

# **North Tyneside Transport Strategy Annual Information Report 2021/22**



# North Tyneside

## Transport Strategy Annual Information Report 2021/22

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## **1. Introduction**

The North Tyneside Transport Strategy was originally adopted in 2017 and an updated version was approved by Cabinet on 18 October 2021. The document 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 2021 – 2025;
- Local Plan 2017 – 2032;
- Health and Wellbeing Strategy 2021 – 2025; and
- North East Transport Plan 2021 – 2035.

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

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

### **1.1 The Transport Strategy Annual Information Report**

The purpose of the annual information report is to demonstrate progress against delivery of the North Tyneside Transport Strategy during 2021/22.

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

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

## **1.2 Performance 2021/22**

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

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

A "Transport Strategy Data Factsheet" summarising general performance data for 2021/22 has also been produced and is included as Appendix B to this report.

## **2. Effects of Covid-19**

The Covid-19 pandemic created a profound economic and social shock and the recovery from this is continuing. It reshaped travel patterns across the UK, with motor traffic volumes more evenly distributed throughout 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.

From April 2021 the Government gradually relaxed and removed the Covid-19 restrictions in force: restrictions on limitations for mixing outdoors were relaxed in May, and most legal limits on social contact were removed in July. Since then, more people have resumed making regular journeys, such as to offices and retail stores. This has been associated with an increase in the volume of traffic on the network and the return of morning and evening peaks in traffic movements.

### **2.1 North Tyneside Council Covid-19 Response**

The Authority has continued to deliver a number of measures during 2021-22 such as:

- Pavement licences to allow cafes, pubs and restaurants to place removable chairs and tables outside of their premises. The Authority currently has 37 active temporary pavement licences that are due to expire in September 2022. From October 2022 businesses will be able to apply for permanent licences.
- During the 2021/22 financial year the Authority was successful in obtaining external funding from the Department for Transport's Capability Fund, which includes the promotion of active travel with schools and businesses. The Authority also secured funding to purchase pedal-powered, electrically assisted e-cargo bikes, which have subsequently been loaned to local businesses to further promote sustainable travel.

### **3. Principle 1 – Reduce carbon emissions from transport**

#### **3.1 Carbon emissions**

Transport emissions constituted c.36% 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.

The Authority has invested substantially in initiatives which improve cycling, walking, wheeling and public transport, with funding secured from the Active Travel Fund and Transforming Cities Fund most recently. The Authority is also working with other local authorities in the region, Nexus, Transport North East and local bus operators on proposals for a bus ‘Enhanced Partnership’, which could secure additional external funding for measures to support increased bus use in the region.

#### **3.2 Adapting Travel Behaviour**

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

#### **3.3 Infrastructure for zero-emission vehicles**

During 2021/22 the Authority produced its Zero Emission Vehicles Strategy, which supports the ambition of the Our North Tyneside Plan 2021-2025. The strategy aims to support the take-up of zero emission vehicles (ZEVs), such as electric or hydrogen fuel cell vehicles, in preference to petrol or diesel vehicles in the borough.

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 were available for residents and businesses to install EV charging infrastructure at their premises. DfT are closing the plug-in car grant scheme in the 2022/23 financial year as the funding was temporary. However, any applications prior to the announcement will continue to be honoured

During 2021/22, the number of ‘Rapid’ chargepoints at Bournemouth Gardens car park in Whitley Bay was increased from two to four. To date, North Tyneside has 54 public charging devices installed in car parks across the borough, of which 18 are rapid charging. Publicly accessible EV chargepoints provided on a commercial basis, at destinations such as supermarkets, are also becoming more widespread.

As part of the aims of the ZEV Strategy the Authority will seek to upgrade and expand the existing network of EV chargepoints in its car parks and premises. The

Authority has worked with partners in the region on a procurement process to identify a provider for a regional EV charging network, which will assist in delivering the provision of further chargepoints.

The Authority will continue to review the opportunities for EV charging infrastructure in line with the Our North Tyneside Plan and the ZEV Strategy.

## 4. Principle 2 – Improve health outcomes

### 4.1 Growth in cycling

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

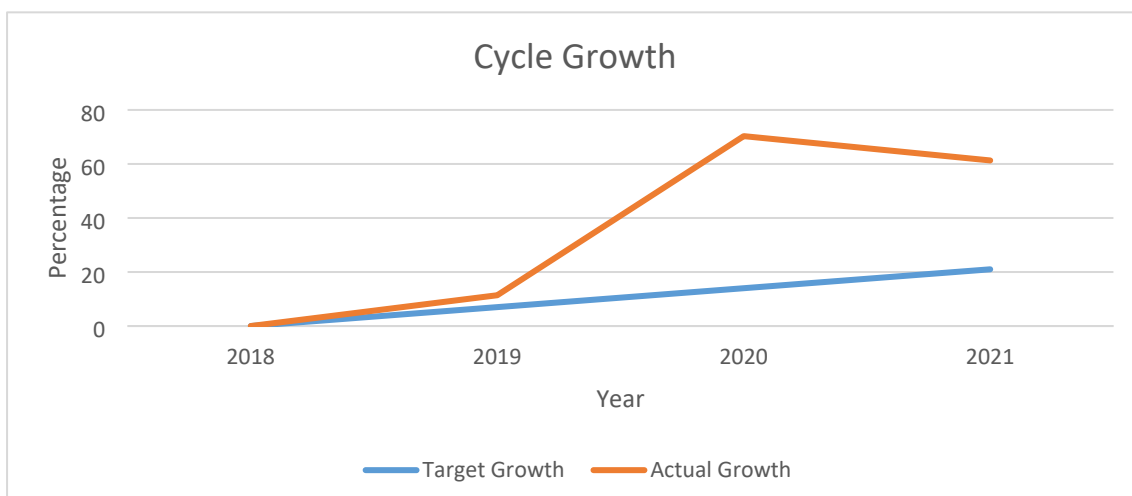
Table 4.1 below tracks the growth in cycling within North Tyneside using the 2018 trips as a baseline.

**Table 4.1: Target and actual annual cycle growth**

Year	Target Annual Growth	Actual Annual Growth	Total Growth above Target Growth (pp, percentage point <sup>1</sup> )
2018 Baseline	0%	N/A	N/A
2019	7%	+11.4% over previous year	4.4pp
2020	14%	+58.9% over previous year	56.3pp
2021	21%	- 9% below previous year	40.3pp

Figure 4.1 below shows the actual growth in cycling within North Tyneside compared with the target growth since the adoption of the North Tyneside Cycle Strategy in March 2018.

**Figure 4.1: Cycle Growth**



<sup>1</sup> A percentage point is the unit for the arithmetic difference between two percentages. For example, moving up from 20 percent to 22 percent is an increase of 2 percentage points but a 10 percent increase in the quantity being measured.



In 2021, cycling growth within the borough has increased by 61.3% when compared with the baseline set in 2018, 40.3 percentage points higher than the Authority's target growth for the year.

## **4.2 Go Smarter in North Tyneside**

The Go Smarter in North Tyneside programme ("Go Smarter") aims to promote healthy and active travel and reduce traffic around schools. As well as aiming to change pupil, parent and staff travel behaviour, it can involve physical changes to streets near schools to encourage more sustainable travel.

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

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

### **4.2.1 Infrastructure and School Streets**

An example of a Go Smarter infrastructure scheme can be seen at Vernon Drive outside Monkseaton Middle School. The scheme has converted the street to be no-entry for motor vehicles at one end and prevents pavement parking in front of the school gates. Following the success of that scheme over the original 18-month trial period, public consultation has been carried out on a proposal to make it permanent.

At other schools, schemes such as safe crossings, traffic calming and parking restrictions have been implemented. Five trial 'School Streets' schemes, which create a safe area for children outside the school gates by restricting motor vehicle access, are now in place. Each scheme has been installed on an 18-month trial basis and will be evaluated throughout. The schemes operate for periods to coincide with school start and finish times, and certain vehicles such as residents are still allowed access.

Schemes started at Denbigh Community Primary School, Hadrian Park Primary School, Langley First School and Wellfield Middle School in March 2021. The next tranche of the scheme involved one further School Streets scheme, at New York Primary School, which commenced in April 2022.

The School Streets schemes have been successful in creating an environment that supports children and their parents to get to school by walking, cycling, child's scooter, or 'park and stride' from a nearby parking location. In addition, this supports local air quality around schools and contributes to carbon reduction.

As such, the Authority will seek to work with schools to implement further School Streets schemes where this is feasible and benefits can be delivered.

Each scheme has been supported by Go Smarter behaviour change activity, as well as engagement with the Walk to School scheme being delivered by Living Streets.

#### 4.2.2 Bikeability training

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

The number of training places delivered was 2,627 and slightly surpassed the number of places delivered prior to Covid-19. The Authority continues to examine the range of Bikeability training modules which are offered and explore opportunities to further increase participation in Bikeability training.

#### 4.2.3 Road safety education

During the last year, the team has expanded the scope of its road safety training to complement the pedestrian training programme already in place, engaging with a much higher number of pupils than previously possible. Maintaining safety outside and around schools is a key focus in encouraging parents and children to travel actively.

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 6,535 pupils in the 2021/22 academic year up to April 2021. This is significantly higher than the 573 pupils that received training in the 2020/21 academic year, which was affected by school closures and restrictions related to national Covid-19 measures.

#### 4.2.4 2021-22 Walking Back to School Project in North Tyneside

The team are working 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 to before they engaged with the scheme.

#### 4.2.5 Go Smarter Summary

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

The Authority continues to expand the School Streets initiative, with the four School Streets schemes implemented in March 2021 planned to continue on a permanent

basis. The Authority will continue to monitor the new School Street at New York Primary over 2022/23.

The Authority has delivered substantial levels of Bikeability training and road safety education in 2021/22, after delivery of both was affected by Covid restrictions in 2020/21.

### **4.3 Summer of Cycling**

The Summer of Cycling campaign for 2021 aimed to get people of all ages and abilities to get active on their bikes.

Last year, the campaign delivered over 30 sessions during the summer months which included Family guided rides, Summer Spinnerz (guided rides for young people) Bikeability training for young people and adults and our Adapted Cycle sessions.

Online information was also shared wider on our social media platforms providing residents with basic bike maintenance; and information on where to get bikes repaired or buy bicycles on a budget locally.

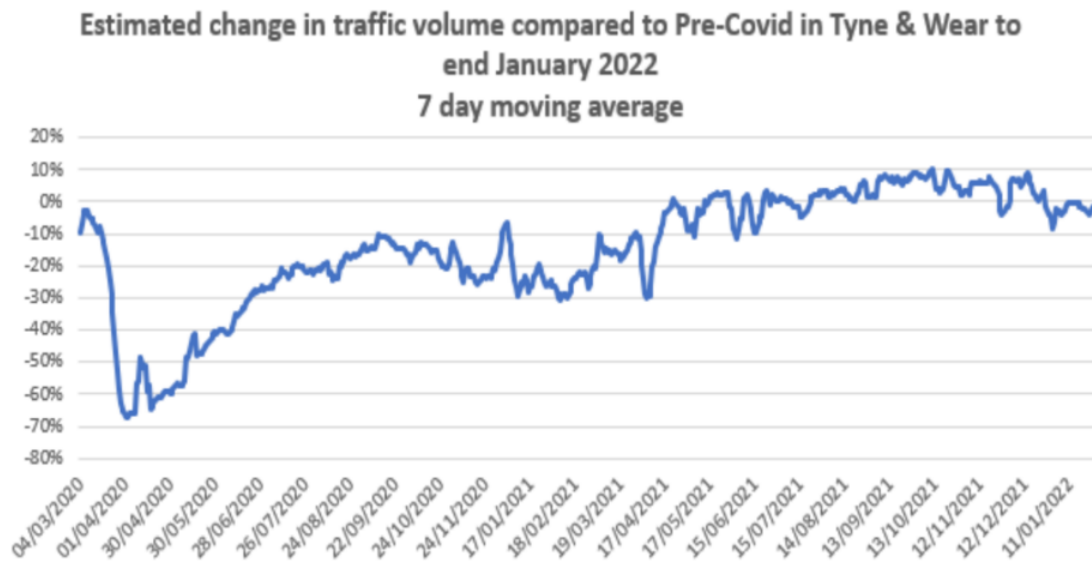
The Summer of Cycling campaign is growing momentum with its continued rise in popularity and attendance.

### **4.4 Traffic Volumes**

Traffic volumes were initially substantially reduced when national Covid restrictions were introduced in March 2020. From Spring 2021, overall traffic volumes returned to at or above pre-Covid levels. However, travel patterns were substantially reshaped, 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.

Figure 4.1 below shows the estimated change in traffic volumes across Tyne and Wear between March 2020 and January 2022. However, more recent data suggests a partial return to the traditional morning and evening peaks for motorised traffic flows.

**Figure 4.2: Change in Traffic Volumes**



#### 4.6 Road Collisions

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

For the North East region, 2021 has continued to see a reduction in casualty numbers from its previous year. This is despite the estimated traffic levels recovering significantly towards, and at times above, pre-Covid levels throughout 2021.

As shown in the Casualties by Year and Severity 2017-2021 graph included in the Data Factsheet in Appendix B, the total number of casualties in North Tyneside declined in 2021, continuing the broadly decreasing trend shown over recent years.

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

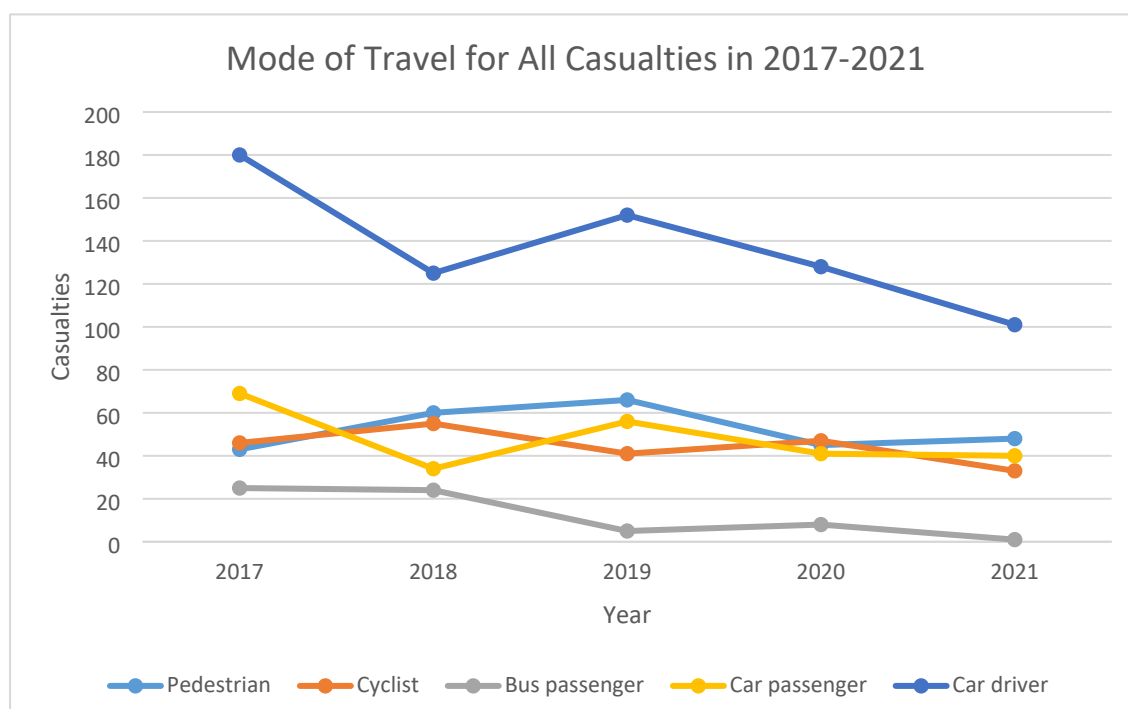
Based on the three national standard classifications by which casualties are recorded:

- Casualties killed or seriously injured (KSI) – the 3-year average figure for 2019-21 was 48, which represents a 21% decrease compared with the baseline average figure of 61.
- With regard to casualties involving a child being killed or seriously injured (Child KSI), over the period 2019-21 there was an annual average of 10 such casualties; the annual average figure was also 10 during the baseline years.
- Casualties classified as Slight – the 3-year average figure for 2019-21 was 223, which is 7% lower than the baseline average figure of 240.

#### 4.6.1 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 2021 around a third (36%) of casualties were walking or cycling, around one in six (18%) were a passenger and just under half (45%) were driving.

**Figure 4.3: Mode of Travel for All Casualties**



The numbers of casualties involving car drivers and car passengers both continue to show a decreasing trend. Casualties involving bus passengers have also shown a decreasing trend, although this may be affected by overall lower passenger numbers associated with Covid restrictions.

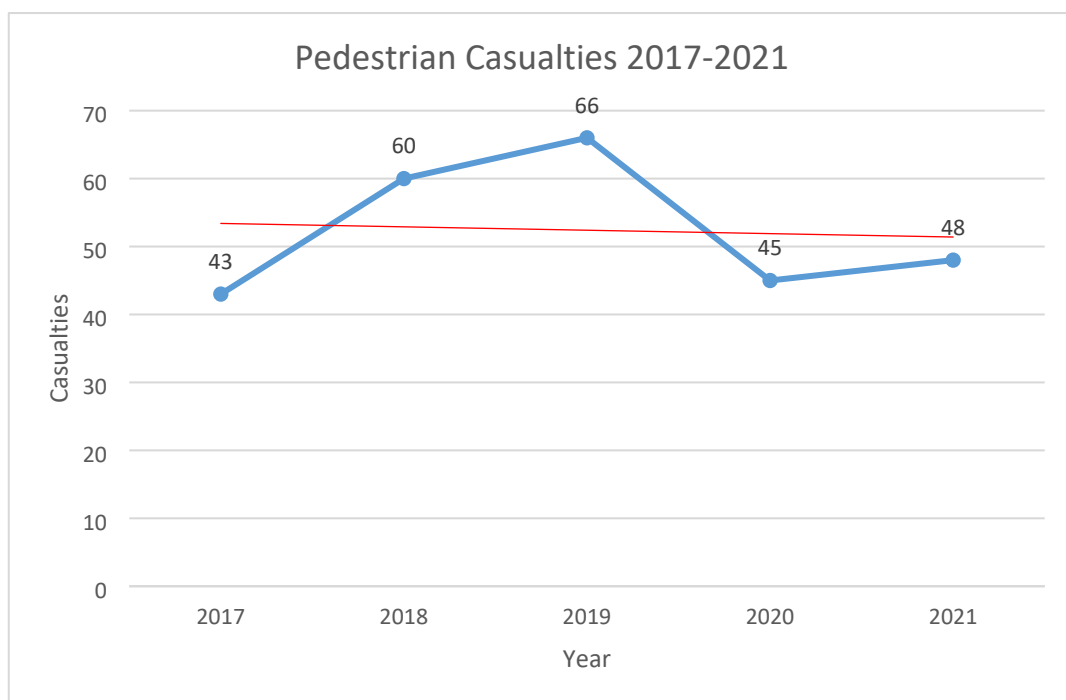
However, the trend in pedestrian and cycling casualties is less clear, despite a notable decrease in cycling casualties in 2021: these are discussed in more detail below.

#### 4.6.2 Collisions involving pedestrian casualties

The graph below highlights that the number of pedestrian casualties on the highway network showed an increase from 2020 to 2021, although it remained below the trendline (shown in red) of pedestrian casualties between 2017-2021. In 2021, 22% 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 4.4: Pedestrian Casualties**



### 4.6.3 Collisions resulting in cycling casualties

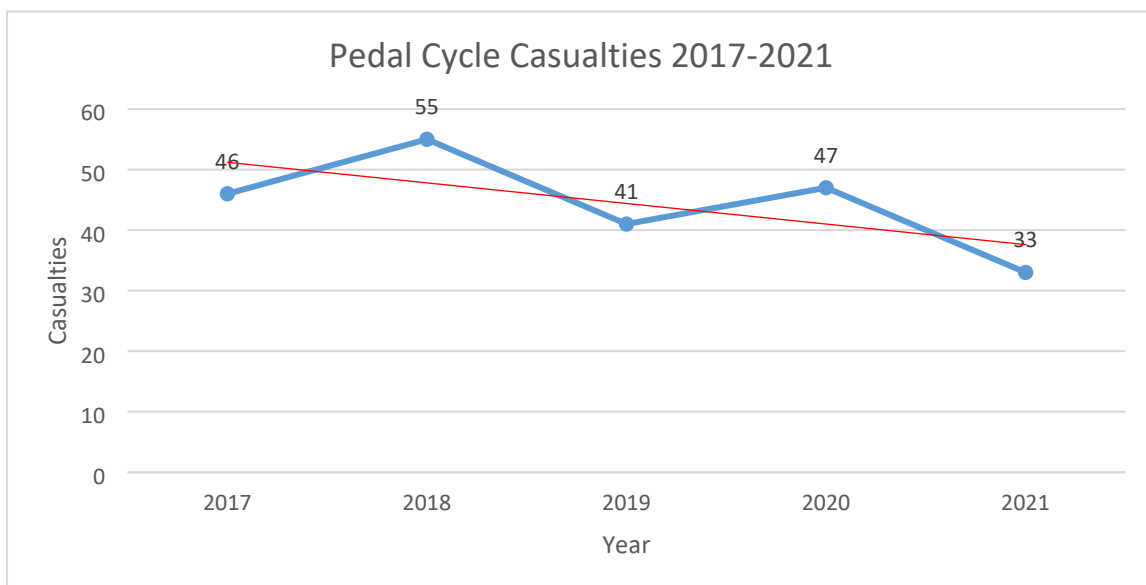
The graph below shows how the number of cycling casualties has shown a generally decreasing trend since 2017, notwithstanding some variation from year to year, and decreased further to 33 in 2021. It should be noted that this is against a background of generally increasing cycling.

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 C. In view of this it is essential to support people in feeling confident that they can safely cycle to destinations in the borough.

In 2021, 15% of collisions in North Tyneside involved someone cycling, which is a decrease when compared with 17% of collisions in 2020. Following the Covid-19 pandemic there have been increases in everyday cycling for personal business and leisure, with more people participating in 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 North Tyneside Cycling Design Guide, and the national guidance document LTN 1/20, support the delivery of appropriate infrastructure that supports increased cycling numbers and design considerations that improve safety.

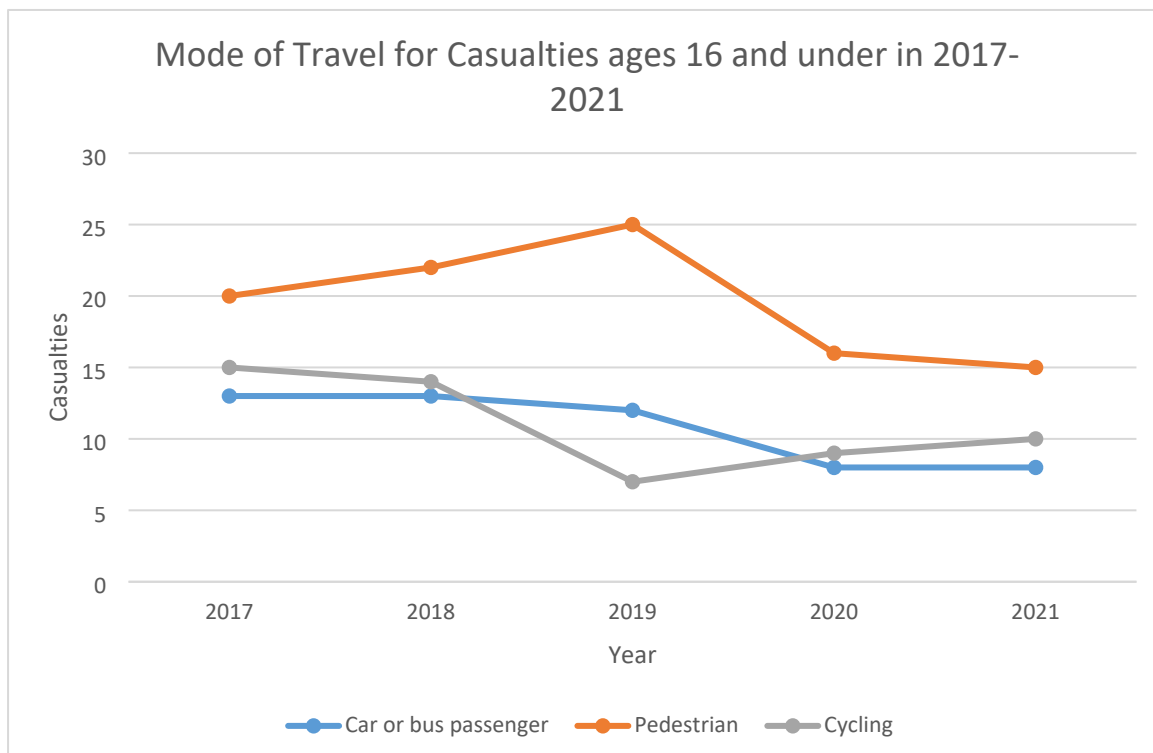
**Figure 4.5: Pedal Cycle Casualties**



### 4.6.4 Collisions involving children

The graph below shows the collisions that involved children (aged 16 and under) and how the casualties distributed across different travel modes, specifically walking, cycling, and as a passenger (car or public transport). Casualty figures for children as pedestrians, or as car or bus passengers, have showed a broadly decreasing trend, with little change from 2020 to 2021. The casualty figure for children cycling showed a slight increase in 2021, although it remained below the levels seen in 2017 and 2018.

**Figure 4.6: Mode of Travel for Casualties age 16 and under**



As part of the Go Smarter North Tyneside behavioural change programme the Authority is investing in infrastructure along routes to schools to support more sustainable travel choices. The Authority’s Go Smarter work 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.

Since the Go Smarter project began, sustainable travel into the borough’s primary schools<sup>2</sup> has risen by 12% to 66%. The overall level of sustainable travel, including secondary and middle schools, has risen each year and is currently at 73%.<sup>3</sup>

#### 4.6.5 Collisions by speed limit

The charts below show 2021 collisions based on speed limit. The chart shows that only 12% of collisions occurred on a road subject to a 20mph limit, despite around three-quarters of the local highway network being subject to a 20mph limit.

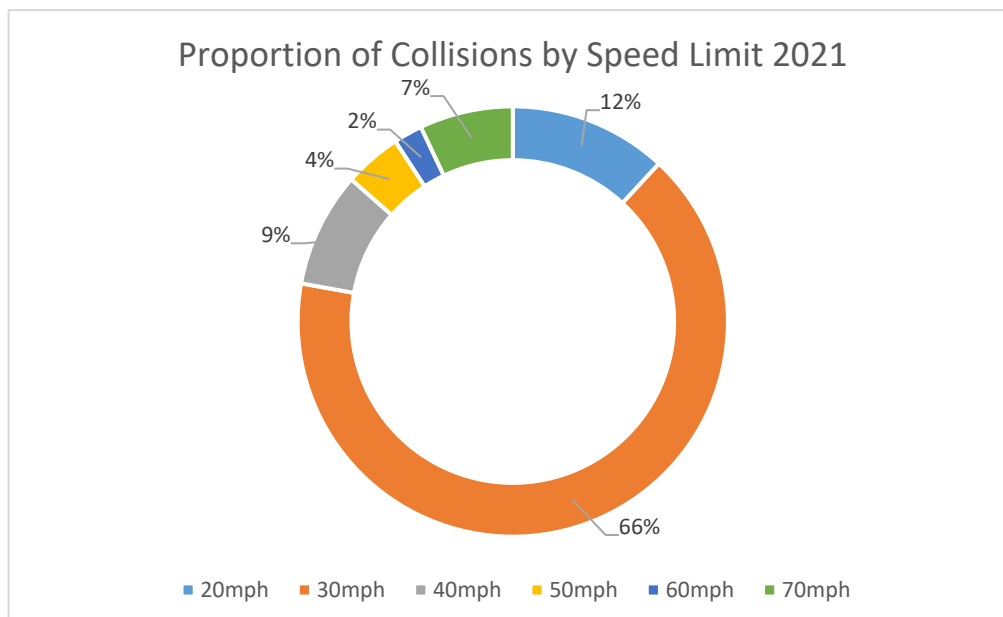
Most collisions occur on 30mph roads, which account for around 15% of the local highway network, the majority of which are A and B roads where traffic volumes are substantially higher.

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

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



**Figure 4.7: Collisions by Speed Limit 2021**



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 which is considered to have a positive influence over the reduction in vehicle speeds and collisions. The majority of the mobile speed camera sites are located on the key distributor roads which are subject to a 30mph speed limit.

#### 4.6.6 Collision cluster locations

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

A cluster 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 2019-2021) and identifies what current and future schemes will seek to address them. There are 5 cluster locations identified within this report, which is the same number as identified in last year's report (over the period 2018-2020). A plan of the Collision Cluster Locations is included as Appendix D.

**Table 4.2: Cluster Locations within North Tyneside**

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

<b>Cluster Location</b>	<b>Cluster Rank</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>	<b>Daily Traffic Volume (Est.)</b>	<b>Proposed Scheme or Measures</b>
A188-A191 Four Lane Ends junction	1	3	3	0	25,000	While this remains a cluster site, the number of collisions at the junction is 70% lower following completion of the previous major scheme when compared with a 3 year period prior to the scheme's completion. Further work will be undertaken on this corridor in 2022/23 to improve public transport movements with external funding from the Transforming Cities Fund.
A187 Howdon Road – Prudhoe Street	2	5	1	0	10,000	Works will be undertaken at this junction in 2022/23 with external funding from the Highway Maintenance Challenge Fund and linking into the Authority's wider North Shields regeneration plans

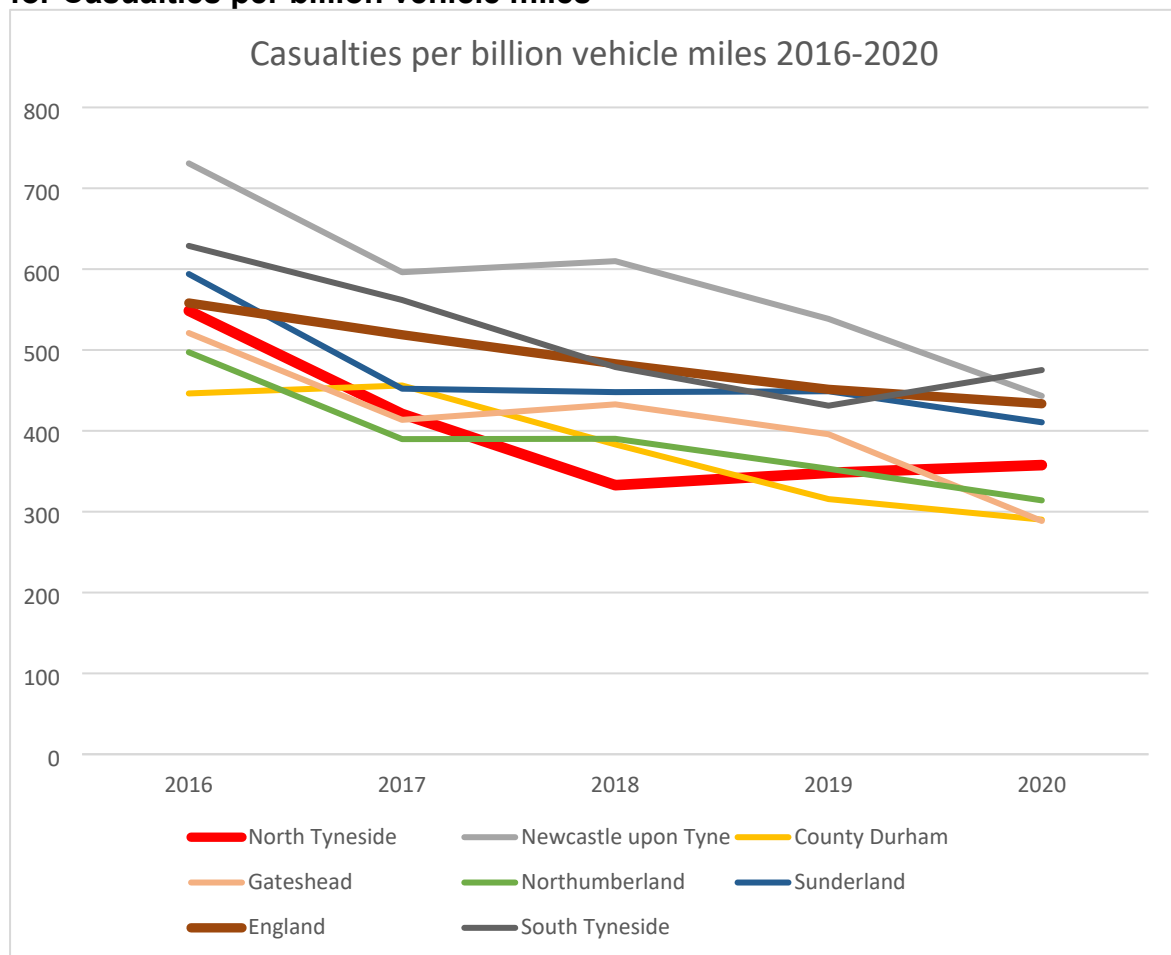
A193-High Flatworth roundabout	3	7	0	0	28,000	While this remains a cluster site, the severity of collisions has decreased following the implementation of the recent major scheme. This involved improvements to the roundabout to improve access to and egress from the Household Waste Recycling Centre and Tyne Tunnel Trading Estate, with signalised Toucan crossings installed for people cycling and walking. The Authority will continue to monitor the performance of the junction.
A1058 Coast Road at West Street	4	7	0	0	53,000	New cluster site: further investigation to be carried out. Potential future LTP scheme if appropriate.
A193-Norham Road roundabout	5	6	0	0	25,000	While this is a cluster site, there has been a 25% reduction in collisions at this location, and a reduction in severity, since some junction improvements were made as part of a wider major scheme. The Authority will continue to monitor the performance of the junction.

#### 4.6.7 Benchmarking of Road User Casualties

In September 2021 the Department for Transport released the Reported Road Casualties Great Britain: 2020 Annual Report, which provides the number of personal injury road traffic accidents in Great Britain, as reported to the police in 2020 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.

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

**Figure 4.6: Benchmarking North Tyneside against North of the Tyne Combined Authority, North East Combined Authority and England (all local authorities) for Casualties per billion vehicle miles**



Against this measure, North Tyneside is for the most part performing well against other North East authorities and England, having seen a substantial reduction since 2016 to a lower level than most of the comparator authorities: over this time the level in North Tyneside has remained below the England average.

## 4.7 Scheme delivery

During 2021/22 the Authority delivered:

- 12 LTP road safety schemes aimed at e.g. addressing local sections of highway subject to excessive speeding and improving crossing provision on busy roads;
- 2 schemes aimed at improving access to public transport;
- 12 parking improvement schemes (double yellow lines, etc.);
- 15 advisory disabled bays;
- 3 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;
- 7 schemes improving Public Rights of Way; and
- cycling and rights of way infrastructure:
  - approximately 4km of improvements to dust-surfaced paths such as the Waggonways; and
  - 12 heavy vegetation cuts.

The requirement of all road users are considered when developing schemes. This varies from scheme to scheme but includes the following measures:

- Dropped crossings for accessibility for wheeling (wheelchairs, push chairs, scooters etc.)
- Tactile paving for visually impaired
- Sensory unit within light controlled crossings for hard of hearing and visually impaired users.

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.

## 4.8 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 113 locations. This data can be used if any issues are highlighted at these locations. The feedback signs themselves usually achieve a reduction of approximately 3-4mph bringing speeds into compliance with the signed speed limit and therefore provide a positive effect for local residents.

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

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

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

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

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

#### 4.9 Perceived Safety

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

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

- Metro (average score out of 10)
  - Your personal security approaching the station is 7.4
  - Your personal security at the station is 7.3
  - Your personal security on trains is 6.9
- Bus (average score out of 10) – see table below

**Table 4.3: Perceptions of Safety from Nexus Customer Satisfaction Surveys on the bus in Tyne & Wear**

Survey question	2021/22	2021/22 sample size
Do you feel safe travelling on the bus in darkness?	7.9	144*
Do you feel safe travelling on the bus in daylight?	8.0	293*
Do you feel safe waiting at this bus station in darkness?	7.9	144*

Do you feel safe waiting at this bus station in daylight?	8.0	1555
Do you feel safe walking to and from this bus station in darkness?	7.9	144*
Do you feel safe walking to and from this bus station in daylight?	8.0	291*

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

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;
- train CCTV and body-worn cameras for staff;
- targeted patrols in areas with high anti-social behaviour;
- roving patrols by customer services and security staff around network, and
- Metro Police Unit, British Transport Police and Neighbourhood Police teams presence around network.

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.

#### **4.10 Air Quality**

Motor vehicles in general are a major source of local air pollutants such as nitrogen dioxide (NO<sub>2</sub>) and fine particulates. 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. The Authority also helps to improve local air quality by taking wider measures to support sustainable transport, such as constructing new cycling routes, promoting active travel to school children and their families through the 'Go Smarter' programme, and introducing 'School Streets'

schemes, which remove most motorised traffic from around the school gates at start and finish times.

In 2021/22 the Authority launched its anti-idling campaign to encourage motorists to switch off their engines when stationary. Vehicle idling is a major factor in poor air quality and turning vehicle engines off when stationary is an easy but effective way to improve it. To date, the campaign has been rolled out to 30% of the primary schools in the borough.

#### **4.11 Biodiversity in scheme delivery**

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

Biodiversity is considered in all schemes; however, the most commonly affected schemes involve any improvement works to public rights of way and the road network. These schemes can sometimes require removal of trees or other vegetation, or heavy pruning, and occasionally involve working in sensitive areas where there is a risk of protected or priority species being present. The Authority mitigates any impacts by ensuring works are undertaken in accordance with the law (e.g works being undertaken outside the bird nesting season) and ensuring that the appropriate surveys and mitigation measures are in place.

#### **4.12 Flood action**

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

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



## 5. Principle 3 – Support inclusive economic growth

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

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

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

- Transport Hub (new bus interchange adjacent to Metro station and changing places facility, delivered with external funding from the Transforming Cities Fund) and new Town Square
- Public realm improvements at Bedford Street and Saville Street
- Northumberland Square redevelopment
- Howard Street Cultural Quarter
- Riverside Embankment walkway
- Gateway improvements: East Tynemouth Road and the Law Courts; South East Fish Quay/Brew House Bank; West Howdon Road/Coach Lane/Saville Street
- Allocated housing sites: Tyne Brand mixed use site; Unicorn House residential
- Plans to relocate the Shields Ferry landing

The Shields Ferry fulfils a valuable role as a link in the borough's public transport network, catering for trips to work and local destinations and for leisure journeys. The ferry carried 287,025 passenger trips in 2021/22, an increase of 89% over the previous year, when passenger numbers were affected more by national Covid restrictions. Plans are being developed as part of the North Shields masterplan to relocate the Shields Ferry landing to be closer to the Fish Quay, providing an even more convenient link to local destinations.

The Authority has committed in its [Our North Tyneside Plan 2021-2025](#) to bring forward masterplans for Wallsend and Whitley Bay town centre areas. The Authority has also committed to bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all residents.

The Authority has also secured substantial external funding to deliver a programme of transport improvements over recent years to junctions and corridors in the borough. This has sought to improve road safety, minimise congestion and take opportunities to improve the network for public transport, cycling and walking, while seeking to support economic growth at local employment sites and provide improved accessibility to these locations.

Two major schemes which have been recently been completed or are currently on site are shown in the table below: these works were secured through the planning process and are being delivered by the developer of a housing development in the area.

**Table 5.1: Recent Major Scheme Delivery Programme in North Tyneside**

<b>Scheme</b>	<b>Construction start date</b>	<b>Construction programmed end date</b>
A189 West Moor Roundabout – Signalisation of roundabout and cycling and walking improvement scheme	January 2022	July 2022
A1056 Weetslade Roundabout – Signalisation of roundabout, with improved crossing facilities for cycling and walking	April 2022	December 2022

## **6. Principle 4 – Improve connectivity**

### **6.1 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. The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough in 2022/23.

In addition, in 2021/22 the Authority delivered 4km of improvements to dust surfaced paths such as the Waggonways and 12 heavy vegetation cuts.

As part of the Cycling Strategy a Strategic Cycle Network ‘tube map’ is published, included at Appendix C. The Authority has identified improvements to some of sections of the ‘tube map’ following the successful funding application and continues to seek opportunities for the improvement and delivery on the remaining of sections of the tube map.

### **6.2 Investment in Cycling Infrastructure**

The Authority is continuing to invest in cycling infrastructure following successful applications in order to allow the propensity to cycle in the borough to be realised.

In 2021/22 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 from the Transforming Cities Fund (TCF) for infrastructure measures which support cycling, walking and public transport.

The Authority are currently in the construction phase of a road reallocation scheme on the A191 between its junctions with Foxhunters roundabout and Norham Road roundabout, with funding from ATF Tranche 2. The scheme, which is due to be complete in summer 2022, will provide the following;

- Around 2km 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;
- A roundabout with protected space for cycling, in line with national guidance LTN 1/20, at Rake Lane and Billy Mill Lane roundabout. The junction will also implement crossing improvements on each of the approach arms for pedestrians and cyclists.

Cycling provision is to form part of the TCF schemes, each of which will commence construction during 2022/23:

- Four Lane Ends-A188 – including a new bus lane and improved access to Four Lane Ends bus, Metro and park and ride interchange, and protected cycling provision on a neighbouring stretch of A191 Front Street
- Links to Metro – cycling provision (including both protected cycle routes and quiet streets), along up to 4km of routes linking into Whitley Bay, North

Shields, Percy Main, and Four Lane Ends Metro stations, with associated walking improvements

- North Shields interchange and associated improvements – alongside the delivery of a new bus interchange, adjacent to the Metro station, and Riverside Embankment Walkway, the scheme includes up to 4.5km of links including cycling provision (protected cycle routes or quiet streets) on links in and around North Shields town centre

In May 2022 the Authority was successful in being awarded £3.5m from ATF Tranche 3 to move ahead with plans for a permanent, segregated, two-way safe space between the North Shields Fish Quay and St Mary's Lighthouse. The scheme, known as the Sea Front Sustainable Route, will make the sea front a safer and more pleasant place to walk and cycle. The route of the scheme follows the National Cycle Network route NCN1, which is popular with visitors and residents alike. The scheme will include traffic calming measures on the highway and raised crossings for easier access to the sea front.

The Authority's continued success in securing external funding has allowed the Authority to deliver improvements to the network of strategic cycling routes, which is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

### **6.3 Public transport developments**

The Authority continues to support the delivery of the regionally significant Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle. The project will provide the first National Rail station in the borough, adjacent to the Metro station at Northumberland Park, and will support accessibility by more sustainable modes to major employment sites in North Tyneside. The Authority works with scheme promoter Northumberland County Council on aspects of the project within the borough.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough. The Authority works with Nexus as appropriate on aspects of the process to facilitate the Metro fleet replacement project.

The Authority is working with Transport North East, Nexus and other North East local authorities on the preparation of a proposed Enhanced Partnership with local bus operators, in line with Government guidance. This could support the delivery of bus priority measures to support bus movements and reliability, and new ticketing products, to benefit bus users and encourage a shift from car use to public transport.

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

As national Covid lockdown rules continued to be relaxed throughout 2021 and people adjust to modified patterns of work and travel, the Authority has monitored the situation to recognise the changing demands on the transport network and respond accordingly.

### **7.1 Cycling infrastructure**

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

In 2020 the Government published a new 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 'LTN 1/20 Cycling Infrastructure Design', a local transport note which provides guidance to local authorities and developers on delivering high quality, cycle infrastructure. The document brought in new higher standards for cycling infrastructure which will be overseen by Active Travel England, the Government's new inspectorate for cycle infrastructure.

Work to refresh the North Tyneside Cycling Strategy will include updating the Cycling Design Guide to reflect recent developments, including LTN 1/20, seeking to ensure that high quality cycling infrastructure is installed in the borough. This will also include a Local Cycling and Walking Infrastructure Plan (LCWIP), in accordance with Government advice: the LCWIP is to be based on the 'tube map' routes and cycling and walking improvements in town centres, and can be used for future bids for funding and in seeking developer funding.

As covered in Section 6.2, the Authority has been successful in obtaining significant amount of external funding which will see the installation of cycling infrastructure on up to 12km of the network, starting in 2022/23.

### **7.2 Walking and Cycling Index 2021**

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. 2021 is the first year that walking has been included within the assessment.

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

Findings from the 2021 report included that:

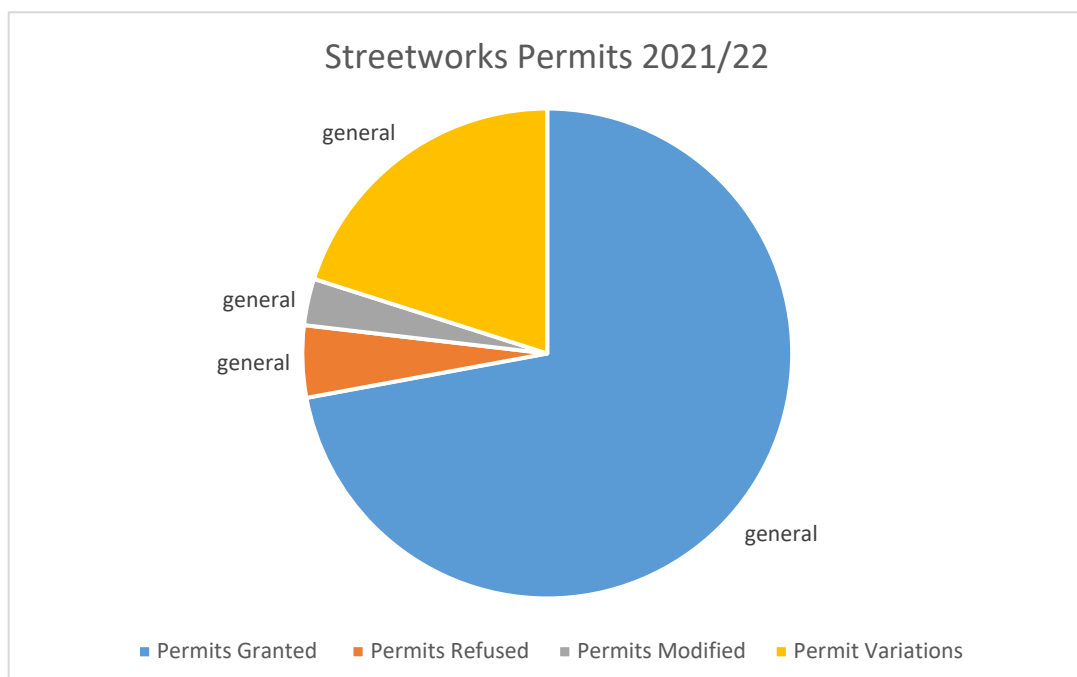
- 7,500 tonnes of greenhouse gases are saved each year by people in Tyneside cycling instead of driving, equivalent to saving the carbon footprint of 16,000 flights to Tenerife
- 23% of residents do not cycle but would like to; this includes 27% of women
- 59% of residents said it would help them cycle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

### 7.3 Managing streetworks

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

The chart below shows that 28% (4,235) of the 15,179 permit requests received during 2021/22 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 2021/22**



## **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.

As part of the regional Transforming Cities Fund allocation, a comprehensive smart bus corridor scheme will be delivered. This will see major bus corridors 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 is to include e.g. bus corridors linking Killingworth and Wallsend with Newcastle city centre. Delivery has commenced and will be completed by March 2023.

North Tyneside was one of only 39 councils to be awarded DfT funding through the Local Council Roads Innovation Group (LCRIG). The funding has been provided to maintain and update the traffic control systems that the Authority has invested in over the years. The Authority will focus on replacing the standalone signals that do not form part of the corridors covered within the Transforming Cities Fund. It is envisaged this work will be completed during 2022/23.

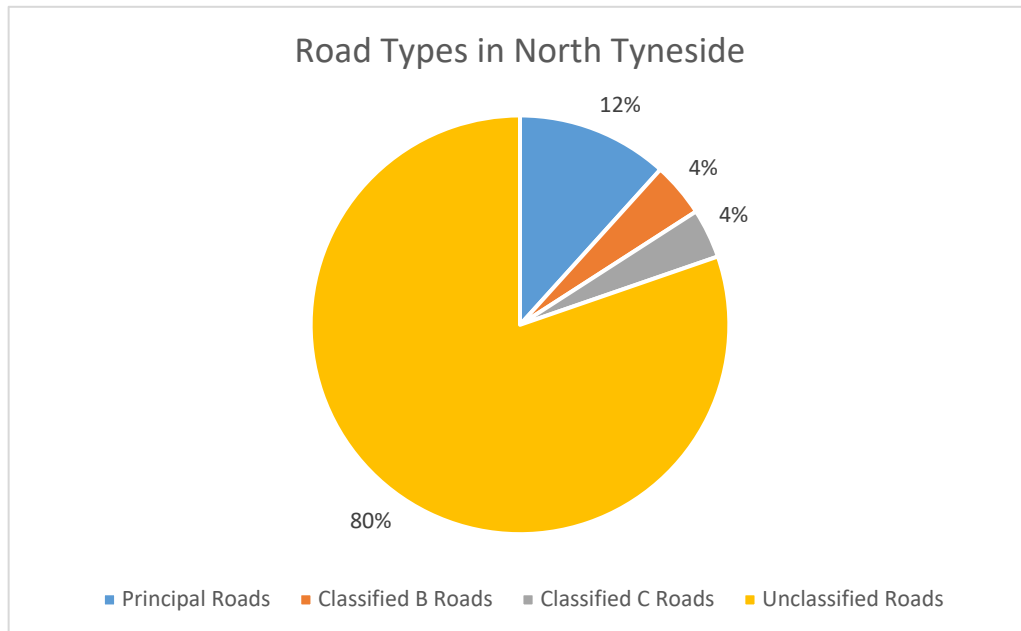
## **7.5 Highway maintenance**

In 2021/22 there was full delivery of the annual road resurfacing programme, which includes the Additional Highway Maintenance project. In brief, delivery in 2021/22 involved:

- 42,000 m<sup>2</sup> of micro-asphalt, enough to surface 4 miles of road;
- 68,000 m<sup>2</sup> of full resurfacing schemes, enough to surface 6.24 miles of road; and
- delivery of around 11 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 (HAMP)**



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



## **8. Summary of performance**

### *Principle 1 – Reduce carbon emissions from transport*

Transport emissions constituted c.36% of carbon emissions in the borough in 2019. The Authority is investing in measures which help to reduce carbon emissions from transport to support the Authority's carbon net zero aspirations, and has adopted the first Zero Emission Vehicles Strategy for the borough.

### *Principle 2 – Improve health outcomes*

Cycling in the borough continues to grow, having increased by more than 60% over four years.

The Authority continues to expand provision of School Streets schemes in the borough, supporting children and their families to get to school by walking, cycling or 'park and stride'.

The Authority continues to develop its 'Go Smarter' offer for schools, including road safety education and Bikeability cycling training, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance.

The total number of road casualties in North Tyneside declined in 2021. The three-year average figures for 2019-21 also showed a decrease in casualties compared with the baseline.

The Authority continues to invest in the borough's highway network and in local road safety, network management and maintenance schemes.

### *Principle 3 – Support inclusive economic growth*

The Authority has commenced implementation of its masterplan for North Shields and is committed to developing masterplans for Wallsend and Whitley Bay town centres, and to bring investment to the North West of the borough and ensure regeneration has benefits for all residents, in accordance with the Our North Tyneside Plan 2021-2025.

The Authority continues to deliver its programme of transport schemes, with substantial external funding, and is delivering improvements at West Moor roundabout, Weetslade roundabout and A191 New York Bypass-Rake Lane.

### *Principle 4 – Improve connectivity*

The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough, and targeted schemes which support public transport movements, in 2022/23. This investment is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

The scheme at A191 New York Bypass-Rake Lane will see the Authority install significant improvements to 2km of its strategic cycle network: this will include a redesigned roundabout with segregated provision for cycling and walking, the first of its kind in the North East.

The Authority will deliver a new bus interchange, and embankment walkway linking to the Fish Quay, as part of its North Shields masterplan, with the use of £19.1m of external funding secured from the Transforming Cities Fund.

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

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough; the Authority works with Nexus as appropriate on aspects of the process to facilitate this project.

The Authority, through Transport North East, works with partners in the North East on the preparation of a proposed Enhanced Partnership with local bus operators, in line with Government guidance, which could support the delivery of bus priority measures and new ticketing products to benefit bus users and encourage a shift from car use to public transport.

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

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

The Authority actively manages street works requests from utilities and their contractors, with 28% of permit requests being challenged or modified in 2021/22, and a good compliance rate on site.

The Authority has been successful in obtaining external funding to improve technology in the highway to support improved efficiency in network management.

## **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:

### **Transport and Highways 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, support public transport use, and include infrastructure and measures to support cycling and walking.

The Travel Plan requirements for new developments encourage developers to set and deliver on robust targets for modal share, and ensure that the opportunity for sustainability travel is maximised from the outset.

The SPD 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 Parking Strategy sets out the Authority's approach to the management of parking in the borough.

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 strategy also sets out a transparent assessment procedure for considering requests for restrictions and permits: this aims to reduce the assessment time and allow prompt decisions to be taken, with clear next steps shared with an applicant.

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 the Transport and Highways SPD. The 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 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. 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 strategy supports and encourages the growth of cycling in the borough, with a focus on securing further growth in everyday cycling and working in partnership to deliver projects which get more people cycling of all ages and in all areas. This includes 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 incorporates 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 established and emerging good practice.

The Cycling Strategy was 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 Travel Safety Strategy considers the safety of all users of the transport system including pedestrians, cyclists, horse riders, motorists and people travelling by bus, Metro, hackney carriage or private hire vehicle. A key aim for both the North Tyneside Transport Strategy and the 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 Authority 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 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 particularly on 11 key routes which 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 at which each corridor should aim to operate, 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.

## **North Tyneside Zero Emission Vehicles Strategy – adopted November 2021**

The strategy aims to support the take-up of zero emission vehicles (ZEVs), including pure electric vehicles and hydrogen fuel cell vehicles, in preference to petrol or diesel vehicles in the borough.

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

**Please see attached the following Appendices to the report:**

**Appendix B – Transport Strategy Data Factsheet**

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

**Appendix D – 2019-2021 Collision Cluster Locations**