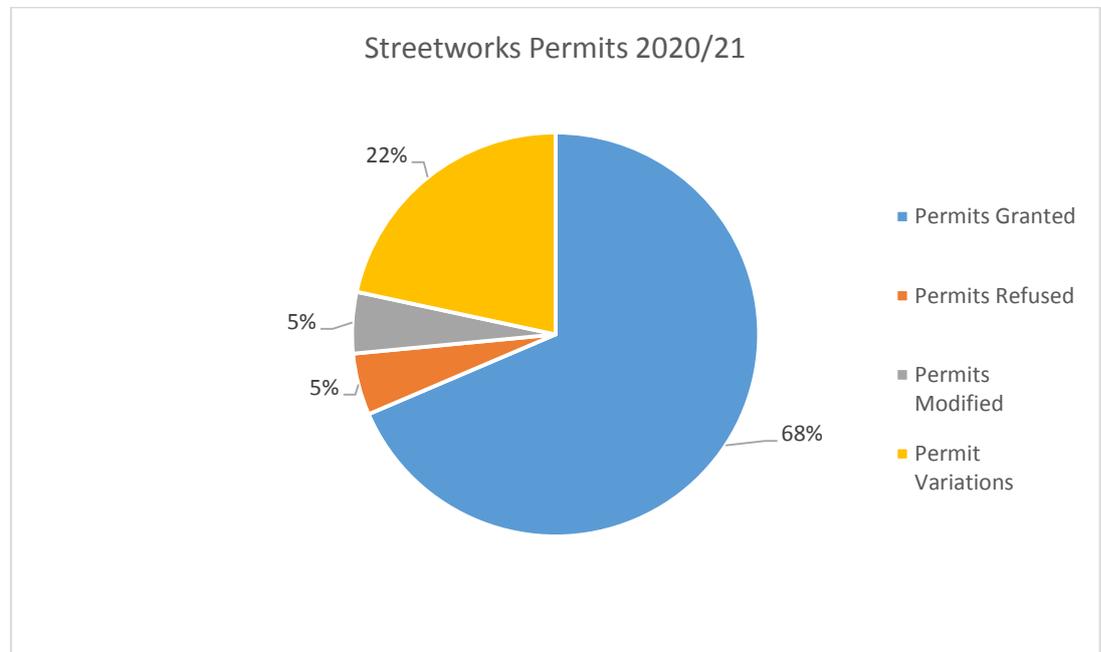
In support of effective management of the highway network, North Tyneside was the first local authority in the region to operate a Streetworks permitting system. This provides greater control over when and how utility companies and their contractors carry out work on the highway network. The utility companies are required to provide three 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 31.5% (4,386) of the 13,941 permit requests received 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 (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 7.1: Streetworks Permits 2020/21



The Authority has introduced a pavement licensing procedure by which cafés, pubs and restaurants may apply for a temporary 'pavement licence' to place removable chairs and tables outside their premises to assist with Covid-secure requirements as part of the sector's recovery from the Covid-19 pandemic.

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.

VMS (Variable Message Signs), installed at strategic route decision-making points around the highway network, may be used to 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. A new VMS sign was installed on A191 Holystone Bypass in 2020/21.

As part of the regional Transforming Cities Fund allocation, a comprehensive smart bus corridor scheme is being delivered (subject to approval of business case). This will see every major bus corridor in the region upgraded such that all traffic signal operations allow for buses to be prioritised based on delay and occupancy. Within North Tyneside this will see corridors, e.g. between Killingworth, Whitley Bay, Wallsend and Newcastle city centre respectively, upgraded.

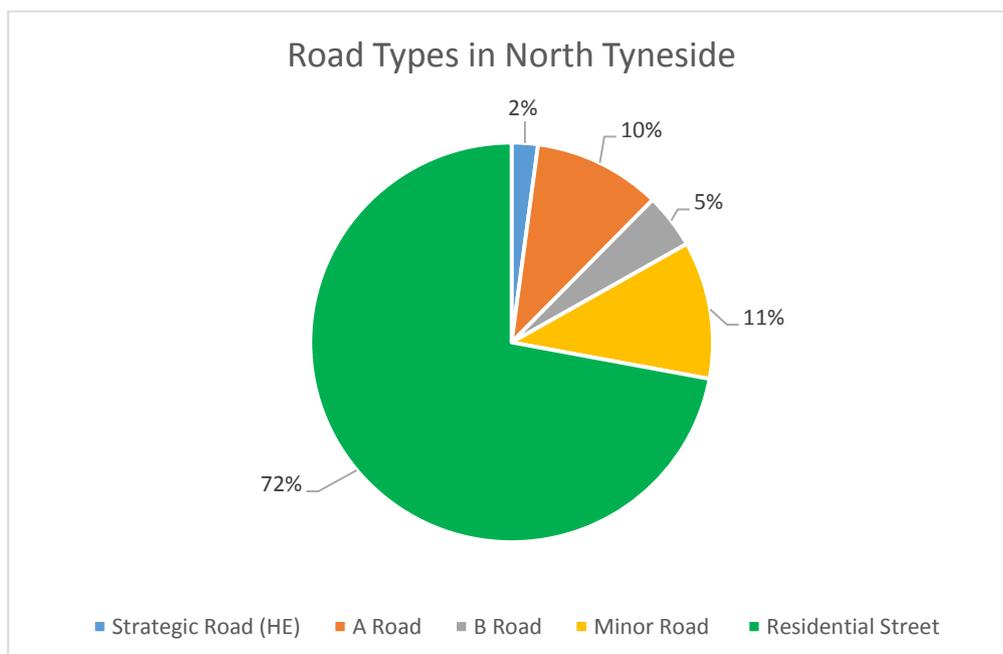
7.5 Highway maintenance

In 2020/21 there was full delivery of the annual road resurfacing programme, which includes the Additional Highway Maintenance project. In brief, delivery in 2020/21 involved:

- 42,000 m² of micro-asphalt, enough to surface 4 miles of road;
- 62,000 m² of full resurfacing schemes, enough to surface 5.25 miles of road; and
- delivery of around 50 footway improvement schemes.

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

Figure 7.2: Road Types in North Tyneside (HE = Highways England)



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 2020 to 31 March 2021 and sets out relevant local transport data over that period of time.

Road safety, cycling and walking

The report indicates that North Tyneside's transport network is becoming safer: the number of road accident cluster sites continues to decrease, from six in 2019 to five in 2020, which reflects the Authority's targeted major scheme investment over recent years. The total number of road collisions decreased by 17% in 2020, having shown a broadly steady trend over the previous three years, while collisions involving cycling were below the 2018 level, although higher than 2019 against a background of increased cycling. 2020 also saw a decrease of 32% in pedestrian casualties, which, except for a c.30% lower figure in 2017, had been at a similar level over recent years.

Cycling is becoming even more important as a way of getting around North Tyneside, with cycling trips increasing by 59% in the last year, much higher growth than was seen in Tyne and Wear as a whole. This was enabled in part by temporary cycling schemes including the 4km pop-up cycleway along the coastal strip. To support the growth in everyday cycling in North Tyneside, the Authority continues to invest in cycling infrastructure and continues to seek opportunities to improve our cycling network. This is demonstrated through the upcoming investment in the 14km of new strategic cycle network to be delivered between 2021 and 2023.

Air quality throughout the borough has been confirmed as compliant with legal standards, assisted by recent measures such as retro-fitting technology to reduce emissions from buses on the A1058 Coast Road.

However, the impact of the Covid-19 pandemic on travel patterns means that securing a shift away from car use has been difficult in the short term, and overall motor traffic volumes in April-May 2021 were slightly greater than pre-Covid levels. Public transport use, although still generally below half of pre-Covid levels, is showing a recovering trend

Supporting our economy and improving connectivity

The Authority's investment has helped North Tyneside's transport network to flow better, with £18m invested over recent years, largely from external funding, in targeted major schemes. This has addressed pressures at specific locations on the network and improved accessibility to destinations including major employment sites, helping to support the borough's economy and assist in the delivery of the Local Plan objectives.

Alongside this, the Authority continues to deliver an annual programme of local transport improvements which helps to address issues identified from transport data

or raised by members or residents, with 14 local road safety schemes being delivered in the past year.

Enabling smart choices

The Authority's work with local schools has seen a substantial rise in sustainable travel, from 69% to 88%, at the four schools where 'School Streets' have been introduced on an 18-month trial basis, with the streets outside the school gates reserved for walking and cycling at the start and end of the school day, with children and their parents encouraged to travel actively or use 'park and stride'.

Work with schools also involves helps to develop young people's skills to walk and cycle safely. The Authority offers national standard 'Bikeability' cycling training to schools across the borough and, although impacted by Covid-19 restrictions, 651 training places were delivered in 2020/21; road safety education is also offered in schools. Through its ongoing 'Go Smarter' programme, the Authority promotes the use of sustainable and active transport in schools, as well as involving children in identifying improvements to cycling and walking infrastructure.

The Authority has also secured funding for a fleet of pedal-powered, electrically assisted e-Cargo bikes to help improve air quality, promote sustainable travel and support local businesses in making smarter travel choices.

Managing demand and addressing challenges

Following the first national lockdown from March 2020, the Authority moved promptly to re-start the provision of highways services, including highway maintenance, car park management and the School Crossing Patrol service, helping to address challenges around Covid-19 recovery.

In addition, the Authority helped local businesses to resume trading by introducing a temporary 'pavement licence' for cafés, pubs and restaurants to place chairs and tables outside their premises to assist in the sector's Covid-19 recovery.

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.

This is supplemented by the following policies and strategies related to transport:

North Tyneside Local Development Document 12 (LDD12) Supplementary Planning Document (SPD) - 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.

North Tyneside Home to School/College Transport Policy – refreshed 2020

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 – adopted February 2020

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 ensure that vehicles are safe, clean, reliable and accessible to meet the varying needs of the public; to provide confidence in the system for assessing whether a person is 'fit and proper' to drive a hackney carriage or private hire vehicle; and to encourage the uptake of zero and ultra-low emission vehicles.

The Hackney Carriage and Private Hire Licensing Policy was adopted by Cabinet in February 2020 and directly 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 – Covid-19 Transport Strategy Data Factsheet

Appendix D – Network of Strategic Cycle Routes (“Tube Map”)

Appendix E – 2018-2020 Collision Cluster Locations