

North Tyneside Transport Strategy Annual Information Report 2018/19



North Tyneside

Transport Strategy Annual Information Report 2018/19

Contents

Transport Strategy Annual Information Report 2018/19.....	2
1. Introduction.....	3
2. The Transport Strategy Annual Information Report	4
3. Principle 1 - Improve safety, health and well-being outcomes and sustainability; in relation to people, communities and the environment	8
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” 17	
5. Principle 3 - Improve connectivity; with all parts of the borough, the region, the rest of the country and the world	19
6. Principle 4 - Enable smart choices for all; help people, businesses and visitors find out how to get to where they need to	20
7. Principle 5 - Manage demand; on transport networks and assets and address current and future transport challenges.....	21
8. Conclusions.....	25
Please see attached Appendices to report:.....	27
Appendix A – Transport Strategy Data Factsheet.....	27
Appendix B – Network of Strategic Cycle Routes (“Tube Map”)	27
Appendix C – 2018 Collision Cluster Locations	27
Appendix D – 2018 Additional Speed Monitoring Programme Sites	27

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 2018 - 2020;
- Local Plan 2017 - 2032;
- Health and Wellbeing Strategy 2013 - 2023; and
- NECA Transport Manifesto and Plan.

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 Transport Strategy. Following adoption of the Network Management Plan in October 2018, all supporting policies and strategies have now been refreshed and updated, with the exception of the North Tyneside Hackney Carriage and Private Hire Licensing Policy, which is scheduled to be updated in 2019/20. This ensures the Authority's policies and strategies which are specific to transport are aligned with the Transport Strategy. A summary of the changes to these policies is provided below:-

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

The revised 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 has been re-focussed 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 development 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, our 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 our 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' 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. This report will be presented to Cabinet in October 2018 and will provide 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 will support and encourage 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 our first 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 supports 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 our 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.

This 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 our 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.

Annex 4 of the Transport Strategy included a timescale for refreshing and updating supporting policies and strategies. Several of the strategies and policies have been recently updated as set out above and this timescale is being met. There are some policies and strategies to be updated in 2019/20 and 2020/21 and work has already commenced to review the North Tyneside Hackney Carriage and Private Hire Licensing Policy.

North Tyneside Hackney Carriage and Private Hire Licensing Policy – currently being reviewed

Hackney carriage and private hire vehicles play an important part in local transport. Local authorities are responsible for the licensing of hackney carriage and private hire vehicles in their areas and the aim of this process is to protect the public. The policy sets out how the Authority will protect consumers' interests; provide clarity for licensees with respect to the Authority's expectations and the decision-making process; promote safeguarding practices, which include child sexual exploitation awareness; and encourage high standards of service and competence in the hackney carriage and private hire trade.

Performance 2018/19

The five principles of the Transport Strategy guide our actions and act as a framework for measuring performance. The annual information report summarises our 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 2018/19 has also been produced and is included in Appendix A 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 2014-2018 graph included in the Data Factsheet in Appendix A, there continues to be a steady decline in the number of collisions occurring on the North Tyneside Highway Network.

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 2016-18 was 63. For comparison, the baseline average figure for 2005-09 was also 63 (note that this was before the change in Police reporting).
- There was a decrease of around 30% in collisions in which a child is killed or seriously injured (Child KSI) compared with the baseline – over the period 2016-18 there was an annual average of 9 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 2016-18 was 310, which is 48% lower than the 2005-09 baseline average figure of 603.

During 2018, 252 collisions were recorded on roads in North Tyneside (including the A1 and A19, which are managed by Highways England, as well as roads managed by the Authority). These collisions resulted in 285 casualties, of whom 62 were either killed or seriously injured (KSI). This figure included twelve child KSIs. The collisions include 58 pedestrian casualties and 55 pedal cyclist casualties.

The positive outcomes of the analysis are that the total number of collisions on the network continues to fall with a 31% reduction compared to the previous 3 year rolling average (2015-17). The number of collisions on the network has now halved since 2010.

Further detailed analysis will be undertaken to consider the following collision characteristics and the impacts investment in these areas has had on safety:

- Child pedestrian and cyclist casualties within 250 metres of a school
- Pedestrian collisions occurring within Town Centres
- Cyclist collisions occurring along Strategic Cycle Network routes

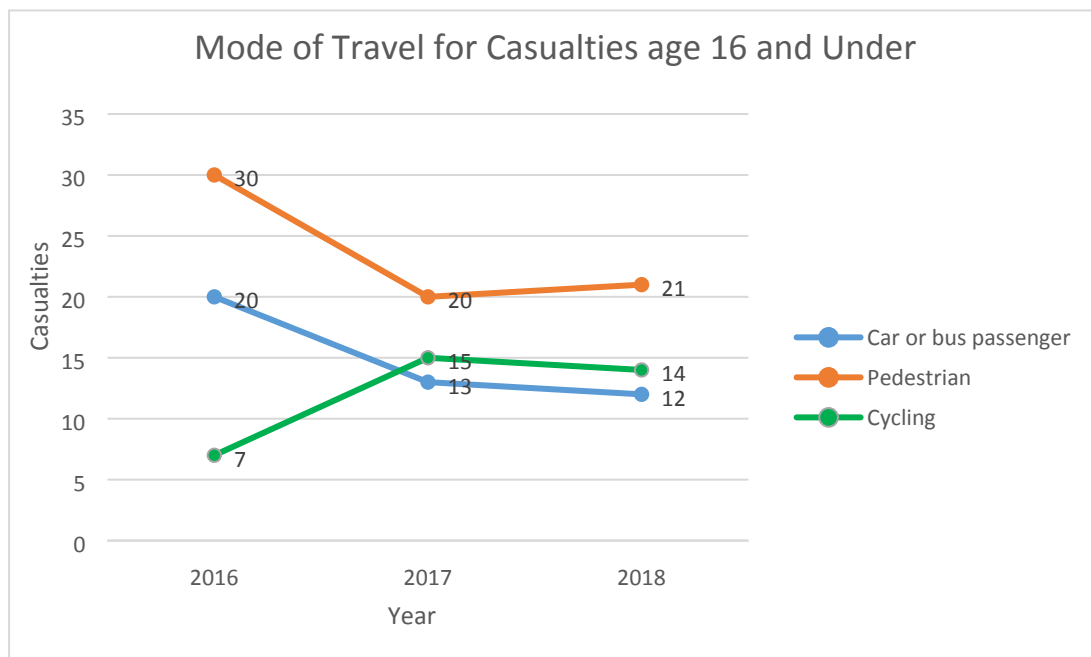
- Speed related collisions occurring within 20mph zones
- Pedestrian trips/falls on the highway
- We intend to carry out further detailed analysis on where these pedestrian related collisions occurred, with a particular focus on the borough's Town Centres but also proximity to formal crossing points.

Since the Travel Safety Strategy was adopted in March 2018 there has been limited time and data available post policy implementation to consider the effectiveness of investment to address these themes. However baseline collision data for 2017 and 2018 is included in the collected data and summarised below for reference.

3.1.1 Child casualties

The graph below shows how child casualties (16 and under) are distributed across different travel modes, specifically walking, cycling, and as a passenger (car or public transport). The data shows that approximately 74% of child casualties in 2018 are associated with walking and cycling trips.

Figure 3.1: Mode of Travel for Casualties age 16 and under



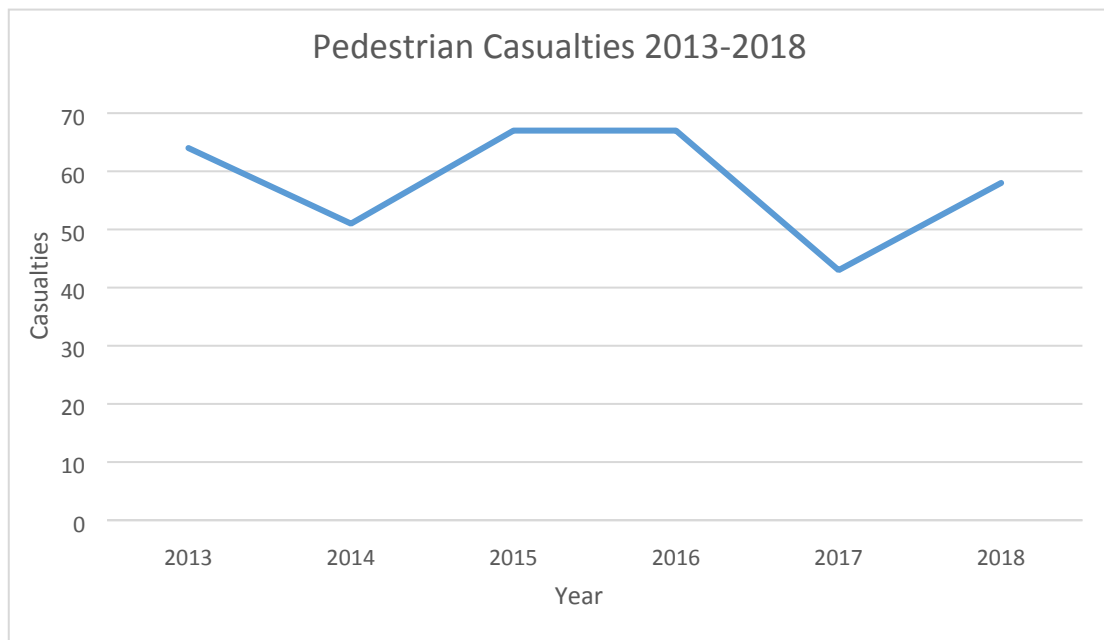
As part of the Go Smarter North Tyneside behavioural change programme we are investing in infrastructure along routes to schools to support more sustainable travel choices. Our Go Smarter work is coordinated with road safety training such that pupils are made aware of how to safely use the new and existing infrastructure and become confident in travelling by foot, scooter, or cycle. Improving the safety records outside and around schools is a key focus if parents and children are going to be encouraged to travel more sustainably. We will report on how this road safety record improves following investment and training at schools in future Annual Information Reports.

3.1.2 Pedestrian casualties

The graph below shows pedestrian casualties on the highway network in recent years. Pedestrians are the most 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. In 2018, 20% of the recorded casualties were pedestrians. We intend to carry out further detailed analysis on where these pedestrian related collisions occurred, with a particular focus on the borough's Town Centres but also proximity to formal crossing points. This will provide a greater understanding of where the Authority should be investing in improved crossing provision but also support safe short walking journeys to our Town Centres.

Figure 3.2: Pedestrian Casualties



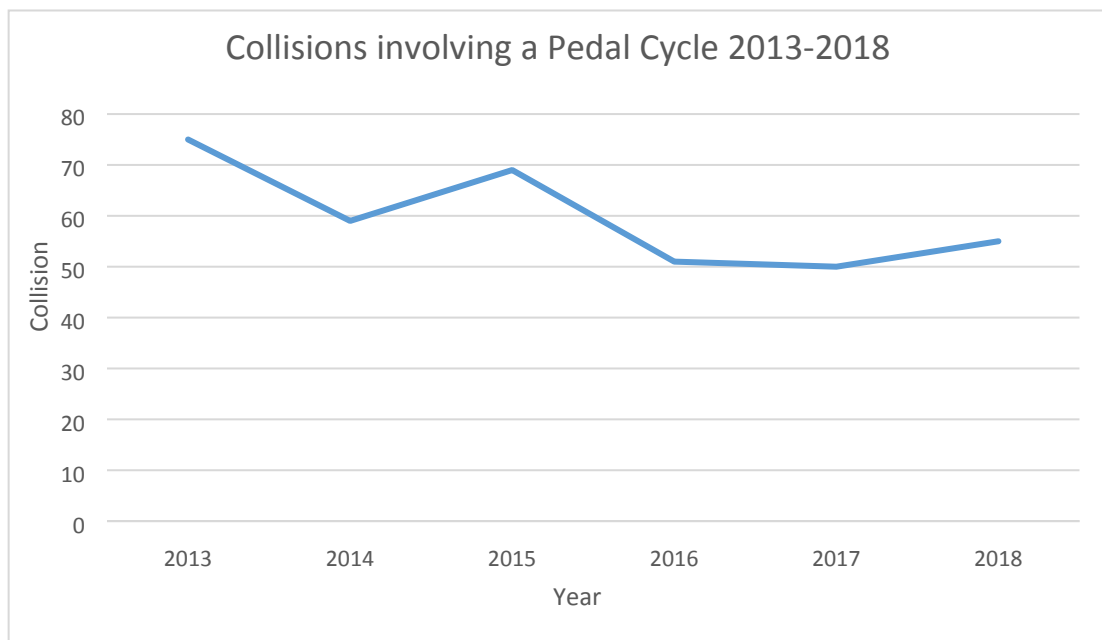
3.1.3 Collisions involving cycling

The graph below shows how the number of collisions involving cyclists reduced from 2015 to 2017 but showed an increase in 2018: note that this is against a background of increasing cycling. As identified in the North Tyneside Cycling Strategy we have ambitious growth targets for cycling of 7% per year and aim to develop a Network of Strategic Cycle Routes (“Tube Map”), see Appendix B. In support of this it is essential that safety for cyclists is improved as this has a major influence on residents’ decisions to cycle or not.

We propose to undertake further detailed analysis around reviewing the locations of these collisions to identify if they would benefit from the proposed investment in the Strategic Cycling Network. In 2018, 21% 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 deliver cycling training through the DfT Bikeability programme with many pupils receiving training each year. However more needs to be done to improve safety for cyclists and a major step towards this was taken in March 2018 when we adopted our first Cycling Design Guide. The 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 Collisions by speed limit

The chart below splits all road traffic collisions that occurred in 2018 into the respective speed limits of the roads they occurred upon. The North Tyneside Travel Safety Strategy noted that information on speed-related collisions occurring in 20mph zones would be included in the Transport Strategy Annual Report.

The chart shows that only 6% of collisions occurred on a road subject to a 20mph limit, some of which will be outside of a residential 20mph zone. When considering that around three-quarters of the local highway network is subject to a 20mph limit this shows that the likelihood of a collision in a 20mph zone is substantially lower than anywhere else on the highway network.

This is not surprising however, as the risk of a collision occurring is more closely related to traffic volumes than traffic speeds. Traffic speeds do however 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, but the vast majority of which are A and B roads where traffic volumes are substantially higher.

Figure 3.4: Breakdown of Collisions by Speed Limit 2018

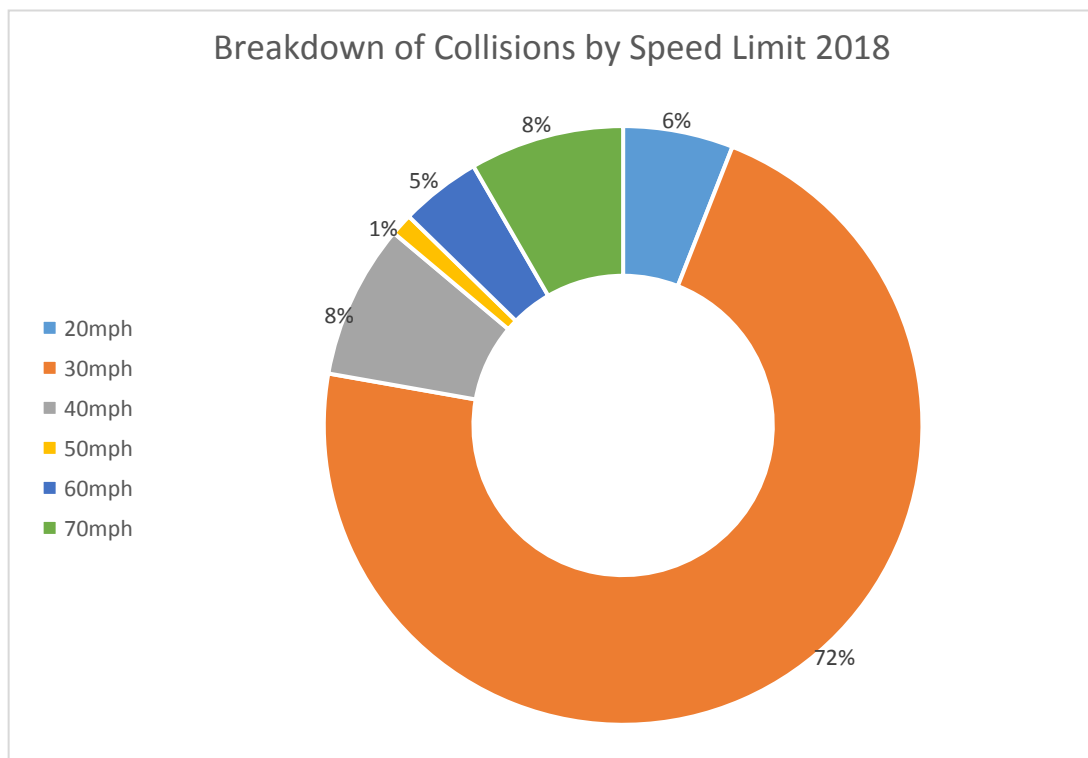
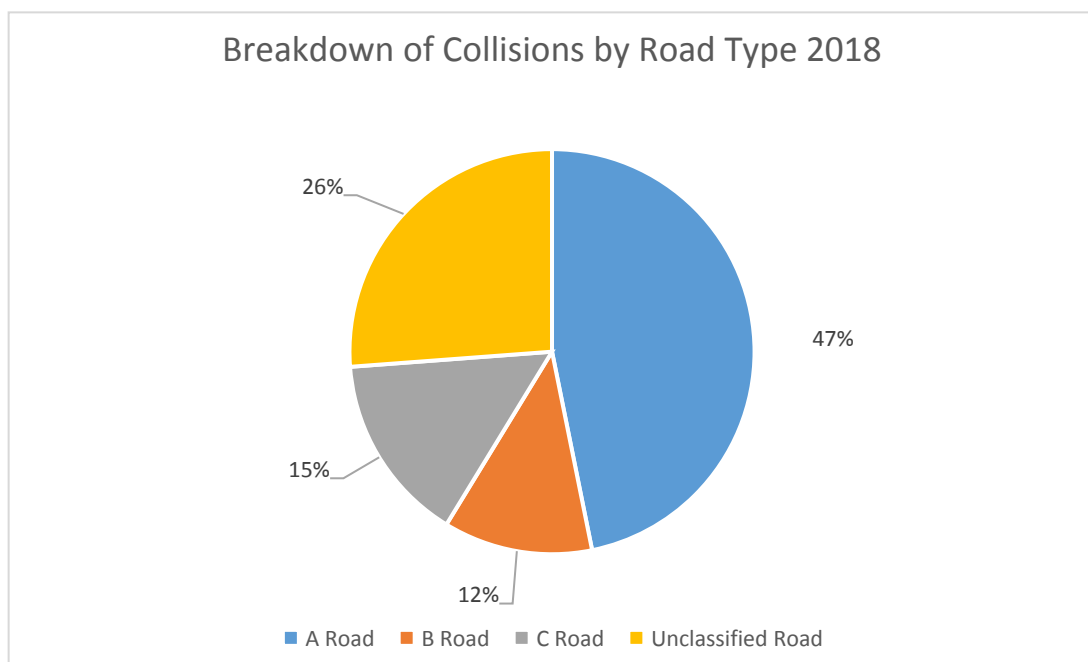


Figure 3.5: Breakdown of Collisions by Road Type 2018



The chart above shows the road classifications upon which collisions occurred in 2018. This is roughly proportionate to the volumes of traffic travelling along these types of road, however North Tyneside does have many unclassified roads that carry high traffic volumes such as Norham Road, The Silverlink North, Goathland Avenue, Northgate and Southgate in Killingworth.

The Authority is currently delivering 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 of a junction. The table below identifies the seven locations where these criteria were met and identifies what current and future schemes will seek to address them. This is a reduction on the nine cluster locations identified last year: four of the clusters remain from last year while three of the clusters are new. A plan of the Collision Cluster Locations is included in Appendix C.

Table 3.1: Cluster Locations within North Tyneside

Cluster Location	Cluster Rank	Slight	Serious	Fatal	Daily Traffic Volume (Est.)	Proposed Scheme or Measures
A19 Fisher Lane (Seaton Burn) roundabout	1	17	2	0	50,000	Road managed by Highways England. Potential for improvements to be considered as part of the national Road Investment Strategy.
A19 Silverlink roundabout	2	15	1	0	70,000	Road managed by Highways England. Current major scheme (completion 2019)
A186 Station Rd / Mullen Road	3	5	1	0	15,000	S.278 condition developer mitigation scheme (East Benton Rise)
A1058 Billy Mill junction	4	5	1	0	40,000	Completed Major Scheme. Collisions are from prior to major scheme completion
A193 High St W / West St junction	5	5	0	0	10,000	Potential future Local Transport Plan (LTP) project
Asda, Benton	6	3	2	0	20,000	S.278 condition developer mitigation scheme commenced, due for completion Summer 2019
A19 / A191 Holystone interchange	7	4	1	0	20,000	Two of five collisions associated with red light running. On-site mitigation has already been implemented.

In 2018/19 the Authority delivered nine small scale local road safety schemes aimed at addressing local sections of highway subject to excessive speeding and improving crossing provisions on busy roads.

One of the road safety improvement schemes was introduced on The Links in Whitley Bay. 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
- Reducing the carriageway width to one lane in both directions by introducing hatched markings along The Links and ‘build-outs’ at several locations.

3.1.5 Road safety and speed monitoring

Appendix D of this report includes a borough wide network plan that highlights those roads which are to be added to our existing annual Speed Monitoring Programme. These locations will therefore be included in our Driver Speed Feedback Sign rotation programme which includes 109 locations where speed monitoring will be undertaken quarterly. Supported by the survey data captured from the Feedback Sign programme the Authority undertakes a review of existing highways infrastructure at these identified locations and identifies additional mitigation measures that should be considered. 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.

Table 3.2: Breakdown of locations for Driver Speed Feedback Sign rotation programme

Location type	Sites
School Site	41
Identified safety site	4
30mph + Zone	16
20mph Zone	48
Total	109

The Driver Speed Feedback Sign rotation programme is supplemented by permanent traffic speed survey sites across the wider network. North Tyneside is investing in additional new technology that can utilise existing highways signal equipment and passively record driver speeds, volumes, and vehicle classifications.

In addition to local on-site traffic survey data the Authority has utilised DfT Trafficmaster data which monitors up to 135,000 vehicles every 1 to 10 seconds whilst they travel across the whole of the UK road network. This dataset provides a vast volume of data against which our local observations can be used to validate actual speeds across the network every year.

Those locations where speeds have positively changed from the previous year will be identified and analysed to consider the impacts that mitigation measures such as the feedback signs have had. Those links where speeds have increased or are in excess of DfT recommended tolerances will be added to the Speed Monitoring Programme until such time as the roads return to compliance with the signed speed limit. Appendix D includes a borough wide network plan that highlights those roads which are to be added to our existing annual Speed Monitoring Programme, it also identifies which links are new (where speeding was not previously a concern) and which links have been removed from last year (where speeds are no longer a concern).

3.2 Supporting health and wellbeing and sustainability

3.2.1 Promoting sustainable, active and healthy travel

National standard 'Bikeability' cycling training is offered to schools throughout the borough and includes a range of types of training, from pedal-free 'balance bikes' for younger children, to standard Level 2 and advanced Level 3 training: in total, 1,978 training places were delivered in 2018/19. Road safety training is also offered to schools, with 7,192 training places delivered in 2018/19.

Go Smarter is a North Tyneside-specific programme (described in more detail in section 6) which promotes sustainable and active travel in schools, encouraging children to get to school on foot, by bike or scooter, by public transport or through 'park and stride' arrangements, and also encouraging staff to travel more sustainably. This has included car-free days in specific schools, when car travel has more than halved from an average of 44% to 20%.

Major employment sites in North Tyneside continue to promote sustainable and active travel to employees on site, e.g. both Cobalt and Quorum business parks run promotions to encourage the use of public transport and events such as 'Dr Bike' sessions to prompt employees to take up cycling or walking to work regularly: in the most recent survey at Cobalt, more than 15% of employees who lived within 2km walked to work.

3.2.2 Growth in cycling

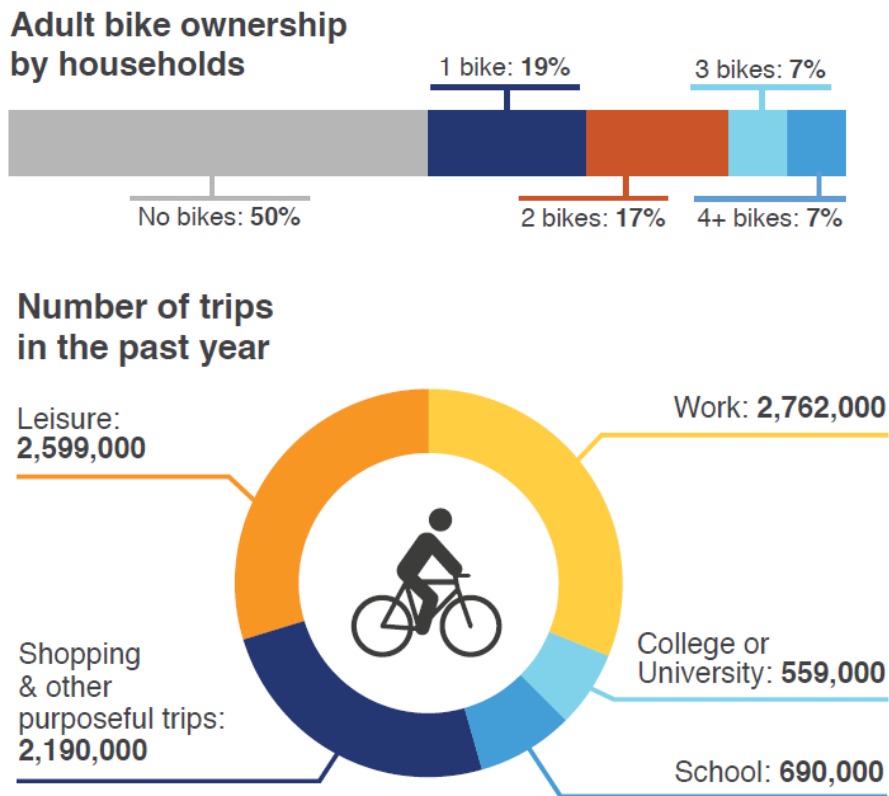
The North Tyneside Cycle Strategy was adopted in March 2018 and set a target to achieve an annual increase in cycling trips of 7%. North Tyneside currently has a limited amount of permanent cycle counting equipment across the network, but those we have are installed along the key strategic routes. The annual data from these counters indicates a 14% increase in cycling trips from 2017 to 2018. Included as part of the delivery of our programme of major schemes are additional cycle counters that will expand the coverage of our annual data collection and improve the accuracy of our growth figure.

Recent cycling surveys undertaken by Sustrans and the Freshfield Foundation research group in Newcastle as part of the Bike Life 2017 publication have highlighted many interesting facts and figures which are equally applicable to North Tyneside. The graphic below illustrates that 50% of households do not own a bike, making the first barrier to overcome to increase cycling access to a working bicycle.

The graphic also shows the split of journey purpose for those whom already cycle, with a close correlation between the level of leisure trips and those who commute by bicycle.

As leisure trips are typically over longer distances than the average commute distance in Tyne and Wear it is not surprising that those whom cycle for leisure often also commute by bicycle. This is an important consideration in particular for North Tyneside as some of our most popular cycling routes (NCN 10 and NCN 72) serve leisure users more so than commuters.

Figure 3.6: Newcastle Bike Life 2017 excerpts



North Tyneside are part of the Bike Life research study and will be included in the next publications in 2020 and 2022. We are currently in the process of gathering and providing data for the next publication.

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”

4.1 Major schemes delivered in North Tyneside

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.

The 11 Major Schemes that have been completed and/or are currently on site will be subject to robust post-scheme evaluation and monitoring. This monitoring will include comparisons of road safety, journey times, cycling usage, traffic volumes and speeds, and public transport journey time reliability. As this monitoring is undertaken future editions of this report will include updates from each major scheme.

Table 4.1: Major Scheme Delivery Programme in North Tyneside

Scheme	Construction start date	Construction end date	Cost
A188 Four Lane Ends Corridor	August 2014	August 2015	£3.6M
A1058 Coast Road – Phase 1 – Beach Road	January 2016	July 2016	£7.2M
A1058 Coast Road – Phase 2 – Billy Mill roundabout	July 2016	July 2017	
A1058 Coast Road – Phase 3 – Norham Road Bridge	May 2017	August 2018	
A1058 Coast Road Cycle Scheme	July 2016	July 2019 (est.)	£1.5M
A191 Tyne View Park	March 2016	June 2017	£1.7M
A1056 Weetslade Corridor	March 2016	August 2017	£4.8M
A19 Cobalt Corridor	July 2016	January 2018	£5.1M
Cobalt Cycle Scheme	January 2017	August 2017	£0.65M
North Bank of the Tyne	September 2017	March 2019	£4.7M
Silverlink junction improvement – Highways England	June 2016	May 2019 (est.)	£85M
A189 Corridor Scheme	September 2018	July 2019 (est. for phase 1)	£5.5M

4.2 Silverlink Interchange

Since June 2016 Highways England have been undertaking construction at the A19 Silverlink junction. The scheme is now nearing completion having opened to traffic in March 2019 with final works and de-mobilising due to be complete by the end of May 2019.

The purpose of the scheme is to reduce traffic congestion by increasing capacity at the junction of the A19 and the A1058 Coast Road therefore providing better journey time reliability. This has been achieved by lowering the A19 beneath the existing A1058

Coast Road and roundabout creating a triple decker junction. Cycling and pedestrian and cycling improvements have also been undertaken, with two new cycling-pedestrian bridges constructed 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 pedestrian/cycle route linking the A1058 with the Tyne Tunnel Trading Estate. These proposals will provide significant road safety improvements for all users while supporting economic growth in North Tyneside by general traffic journey time reductions between the Tyne Tunnel and A19 employment corridor.

4.3 The transport network

Public transport services (described in more detail in section 5) continue to serve a vital role in supporting economic development, as do initiatives to encourage the use of sustainable and active travel and the use of low emission technologies for passenger and freight vehicles. At a national level, against a background of increasing employment, there has been a decrease in peak hour commuting trips: reasons may include working from home, flexibility in working arrangements and increased levels of self-employment.

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

5.1 Links to destinations and gateways

As part of our highway investment programme, in 2018/19 the Authority has delivered improvements to key junctions in the North Bank of the Tyne corridor, which has helped to improve access to the Port of Tyne international ferry terminal.

North Tyneside has 17 stations on the Metro network and 37% of North Tyneside is within 800m of a Metro station. Improvements delivered in 2018/19 as part of Nexus' Metro modernisation programme, including the replacement of Metro bridges at Burnside Road and Beach Road, have helped to ensure that Metro continues to provide a service offering frequent links to town centres and destinations across Tyne and Wear, and to gateways for longer-distance travel including Central Station and Newcastle Airport.

There were approximately 9.5 million km of bus journeys within North Tyneside in 2017/18 and as part of our highway investment programme the Authority has worked with bus operators on arrangements to assist the operation of bus services during the delivery of improvements to the highway network.

Taxis provide a flexible, 24-hour service: there are a total of 1,069 hackney carriages and private hire vehicles registered in North Tyneside, and the Authority has recently commenced a review of the North Tyneside Hackney Carriage and Private Hire Licensing Policy, to ensure that it continues to reflect emerging Government policy and legislation.

5.2 A connected network for cycling

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 our aspirations for growth in cycling journeys. A major scheme in our investment programme is set to deliver a 2.5km high standard segregated cycle route along the A189 corridor between the Haddricks Mill junction in Newcastle and A188-A189 West Moor roundabout in North Tyneside. This will be the first major investment that applies the recently adopted design principles in the Cycle Design Guide.

Through our highway investment programme, the Authority has delivered approximately £5 million of cycling infrastructure to support growth in cycling. Across the major schemes in 2018/19, approximately 3.6km of new/upgraded/refreshed cycle path infrastructure has been delivered.

As part of the North Tyneside Cycling Strategy, a Strategic Cycle Network "Tube Map" has been produced, included in Appendix B, identifying the key corridors along which future investment should be focussed. This strategic network is expected to develop in conjunction with the development areas identified in the Local Plan but will also coordinate with strategic routes emerging from Newcastle City Council as part of their Cycle City Ambition Fund works.

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

In September 2017 the Authority re-launched the Go Smarter behavioural change programme with an initial focus on reducing car trips for journeys to schools. After a successful year delivering Phase 1 of the Go Smarter behavioural change programme, aimed at reducing car-based trips for school journeys, the programme entered Phase 2 in September 2018, still with an initial focus on the borough's Primary Schools. Secondary Schools are included within Phase 3 due to begin in September 2019. Employment sites and new residential developments are beginning to be added to the Go Smarter programme in conjunction with the Local Plan.

47 schools have now been offered support from the project, with 43 of those being engaged in the 2018/19 academic year to date.

For the Phase 1 schools, two years of travel data has now been collected, showing highly positive results. School-level comparisons between the rate of sustainable travel and the level of Go Smarter engagement shows a substantial correlation, indicating that the scheme is successfully affecting a shift to more sustainable modes of travel.

Travel behaviour change activity is delivered in schools and includes car-free days, site audits with pupils, assembly presentations and in-class sessions.

There is also evidence of success with newly-built infrastructure, which is designed in conjunction with schools and pupils in order to improve local road safety, remove severance issues, and enhance routes to schools. Sixteen schools received, or are due to receive, infrastructure developments during 2018/19 academic year, with many more identified and designed for the year after.

The Go Smarter programme aims to deliver significant reductions in car trips to schools with a target of 75% of trips being by sustainable travel modes by the end of the 2019/20 academic year. The latest surveys (Phase 1 and 2 schools) show that the current level is over 60% and, while that will continue to rise for those schools, the Phase 3 schools will also come into the equation, boosting that figure with their significantly higher rates (Phase 3 schools being the schools with the highest existing rates of sustainable travel).

To date in 2018/19 academic year, 7,581 pupil engagements have taken place through the Go Smarter programme, with many more receiving Bikeability cycle-proficiency training, road safety-related training and sustainable travel promotions. As the Go Smarter programme develops the aim is to engage with all schools on an annual basis, encouraging and supporting behavioural change, promoting and educating pupils in road safety, promoting healthy choices, and increasing awareness of the environmental impacts of travel choices.

In March 2019, Go Smarter worked in partnership with Sustrans to undertake a temporary road closure at Monkseaton Middle School as part of 'School Streets', a national initiative to trial temporary closures to motor vehicles of school streets so as to 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. Monkseaton Middle School were one of 43 schools within the UK to close the street to motor vehicles outside the school gate on 25 March 2019, the only school in Tyne and Wear to take part. For this, Go Smarter worked collaboratively with Sustrans, the school and others to ensure the event was a success for all involved including children, teachers and parents.

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

7.1 Air Quality

On 27 July 2017 the Government issued a Direction to a number of local authorities across the country where there was predicted to be an exceedance of UK air quality thresholds. The Direction required these authorities to produce a feasibility study to identify an option which will deliver compliance with legal limits for nitrogen dioxide in their administrative area in the shortest possible time. Within North Tyneside the exceedance area is 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 commenced work to prepare a joint Air Quality Feasibility Study covering their respective areas.

Since receiving the ministerial Direction, significant progress has been made on developing, and testing, measures that would help to improve air quality in the area. The three authorities have aimed to develop measures that seek to address exceedance locations, but to do so fairly and in a way that supports the local economy and improves public health, rather than focusing solely on certain roads, or certain groups of road users. This work has included a successful bid to the Department for Transport for funding to retrofit buses primarily travelling along the A1058 Coast Road. This funding has contributed to bringing North Tyneside into compliance within the Government's timescales.

An Outline Business Case detailing the options available to the local authorities to address the air quality exceedance in the shortest possible time has been prepared and submitted to Government. The options arising from this work are currently subject to public consultation until 17 May 2019. Both of the options being considered involve applying a charge to drivers, buses, taxis, and freight vehicles for driving on certain roads in Newcastle. Whilst there are no longer any exceedances forecast on North Tyneside roads there are more trips travelling between North Tyneside and Newcastle than any other part of the region. It is important that through our Transport Strategy we continue to support a shift away from short car trips onto more sustainable alternatives and help lower emissions associated with transport.

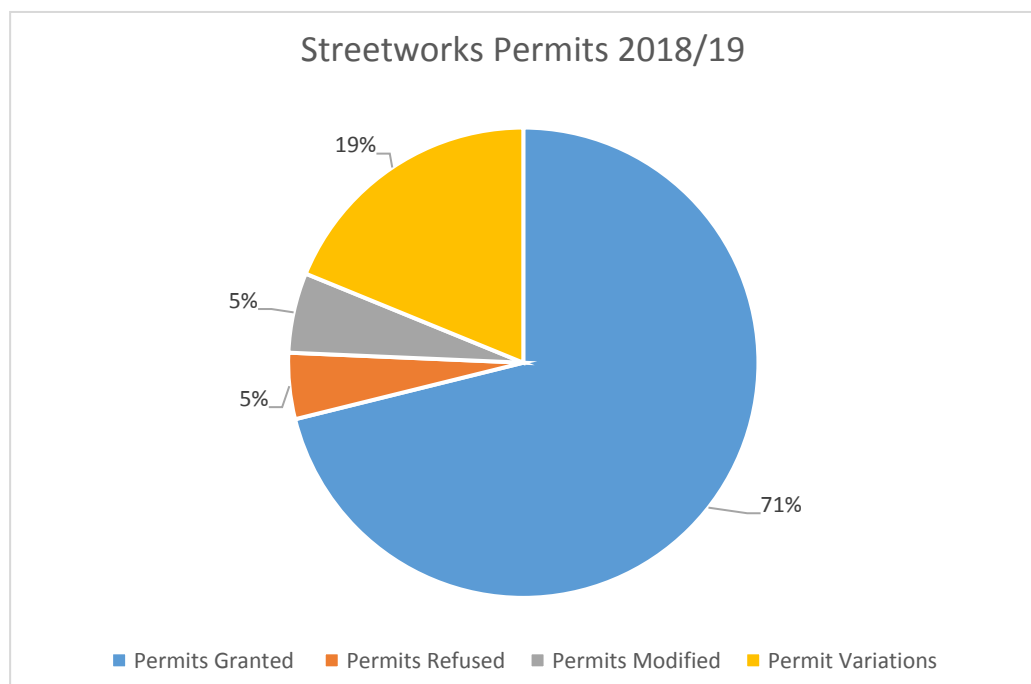
7.2 Managing streetworks

In support of effective management of the Highway Network, North Tyneside is the only local authority in the region to operate a Streetworks permitting system. This system provides greater control over when and how utility companies carry out work on the highway network. The Streetworks process requires utility companies to provide 3 months' advance notice of any major works and submit traffic management proposals to be considered. The North Tyneside Streetworks system allows the Authority to challenge the traffic management arrangements if they feel they cause significant delays on the network or if works in the vicinity are already underway. In recent years in North Tyneside there has been significant activity on the local highway network as part of the highway investment programme. During this period the Streetworks systems has proved invaluable as it has allowed the Council to restrict all non-emergency works proposed on routes directly or indirectly (diversionary) impacted by the major schemes underway at the time.

In early 2020 North Tyneside intends to introduce a Lane Rental Scheme, which is an initiative encouraged by the Department for Transport (DfT). The scheme is to focus on only the strategic routes within North Tyneside such as the A1058 Coast Road and will be a cost per day for the Streetworks Permit, instead of the current process which is a cost per permit which covers the full duration of the works. This is to encourage better planning and management of the works encouraging more works outside of peak periods or making greater use of evening or weekend working so that the highway is open to traffic at the busiest times.

The chart below shows that 29% (3,752) of the 12,999 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.

Figure 7.1: Streetworks Permits 2018/19



7.3 Highway network management technology

To assist the Authority in managing the operation of the Highway Network more efficiently and improve the decisions we make on where to further invest in infrastructure, the Authority has identified areas where technology can support our network management. As key busy junctions on the highway network become increasingly congested at peak times there has been an increasing need implement traffic signal control. Traffic signal control allows competing traffic demands to be managed proportionately whilst also supporting improved crossing facilities for pedestrians and cyclists. It is therefore essential that traffic signals operate efficiently to ensure highway network users receive a consistent and reliable journey time during peak periods, and that delays are limited where possible.

To support this approach North Tyneside is upgrading all major signal controlled junctions across the 11 Network Management corridors to be connected to the regional UTMC (Urban Traffic Management & 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 further enhances existing operations such as UTC (Urban Traffic Control) corridor plans which remotely link and entire corridors of traffic signals to maximise throughput at peak times. In North Tyneside our first UTC corridor will be the A191 between Station Road (Forest Hall) and Four Lane Ends. The UTC system will improve the efficiency of this corridor by coordinating signal operations in response to differing peak period demands which in this location are tidal in the AM and PM peaks.

As part of a 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 includes the completion of 11 journey time corridors which will install ANPR (Automatic Number Plate Recognition) cameras at key locations allowing real-time journey time information to be gathered and shared with the public allow more informed decisions to be taken about when and which routes to travel across the borough along.

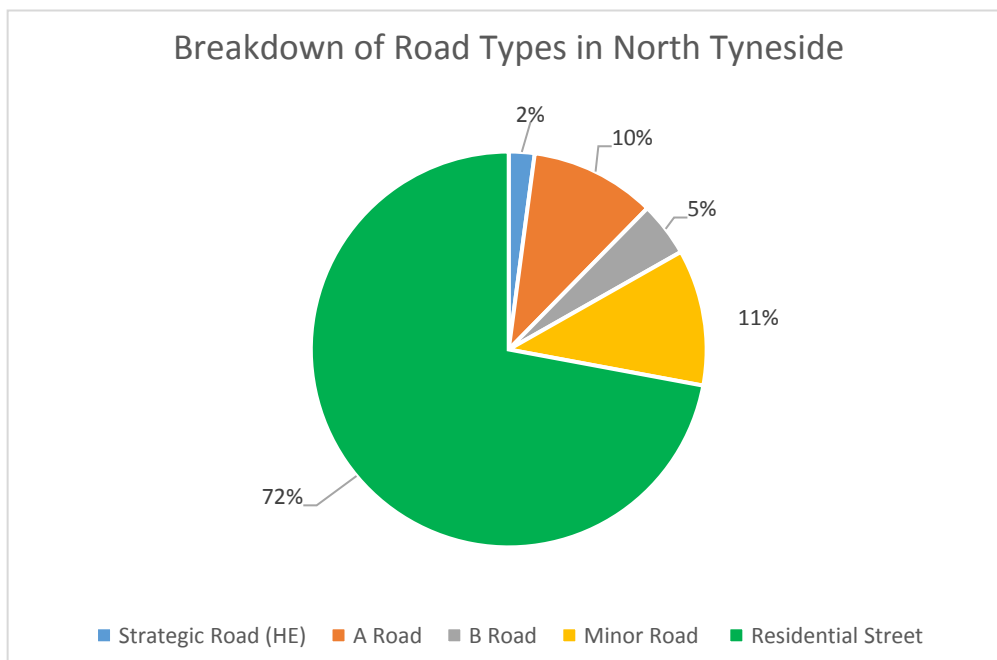
The ANPR data will also provide real-time incident monitoring capabilities allowing the regional UTMC control room to identify incidents and implement network recovery plans promptly to minimise delays and disruption caused. The data will also feed into delivering an aim of the Network Management Plan to develop a service standard for each of the 11 key corridors allowing the monitoring of journey times over time in response to traffic growth associated with our Local Plan.

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 alternate routes if congestion is high, and report incidents that are likely to impact network operation.

7.4 Highway maintenance

In 2018/19 there was approximately 13.2km of carriageway resurfaced in North Tyneside. There were also 47 footway improvement schemes undertaken in 2018/19. The highway network incorporates roads of differing standard and class as shown in the graph below.

Figure 7.2: Breakdown of 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 network performance in terms of maintenance and condition.

8. Summary of performance

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

The number of road collisions in North Tyneside continues to show a decreasing trend. The number of collision cluster sites has also fallen from nine to seven, which provides an indication that the Authority's highway investment programme has helped to improve conditions at junctions where collisions were concentrated. The growth in cycling in North Tyneside is welcome, however in order to help address the number of collisions involving cyclists there is a continued need to invest in high standard cycling infrastructure, e.g. the major scheme currently under construction at A189 Killingworth Road, which includes a 2.5km protected cycleway. Equally, it remains important to participate in campaigns which promote and support road safety.

The annual data from cycle counters indicates growth in cycling trips ahead of our target, and the Authority is supporting increased participation in everyday cycling, e.g. by delivering Bikeability training in schools across the borough.

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 recent substantial completion of the Highways England major project to convert A19-A1058 Silverlink junction to a fully grade separated interchange is already having positive results on the local road network, with adjacent routes to the A19 becoming less congested as traffic reverts back to this strategic route. When combined with future proposals for the Tyne Tunnel toll payment system under which more vehicles could pay the toll on a free-flow basis, the journey experience along the A19 within North Tyneside will be greatly improved, supporting our Local Plan aspirations along this corridor.

Our programme of investment has seen substantial improvements in road safety, the level of provision for sustainable travel, and application of advanced traffic control technology. Whilst it has not been possible to undertake the comprehensive post-scheme monitoring for many of the recent major schemes in time for this annual report, this will be carried out following the removal of the closure on A189 Killingworth Road in Newcastle.

One of the biggest challenges for North Tyneside is related to appealing to our non-working age population to consider when and how they travel. A 10% shift in behaviour onto sustainable alternatives or simply outside of peak times would result in large improvements to the network operation bringing with it improvements in local air quality as well as improved journey times for all road users. National trends are showing that commuting trips are continuing to reduce as a proportion of total employment and that those whom do still commute are doing so more sustainably than in recent years.

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

Improvements to junctions in the North Bank of the Tyne corridor as part of the Authority's highway investment programme have helped to improve access to the Port of Tyne

international ferry terminal. The ongoing modernisation of the Metro network helps to ensure that Metro continues to serve both local journeys and gateways for longer-distance travel such as Central Station and Newcastle Airport.

The Authority has worked with bus operators on arrangements to assist the operation of bus services during the delivery of improvements to the highway network. In addition, the Authority has commenced the process of updating the North Tyneside Hackney Carriage and Private Hire Licensing Policy earlier than previously indicated, to ensure that it continues to reflect emerging Government policy and legislation.

Improvements to cycling infrastructure have been delivered as part of the highway investment programme and the 'tube map' of Strategic Cycle Routes which forms part of the adopted Cycling Strategy helps to ensure that future developments will include high quality cycling provision.

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

Schools remain an opportunity to secure increased travel behaviour change and support the national trend to increased use of alternatives to the private car by younger generations. The Authority recently worked with Sustrans to run an event under the national "School Streets" branding where the street outside a school was reserved for cycling and walking: this was well received by school pupils and the local community and has sparked interest from many other schools in the borough to do the same. Our ongoing 'GoSmarter' programme promotes the use of sustainable and active transport in schools and is achieving a shift away from car use of up to 15%, which helps to support air quality and health objectives.

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

Over the past 18 months the Authority has been working with neighbouring authorities to address challenges around air quality on several key roads in the region. The options arising from this work have been subject to a public consultation, scheduled to close on 17 May 2019. Both of the options being considered would involve applying a charge to certain cars, buses, taxis, and/or freight vehicles for driving on certain roads in Newcastle. As numerous trips are made in both directions between North Tyneside and Newcastle it remains important for the Authority to encourage the use of more sustainable modes of transport, which can substitute for car journeys and assist in meeting air quality and health objectives.

North Tyneside is the only local authority in the region to operate a permit system for streetworks carried out by utilities: this is helping the Authority to proactively manage works on the highway network generally, and particularly to restrict non-emergency utility works on affected sections of the network when construction work is being carried out for major schemes.

Please see attached Appendices to report:

Appendix A – Transport Strategy Data Factsheet

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

Appendix C – 2018 Collision Cluster Locations

Appendix D – 2018 Additional Speed Monitoring Programme Sites