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**CAPITA**



# North Tyneside Council Infrastructure Delivery Plan

August 2017

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## Executive Summary

The Infrastructure Delivery Plan (IDP) describes the infrastructure that may be required in North Tyneside to support the delivery of the Local Plan to 2032. The IDP has been developed in partnership with infrastructure providers to identify infrastructure needs and estimated delivery costs, arising from anticipated growth. The IDP will support future planning decisions based upon the adopted Local Plan; and, inform investment decisions that can support the quality of life and sustainability of communities in North Tyneside.

The IDP includes a schedule of investment across a range of infrastructure areas that have been reported through consultation. The schedule gives a financial breakdown of investment stating what approximate infrastructure funding is (and is not) in place, highlighting where it is required in the future and where major funding gaps are.

The IDP can support the Council and developers in seeking public grants or loan support that would assist in the delivery development. The IDP is also a key evidence base requirement when preparing a Community Infrastructure Levy (CIL). The IDP is based on the latest information and will be kept up to date through continuous dialogue between the Council and infrastructure providers so we can plan positively for the future of the borough.

## 1 Introduction

- 1.1 Infrastructure is essential to support growth and is a key element to support the deliverability of the Local Plan. North Tyneside Council Local Plan outlines future levels of growth to support sustainable economic development up to 2032. The Local Plan has collated the existing evidence and identifies existing and future infrastructure deficiencies and demonstrates how, where and when the Council and its partners will meet deficiencies needed to achieve future growth.
- 1.2 This is in accordance with the National Planning Policy Framework (NPPF), which calls on planning to proactively drive and support sustainable economic development to deliver viable infrastructure in a timely fashion.

### What is an Infrastructure Delivery Plan

- 1.3 The Infrastructure Delivery Plan (IDP) aims to identify the necessary infrastructure required to support the proposed levels of growth and will be a key evidence base document to support future levels of growth. The Infrastructure Delivery Schedule (IDS) provides a table of infrastructure to be delivered when, by whom and why. This has been updated for 2017 (North Tyneside Council Infrastructure Delivery Schedule, August 2017).
- 1.4 The IDS is a live database that will grow and develop over time. The schedule in some instances can only provide an estimate of the potential costs for future infrastructure. The proportion of funding to be met from those parties who have an interest in the delivery of the infrastructure will be updated in the IDS as the evidence on the infrastructure required and proposed is finalised.
- 1.5 The IDP is a snap shot in time and takes a pragmatic approach to identifying the key strategic infrastructure required to meet the growth levels proposed in the Local Plan. As far as possible, the IDP seeks to capture infrastructure projects to be delivered by the Council or external providers. Since the Local Plan looks ahead over 15 years, it can be difficult to predict when key infrastructure will be delivered. The investment plans of the various utility providers often only go forward five years. The IDP and the Local Plan provide a tool that can influence and assist in ensuring alignment between the investment plans of those providers and the needs considered likely to arise as a result of growth.
- 1.6 Under Duty to Cooperate, local authorities and relevant public organisations are required to cooperate to ensure that there are no impediments to the delivery of development.
- 1.7 Regulation 4 (1)<sup>1</sup> of the Town and Country Planning (Local Planning)(England) Regulations 2012 specify prescribed bodies to whom the duty to co-operate applies. Those of particular relevance to North Tyneside are:  
(a) Environment Agency;

<sup>1</sup> <http://www.legislation.gov.uk/uk/si/2012/767/regulation/4/made>

- (b) Historic Buildings and Monuments Commission for England (known as Historic England);
- (c) Natural England;
- (e) Civil Aviation Authority;
- (f) Homes and Communities Agency;
- (g) Northumbria NHS Trust Foundation;
- (h) North Tyneside Clinical Commissioning Group;
- (i) Office of Rail Regulation;
- (j) North East Combined Authority (previously the Tyne and Wear Integrated Transport Authority);
- (k) North Tyneside Highway Authority and Secretary of State for Transport and Highways England
- (l) Marine Management Organisation.
- (m) North East Local Enterprise Partnership.

- 1.8 Where funding cannot be found for infrastructure projects, shortfalls can be identified and used to justify introduction of a Community Infrastructure Levy (CIL) and other site specific planning obligations that will address infrastructure needs.

### **Strategic Allocations in the Local Plan**

- 1.9 In delivering the borough's growth requirements in the Local Plan there are two significant strategic allocations (Murton Gap and Killingworth Moor) where detailed master planning will be essential to securing the successful, sustainable development of the sites. The emerging vision for development of these strategic allocations has been expressed in a Concept Plan, included in the Local Plan Policies Map, to help guide future master planning and delivery of the sites.
- 1.10 The infrastructure required for these allocations is included in the Murton Gap and Killingworth Moor Site Specific IDP<sup>2</sup>. The North Tyneside Infrastructure Delivery Schedule August 2017<sup>3</sup> provides a schedule of all infrastructure requirements in North Tyneside, and identifies whether each infrastructure item is associated with Murton Gap, Killingworth Moor or the Rest of the Borough.

### **Infrastructure to be considered**

- 1.7 Infrastructure has a very broad definition, and can cover anything from large scale transport schemes down to streetscape improvements and river course restoration. The IDP will focus on the following key areas of infrastructure provision:

<sup>2</sup> Murton Gap and Killingworth Moor Site Specific Infrastructure Delivery Plan, June 2016, Capita North Tyneside ([http://www.northynteside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=565838](http://www.northynteside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565838))

<sup>3</sup> North Tyneside Infrastructure Delivery Schedule, 2017, August 2017, Capita North Tyneside

**Transport**

- Road Network
- Rail/Metro Network
- Cycling and Walking

**Public Services**

- Libraries
- Emergency services

**Education**

- Primary and Secondary Education

**Utility Services**

- Energy Supply (gas, electricity)
- Waste Management
- Water
- Flood defences
- Telecommunications

**Green Infrastructure**

- Sports Pitches and Sports Centres
- Children's Play Areas
- Parks and Open Space

**Health**

- Primary Care Services

## Policy Context

### National

#### *National Planning Policy Framework (NPPF)* <sup>4</sup>

- 1.8 Demonstrating the deliverability of statutory development plans has been a requirement of the planning system since 2004. The National Planning Policy Framework (NPPF) 2012, makes infrastructure planning an integral part of the plan making process. Infrastructure and development policies should be planned at the same time. There is also the requirement as part of the Duty to Co-operate, for planning authorities to work with other local authorities and infrastructure providers to assess the quality and capacity of transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure in their area.
- 1.9 The Council must be able to demonstrate that it has effectively worked and cooperated with neighbouring local authorities and other public bodies to plan for issues with cross-boundary impacts when their Local Plans are prepared. The NPPF requires not just evidence that infrastructure in general is deliverable but that the cost of providing it will not make development unviable (where a development will be expected to contribute towards the cost of delivery). The NPPF introduces a 'reasonableness' test whereby there is a reasonable prospect that planned infrastructure is deliverable in a timely manner, based on an understanding of borough wide development costs. This concept, known as 'whole plan viability' is now central to demonstrating deliverability. The Council has prepared an Area Wide Viability Assessment that can be considered alongside the IDP.
- 1.10 Funding support for infrastructure provision in addition to the potential allocation of public and private sector resources and investment, will be secured through the development control process. This will be through use of planning obligations and the potential adoption of a Community Infrastructure Levy.
- 1.11 Other relevant national policy is set out in the National Infrastructure Delivery Plan 2016-21. There currently aren't any national infrastructure projects that relate to North Tyneside, but there are four significant schemes for the North East; Sunderland new Wear Crossing, Lynemouth biomass plant, dual the A1 from Morpeth to Ellingham, improve capacity to provide quicker rail services on the East Coast mainline. Further information of these projects can be accessed through:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/520086/2904569\\_nidp\\_deliveryplan.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_nidp_deliveryplan.pdf)

<sup>4</sup> Both NPPG and the National Planning Practice Guidance (NPPG) can be accessed through the link: <http://planningguidance.planningportal.gov.uk/>



## Regional Policy Context

### *The North East Local Enterprise Partnership (NELEP) and the North East Combined Authority (LA7)*

- 1.12 The North East Local Enterprise Partnership was established in 2011 (with representation from both the public and private sector). It is a business-led, strategic vehicle, responsible for promoting and developing economic growth in the North East and is funded by the seven local authorities and Government. One of its set priorities is to deliver on strengthening transport, connectivity and infrastructure to facilitate economic growth in the North East.
- 1.13 Recommendations from an independent Economic Review in 2013 (overseen by Lord Adonis) have been developed within the Strategic Economic Plan (SEP). The SEP has set the vision for the North East economy to provide over one million jobs by 2024. This represents 100,000 new jobs and aims to ensure that 70% of the jobs growth is in better jobs.
- 1.14 The seven local authorities of Durham County Council, Gateshead Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, South Tyneside Council and Sunderland City Council, established the North East Leadership Board to create a Combined Authority.
- 1.15 A devolution agreement was signed in October 2015 between the North East Combined Authority and the Government to devolve decision making over, transport, investment, funding, skills training, business support, housing and strategic planning. Discussions regarding North East devolution are on hold following a Government announcement on 8 September 2016 that the region's deal has been withdrawn.
- 1.16 The main decision-making structures of the Combined Authority are as follows:
- I. ***North East Leadership Board (NELB)*** is the strategic decision-making body of the Combined Authority. It has eight members: the six Council Leaders, the Elected Mayor of North Tyneside and a representative of the North East LEP. Three of its members acts as Thematic Leads on:
    - Transport
    - Economic Development and Regeneration
    - Employability and Inclusion
 Some transport functions are reserved to the NELB, including adopting a Local Transport Plan (LTP); setting the transport levy; allocating LTP funding to the constituent authorities and Nexus; and approving major transport schemes (including e.g. Quality Contracts Schemes for buses).
  - II. ***Transport North East Committee (TNEC)*** is a joint committee of the Combined Authority and seven individual councils which advises the Combined Authority and oversees the delivery of transport functions across the area. It has 14 members (2 per authority). It is chaired by the Thematic Lead for Transport and has three vice-chairs, one each from Durham and Northumberland and one for Tyne and Wear.

The main transport functions delegated to TNEC are:

1. monitoring the Combined Authority's transport budget;
2. approving Combined Authority funding for schemes within the transport capital programme;
3. public consultation on policy and the active promotion of the area's transport interests;
4. monitoring the delivery of transport functions delegated to Durham and Northumberland County Councils.

- III. *Tyne and Wear Sub-Committee (TWSC)* considers transport matters specific to Tyne and Wear. It has five members and its chair is also the Tyne and Wear vice-chair of TNEC. Its role includes offering a specific Tyne and Wear perspective on relevant matters; exercising specific delegated functions, such as implementing Concessionary Travel schemes and ticketing schemes; and monitoring the delivery of transport functions carried out by Nexus.
- IV. In addition, the Combined Authority also has an Overview and Scrutiny Committee, a Economic Development Committee and a Governance Committee, which report direct to the NELB.

## Local Context

### *North Tyneside Council Plan: Our North Tyneside*

- 1.17 'Our North Tyneside' sets the overall direction and long-term vision for the economic, social and environmental wellbeing of North Tyneside over four years and provides an overview of activities that all the major public bodies in the borough will deliver. 'Our North Tyneside' sets out four overarching priorities as the focus of the Council Plan (2015-19) – Our People, Our Places, Our Economy and Our Partners. Within each of these priorities are key actions and proposals that the Local Plan supports.

### *North Tyneside Councils Approach to Housing Investment*

- 1.18 North Tyneside Council retain strong strategic links with both local and national programme managers at the Government's Homes and Communities Agency (HCA). This relationship allows the Council to outline their housing objectives, allowing key partners and the HCA to focus their investment programmes to meet the housing needs of the borough.
- 1.19 This process is not new and the relationship has allowed both parties to satisfy their requirements for spend and housing delivery.
- 1.20 The HCA's Continuous Market Engagement process allows both organisations to explore funding bids which support development within an 'ongoing conversation'. This allows opportunities to be explored as they present themselves.

## The North Tyneside Local Plan

- 1.21 The growth set out in the Local Plan will increase the number of homes to be delivered in the coming years as well as setting targets for employment land and retail facilities across the borough, which need to be accompanied by a range of infrastructure improvements. The Local Plan Policies Map provides an overview of the key proposals and infrastructure required in the Borough.

**Housing**

The Local Plan proposes to deliver some 16,593 new homes between 2011-2032. Discounting existing planning permissions the borough requires the delivery of some 9,771 new homes to 2032.

**Employment**

The Local Plan proposes 150 hectares of employment land. The priorities for growth will be within the A19 Corridor and on the North Bank of the Tyne. Overall provision of employment land is forecast to provide some 707 additional jobs per year.

**Retail**

Retail needs based on the growth projections in the Local Plan identify a greater requirement for comparison floorspace (larger items bought less frequently) than convenience (top up shopping). Provision of comparison floorspace is 15,249sq.m net up to 2032 and 6,378sq.m net for convenience floorspace.

## 2 Methodology

### Introduction

2.1 The vision and policy context of the Local Plan and 'Our North Plan' provides the initial steer for the IDP and a list of important stakeholders have been compiled to inform the development of the IDP.

Organisation	Contact
Primary Care Trust	James Martin
NWL	Laura Kennedy
Highways England	Al-Amin Al-Hassan
Northern Power Grid	Dave Coupland
Homes and Communities Agency	Victoria Keen
Historic England	Barbara Hooper
Environment Agency	Cameron Sked
Police	Bryan Stobbs
Tyne and Wear Fire Authority	Paul Clark
Natural England	Andrew Whitehead
Office of Rail Regulation	
Sport England	Dave McGuire
Health and Safety Executive	Rachel Stubbs
Northern Gas Networks	Tony Pearson
National Grid	Laura Kelly
Virgin Media	Dan Butler
British Telecom	Simon Roberson
Marine Management Organisation	Angela Atkinson
Sustrans	Tim Pheby
Coal Authority	Melanie Lindsley
Newcastle Airport	James Cowen
Port of Tyne	Andy Khan
Go North East	Andy Gamblin
Nexus	Gordon Harrison
Stagecoach	Robin Knight
Arriva	Mark Ellis
Network Rail	Jon Bell
Suez Environment	Kris Furness
Northumberland Wildlife Trust	Naomi Waite

### Monitoring and review

2.2 The IDP is a living document and will rely on regular monitoring and updating.

2.3 It is proposed that the IDP will be updated annually alongside the Annual Monitoring Report. The IDP and its subsequent updates will enable the Council to plan effectively for growth and to maximise the potential to achieve wider sustainability, economic, social and environmental objectives.

## 3 Transport

### Introduction

- 3.1 Transport and accessibility infrastructure supports the economy, promotes social inclusion and can help mitigate the causes of climate change.
- 3.2 The North Tyneside Transport Strategy, adopted by Cabinet in May 2017, sets out the Council's aspirations 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:
- i. *Improve safety, health and well-being outcomes and sustainability;* in relation to people, communities and the environment
  - ii. *Support economic growth;* through effective movement for people, businesses and goods and to support the regional aim of "more and better jobs"
  - iii. *Improve connectivity;* with all parts of the borough, the region, the rest of the country and the world
  - iv. *Enable smart choices for all;* help people, businesses and visitors find out how to get to where they need to
  - v. *Manage demand;* on transport networks and assets and address current and future transport challenges, including enabling parking at the right time, right place and right price.
- 3.3 At a regional level, detailed transport policies are contained within the Tyne and Wear Local Transport Plan (LTP3) which includes the promotion of sustainable travel. It is intended that this will in due course be replaced by a combined transport plan at North East Combined Authority level. The first step in this process has been the publication of the NECA transport manifesto 'Our Journey' (December 2016)
- 3.4 Within the framework of the Local Transport Plan there are specific groups, such as the Local Access Forum, whose meetings can include local stakeholders and elected Members; officers from neighbouring authorities outside Tyne and Wear may sometimes also attend.
- 3.5 The North East Combined Authority, which came into existence on 15 April 2014, assumed the transport functions of the former Tyne and Wear Integrated Transport Authority (ITA), which was dissolved. Nexus continues to exist as the Combined Authority's delivery body for public transport in Tyne and Wear.
- 3.6 The Combined Authority has a leading role to play working closely with the North East Local Enterprise Partnership (LEP) in creating the conditions for economic growth and new investment. Its role in transport and skills is critical

in supporting a growing economy and workforce, and its co-ordination of investment in economic infrastructure helps to ensure that the area can attract new investment and people.

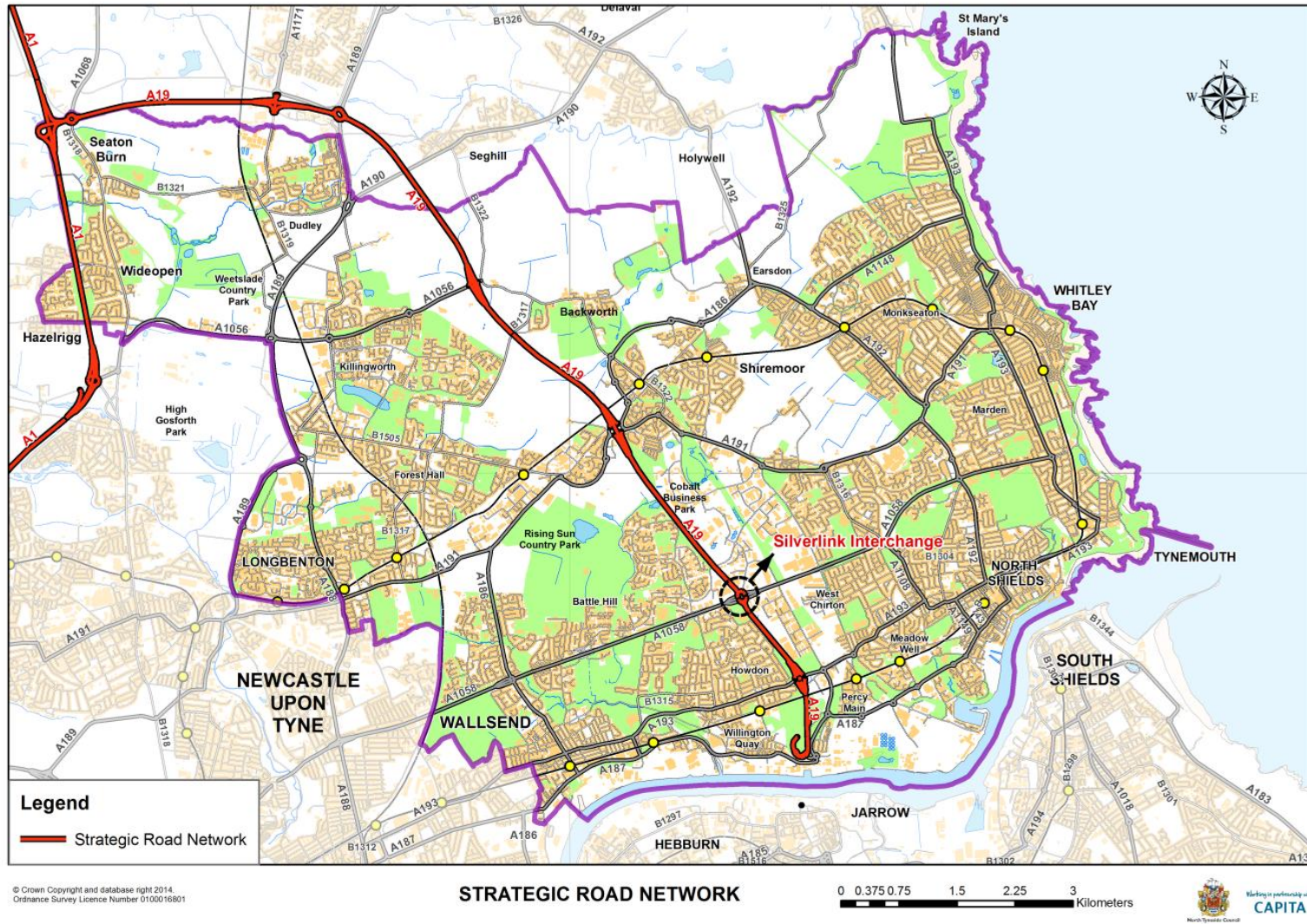
## Road Network

### Introduction

- 3.7 North Tyneside is a largely urban borough with no single centre; rather it is made up of a number of settlements, which include the larger town centres of Killingworth, North Shields, Wallsend and Whitley Bay.
- 3.8 The majority of people within North Tyneside are reliant on road networks. An efficient transport network is crucial to a functioning economy. A well functioned economy is heavily supported through well developed and maintained transport assets where the performance of road links and junctions on key transport corridors, for both vehicular and pedestrian traffic matches the demand made upon them. The North East was one of eight areas selected by the government to initiate the Plugged in Places project. There are also charging points for electric vehicles in the borough, including charging points in Council operated car parks. The provision of charging points is likely to increase as take-up of ultra low-emission vehicles becomes more widespread.
- 3.9 Highways England has the responsibility for maintaining and improving the strategic road network, including the A1 and A19 in North Tyneside. The council has the responsibility for maintaining and improving the entire local road network as well as delivering the LTP3 capital programme for North Tyneside.

### Assets

- 3.10 Within North Tyneside Highways England is responsible for the following infrastructure which forms part of the national Strategic Road Network (which are highlighted on the map overleaf):
- I. A1
  - II. A19
  - III. Silverlink Interchange
- 3.11 Other roads are managed by North Tyneside Council, as highway authority for the borough. North Tyneside's Highway Asset Management Plan sets out how the Council will maintain its highway assets, including roads, streets, bridges and structures. The Network Management Plan sets out how the Council will manage the efficient movement of traffic (including walking and cycling) on the network.



Map 1: Strategic Road Network

## Priorities for investment

### Strategic Road Network – Highways Agency Schemes

- 3.12 Highways England major scheme for the A19-A1058 Coast Road junction (Silverlink interchange) began in summer 2016 and is expected to be completed by March 2019.
- 3.13 Other confirmed and potential Highways England schemes in North Tyneside are:
- I. A1-A19 Seaton Burn interchange – a localised widening scheme funded by a national round of Pinch Point funding, was completed in Summer 2015.
  - II. A19-A193 Howdon interchange – a scheme to signalise the southbound exit slip road is under consideration: design work is being carried out and funding is still to be confirmed
- 3.14 **Local Pinch Point Fund** – North Tyneside was successful in securing funding from the Department for Transport Local Pinch Point Fund for a scheme, ‘Four Lane Ends and A188 junction improvements’, to improve junctions along A188 Benton Lane, supporting jobs growth in the corridor, e.g. at Balliol and Quorum Business Parks. Construction commenced in August 2014 and continued until August 2015. Improvements to junctions further north in the A188/A189 corridor are also to be carried out, including those associated with the Whitehouse Farm residential development and funded by the developer.
- 3.15 Responsibility for identifying and prioritising local major transport schemes for the next Spending Review period was devolved to local level, initially to Local Transport Bodies. The functions of the North East Local Transport Body were assumed by the North East Combined Authority in 2014.
- 3.16 The Local Transport Body in September 2013 agreed a prioritised programme of 10 local transport major schemes of which six, including ‘A1058 Coast Road’ in North Tyneside, were allocated devolved funding during the period 2015/16 – 2018/19 subject to a stage-based approval process. The funding for the scheme now forms part of the programme being delivered with devolved funding from the Local Growth Fund. The first two phases (Beach Road widening and remodelling of A1058-A1108 Billy Mill junction) are substantially complete and construction is taking place on phase 3 (A1058-Norham Road junction improvements and bridge replacement).
- 3.17 The North East Growth Deal, announced in July 2014, included funding for further highway schemes in North Tyneside. Three schemes, which had been identified in the Strategic Economic Plan (SEP) for the North East, are substantially complete or under construction:
- A1056-A189 Weetslade Roundabout Improvements and A1-A19 Links – improvements to key junctions along major route and enabling access into a major new employment site (Indigo Park), North Tyneside
  - A191 Junction Improvements (including Coach Lane and Tyneview Park junctions), North Tyneside



- A19 Employment Corridor Access Improvements – improvements to multiple junctions along key access routes in the A19 employment corridor, which includes Cobalt Business Park
- 3.18 A scheme has been developed for North Bank of the Tyne access improvements (Swans Site to Port of Tyne), incorporating improvements to junctions on the A187 and A193 which will facilitate access to the North Bank of the Tyne regeneration area, and is to be delivered with funding from the Local Growth Fund (LGF) by March 2019.
- 3.19 A scheme has been developed for A189 Improvements (Haddricks Mill to West Moor). This would provide the full signalisation of A189 West Moor roundabout; a substantially extended bus priority lane; dedicated cycling infrastructure where none exists at present; and support the implementation of technology linked to traffic signals in the corridor, with wider benefits for traffic flows. It would dovetail with other investment in the corridor such as Newcastle City Council's planned major scheme at Haddricks Mill. North Tyneside Council in June 2017 submitted a bid to the Department for Transport seeking funding from the National Productivity Investment Fund (NPIF) to construct this scheme by March 2020.

### Cross boundary issues

- 3.20 Major transport works carried out by Newcastle City Council for improvements to the 'Northern Access corridor' (the section of A189 within Newcastle including A167-A189 Cow Hill interchange, B1318-A189 Blue House roundabout and A189-A191 Haddricks Mill junction), has commenced since 2015/16 with funding from the North East Growth Deal. It will have wider effects for the highway network within North Tyneside. The works will take place on the A189, which along with the A188 is a key north-south route between Northumberland, North Tyneside and Newcastle. The Haddricks Mill junction is also situated on the east-west A191 which links North Tyneside and the north of Newcastle.
- 3.21 Northumberland have highlighted in their Core Strategy Submission the improvements they would promote on strategic highway routes and those that could have an impact on North Tyneside were the suggested improvements to the A1 and junction improvements on the A19 between the A189, A1068 and the A1.
- 3.22 Transport modelling is a cross boundary issue that has been discussed at the duty to cooperate meetings to understand each authorities approach. The Tyne and Wear partners have previously developed a Transport Planning Model (TPM), which since 2005 has been used for the Tyne and Wear Local Transport Plan and numerous transport studies, as well as to inform the development of other work, e.g. on the Newcastle Gateshead Local Development Framework (LDF). Other transport models, many being more localised in geographical scale, have been developed by Northumberland and Durham County Councils, the Highways Agency and the Tyne and Wear councils. Within North Tyneside, a strategic transport model for the borough as a whole has been developed by Capita.

- 3.23 **LSTF (Local Sustainable Transport Fund)** - Tyne and Wear's 'Go Smarter' programme, funded from a competitive bid to the LSTF, commenced in 2011 and aims to reduce peak hour pressure on the road network by encouraging sustainable and active travel. Following the end of central government funding for the programme in March 2017, a limited number of schools initiatives continue to be delivered with regional funding, while options are being explored for the potential continuation of additional elements of the programme.
- 3.24 'Schools Go Smarter' projects are delivered in participating schools throughout Tyne and Wear. The programme included promoting walking and cycling to school children and their families. Other projects delivered through the programme have included child pedestrian training, parking enforcement to address inconsiderate parking around schools, and the installation of cycle parking facilities at schools.
- 3.25 'Go Smarter to Work', which previously focused mainly on the A1 Gateshead Western Bypass corridor with some Tyne and Wear-wide elements, broadened its focus in 2015/16 and 2016/17 to cover specific employment sites in North Tyneside. The programme included a 'toolkit' to make it straightforward and relevant for employers to offer measures which encourage their staff to walk, cycle, car share or use public transport for their journey to work.

#### Impacts on future policy

- 3.26 The future modelling of the highway network in relation to the potential development sites in the emerging Local Plan is a crucial piece of evidence to indicate junctions where the pressures of additional traffic generation as a result of future development would occur (Capita North Tyneside Traffic Impacts Report, 2016). However, individual developments are assessed on their specific transport impacts and larger new developments include a Transport Assessment which generally includes predictions of trip generation and its impact on transport networks both immediately after the development opens and at a future time (e.g. 10 years afterwards).
- 3.27 Below is a list of the junctions that are pushed over capacity as a result of the Local Plan proposals and calculated by the work of Capita in partnership with North Tyneside Council:

Junction	Comments of future works
A191 New York Road / Norham Road / Murton Bypass Roundabout	Major mitigation scheme required, including new Metro station.
A19 Killingworth Interchange / Backworth Lane mini Roundabout	Highways Agency scheme proposed, subject to North Tyneside Council capacity improvement recommendations.
B1505 Great Lime Road / B1313 Killingworth Lane Signalised Staggered	Proposed Killingworth Moor link road mitigates slightly, Metro station would help reduce base traffic along Great Lime Road and A191 which

Crossroad	would redistribute traffic onto A191 via Wheatsheaf Roundabout.
A191 Whitley Road / B1505 Great Lime Road "Wheatsheaf" Roundabout	Impact is on the Great Lime Road approach which is not improved as part of the Scaffold Hill S.278 works. A mitigation scheme is vital to attract Killingworth Moor trips away from Great Lime Road junctions including above.
A1058 Beach Road/ A192 Preston North Road "Tynemouth Pool" Roundabout	Strategic model suggest this will have operational issues due to A1058 Coast Road Major Scheme. Micro-simulation model will confirm operational capacity as part of Full Business Case work for A1058 Coast Road Major Scheme.
Silverlink / Mallard Way	Silverlink Point development will provide improved capacity as part of site access arrangements so no further mitigation required.
A1058 Coast Road / A186 Station Road Roundabout	Station Road East scheme mitigates development traffic but does not provide betterment. Additional mitigation works will be required as part of Station Road West site.
A189 Spine Road / A190 Annitsford Road	No major works required beyond alterations to lane designations on north bound approach. Further scenario testing will include Northumberland proposals which will likely increase pressure on this junction due to quantum of South East Northumberland proposed developments (13,000 units).
A193 Tynemouth Road / A187 / High Flatworth Roundabout	Improvement scheme has already been designed as part of Tyne Tunnel Industrial Estate full build out. Further testing using micro-simulation model will be required.
Murton Bypass Impacts	Provision of bypass reduces pressure on Foxhunters junction and redistributes 500+ trips away from Seatonville Road, Rake Lane, and Park Lane avoiding the need for additional major off-site highway works.

3.28 The two largest site allocations for residential development in the Local Plan that will have the greatest impact on transport infrastructure are the Murton sites and the Killingworth Sites. The emerging vision for development of these sites has been expressed in a Concept Plan, included in the Local Plan Policies Map, to help guide future master planning and delivery of the sites. The infrastructure required for these allocations are included in a site specific IDP.

## Rail/Metro Network

### Introduction

3.29 Demand for public transport remains high as a result of economic activity, congestion and environmental concern. History reveals a compelling link between transport infrastructure and economic prosperity. Newer and faster connections enable economic opportunities, making regions and markets more accessible for businesses and the public.

### Metro

3.30 North Tyneside's public transport network includes a loop of the Tyne and Wear Metro system, including 17 stations within the borough, a comprehensive bus network and the cross-Tyne Shields ferry. A strong public transport network assists in providing for the current and future needs of residents, businesses and visitors to North Tyneside and contributes to the economic growth and regeneration of the borough.

### Rail

3.31 Through 'Rail North', a grouping of authorities across the North of England, and the North East Rail Management Unit (NERMU), the North East Combined Authority and Tees Valley Combined Authority can input into the rail planning process and provide oversight of local rail services. The North East Rail Statement sets out the authorities' aspirations for rail in the short, medium and long term to 2029, closely linked to the objectives in the Strategic Economic Plans (SEP) for the North East and Tees Valley LEP areas. Rail North has produced a Long-Term Rail Strategy which sets out its vision for an integrated rail system across the north, based on improvements to connectivity, capacity, coherence and cost-effectiveness. Further ideas for improvements to connectivity across the North, of which rail links form a key part, are being developed by joint working through Transport for the North (TfN), which includes the North East Combined Authority and the city regions of Leeds, Sheffield, Manchester, Liverpool and Hull and the Humber.

### Assets

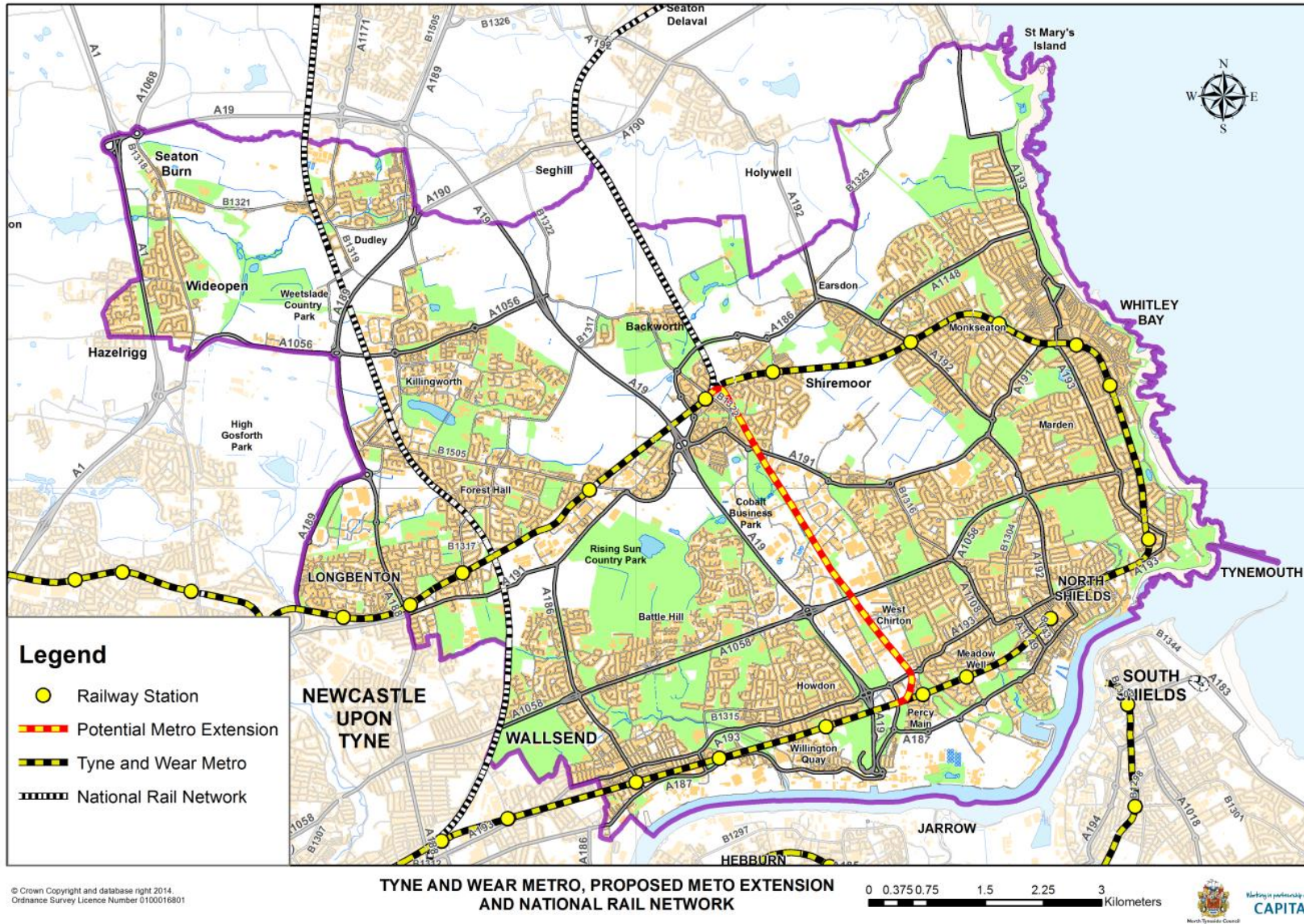
3.32 Tyne and Wear, established the first urban light rail transit system, it has 17 metro stations within North Tyneside including Whitley Bay, North Shields, Tynemouth and Wallsend giving access to 43 metro stations in South Tyneside, Newcastle, Gateshead and Sunderland. The Metro offers a convenient mode of transport with trains arriving approximately every 12-15 minutes thus supporting our approach to sustainable transport.

3.33 The Metro also provides access to Newcastle Central Station and the East Coast Mainline, which has a half hourly service to London as well as other regular rail routes to Durham, Carlisle, Darlington, York, Leeds, Edinburgh, Glasgow, Manchester, the West Midlands and the South West.

## Priorities for investment

### *Metro*

- 3.34 Nexus have proposed that the existing waggonway network between Percy Main and Northumberland Park could be the future route of a new Metro line that would include stations along the route. Through consultation Nexus have also indicated the need to safeguard the curve at the north, to access Northumberland Park as this land is currently identified as a potential development site. Another potential site that Nexus have highlighted as important to be safeguarded is ensuring access to a potential Metro station site at West Chirton. These projects would require additional analysis and evidence to confirm accurate costs prior to transport investment appraisal procedures taking place.
- 3.35 The North East Combined Authority's Metro and Local Rail Strategy sets the vision for 'an integrated, modern and sustainable Metro and local rail network for the NECA region that supports the local economy, environment and society'. Its objectives include 'to grow the Metro and Local Rail network and their modal share as part of an integrated public transport network'. Potential future network extensions are set out, one of which is the 'Cobalt corridor': this would re-use an old freight alignment formerly used to transport coal to the Tyne, linking the existing Metro route to the east of Northumberland Park Metro and to the west of Percy Main to allow through services to Cobalt and Silverlink to be introduced
- 3.36 This could link into a separate project, promoted by Northumberland County Council, to re-introduce passenger services on the currently freight-only Ashington, Blyth & Tyne line. This would include the construction of new stations, to include one within North Tyneside. Northumberland County Council is in dialogue with Network Rail to progress this project through the national standard process (GRIP stages) for projects on the rail network.



Map 2: Showing the Tyne and Wear Metro system with the proposed Metro Extension

## Impacts on future policy and cross boundary issues

### *Metro*

3.37 A priority for the Metro and Local Rail Strategy is securing investment in the existing Metro system. Nexus have submitted business cases to the Department for Transport seeking funding for medium-term investment in the Metro infrastructure and the provision of a new fleet of Metrocars to replace the existing fleet.

### *Rail*

3.38 Transport policies within North Tyneside will help ensure the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes. This includes working in partnership with neighbouring authorities to align future safeguarding of infrastructure routes across Council boundaries. Northumberland in the Core Strategy stated their intention to safeguard the Ashington, Blyth and Tyne railway line that runs through North Tyneside and this is reflected in the 'Initial Integrated Rail Report' (June 2017).

3.39 Within the preparation of the Local Plan, Newcastle Airport requested a policy to transpose noise exposure contours so development would be aware of a potentially noise sensitive location. Development would also need to consider building height, lighting, materials, Sustainable Urban Drainage and wildlife attractive planting schemes within 13km of the airport. These issues are reflected in the Local Plan.

## Port, Harbours and Quays

### *Introduction*

3.40 The Port of Tyne is a principal northern gateway and key player in the North East. It is an important freight and passenger gateway to the region with the international ferry terminal located in North Shields.

3.41 The Shields Ferry runs from a ferry landing close to North Shields Fish Quay and links the boroughs of North and South Tyneside, operating between the towns of North Shields and South Shields.

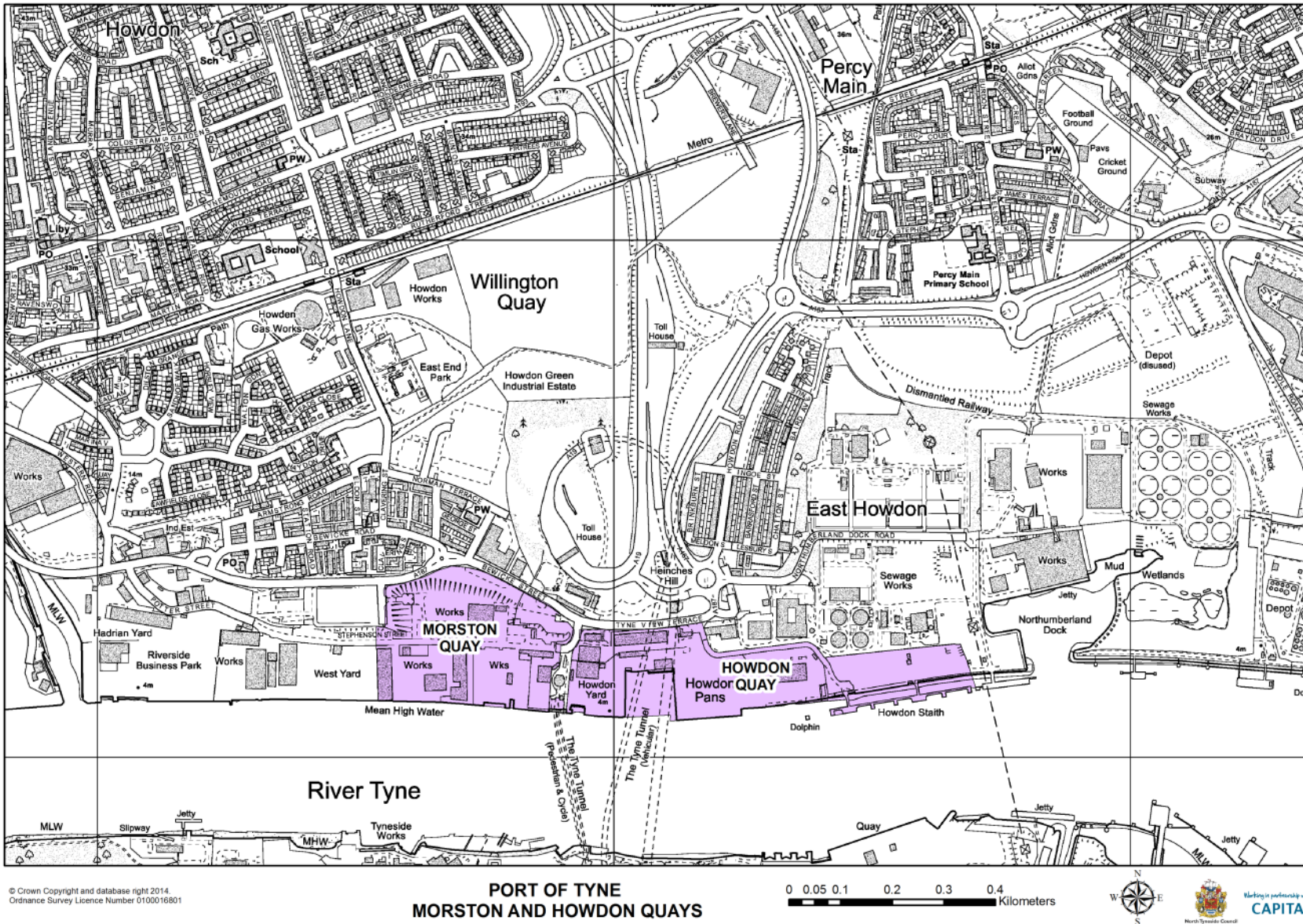
3.42 The North East Low Carbon Enterprise Zone covers the banks of the Tyne and includes, the Local Development Order and acknowledges the Port of Tyne's existing permitted development rights.

### *Assets*

3.43 The International Passenger Terminal is based in North Shields and has high security (ISPS Restricted Area) including Customs and Immigration and is just a short walk from Royal Quays shopping outlet. The Port of Tyne facilities on the riverside are a dynamic trading hub that focus on five key business areas; conventional and bulk cargoes, logistics, car terminals, cruise, ferries and estates.

- 3.44 The Shields Ferry service is run by Nexus (Tyne and Wear Passenger Transport Executive) and undergoes 25,000 trips each year carrying approximately 400,000 passengers: it also carries bicycles at no extra charge. The Shields Ferry Currently is currently operated using two vessels - the 'Pride of Tyne' (303 max passengers) and the 'Spirit of the Tyne' (200 max passengers). The Ferry Landing in North Tyneside is a 10 minute walk from North Shields Metro Station with regular bus links.
- 3.45 The Port of Tyne includes a car terminal, which largely handles Volkswagen vehicles (Nissan are handled from the south bank), and also manage a range of other commercial properties and land holdings by the river and hope to secure services to the offshore wind turbine manufacturing sector and power generators.
- 3.46 The Port of Tyne manages and operates two landholdings on the north bank at Howdon and Morston Quays which are both shown on the map overleaf. Howdon is recognised in the regional aggregates assessment for its importance of importing sand and gravel into the region. The Port of Tyne has indicated that they hope to refurbish the sites to ensure more efficient and evolving uses in the future.





Map 3: Two landholdings on the north bank of the River Tyne at Howdon and Morston Quays managed by Port of Tyne

### Impacts on future policy and cross boundary issues

- 3.47 Rail freight capacity around the regions ports is important to maximise their economic potential. It is seen as crucial to ensure the region's ports benefit from growth in marine and offshore activity in the North Sea and contribute to regeneration in the region. However, currently a rail link to the Port of Tyne Land on the riverside is not considered necessary to support the economic development in the area, but this will be kept under review and its potential to transport freight should be considered within any extensions of a rail/Metro line between Northumberland Park and Percy Main.

## Cycling and Walking Infrastructure

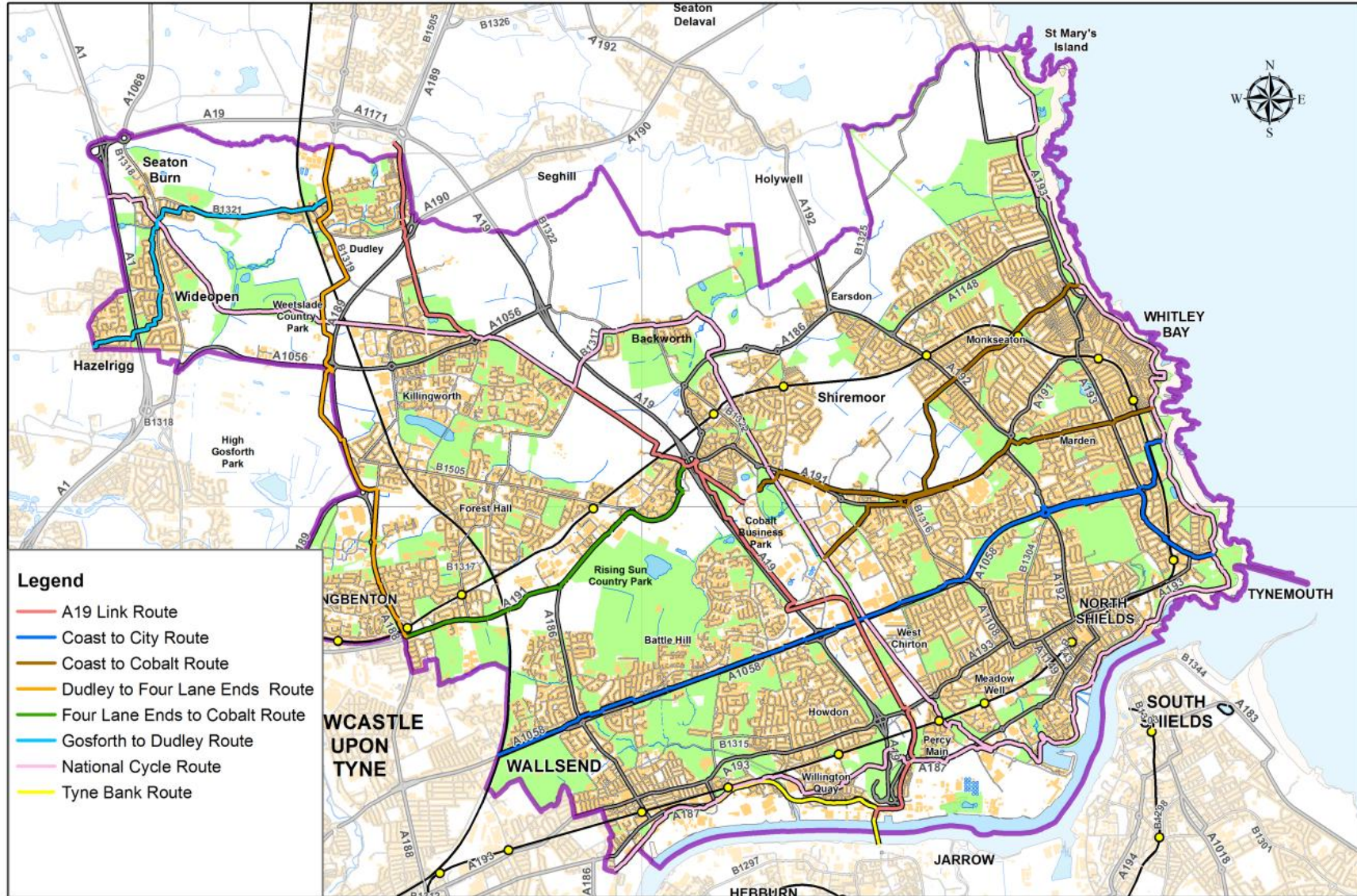
### Introduction

- 3.48 Walking and cycling for travel, leisure and health are affordable and sustainable forms of transport. Walking and cycling offer solutions to major economic and societal threats such as economic constriction, poor health, over-use of the motor car and social fragmentation.

### Assets

- 3.49 North Tyneside Council has excellent potential for the provision of high quality walking and cycling infrastructure to enable a greater uptake. In total there are 78 miles of traffic free cycle paths, 22 miles of the national cycle network and 143 miles of on road 'recommended quieter link roads' in North Tyneside. This existing infrastructure includes the Waggonways network which was once used to haul coal to ships on the river Tyne from dozens of coal mines in the borough. The Waggonways consist of a network of traffic-free paths for walking, cycling and horse riding, some of which are surfaced and have street lighting to support their use at all times of day and throughout the year.
- 3.50 The Tyne and Wear Joint Local Access Forum is an independent body with an interest in public rights of way and access to the countryside. The Forum meets four times a year and examines how each of the Tyne & Wear local authorities manage their rights of way, and puts forward ideas about how things can be improved for people who want to enjoy the countryside. They also seek to influence national government proposals where relevant.
- 3.51 The Council has been undertaking works to improve the walking and cycling network in recent years, including partial refurbishment and resurfacing works and the installation of crossing and access points.
- 3.52 These efforts have contributed to the heightened profile of cycling across the borough. Levels of cycling in North Tyneside have trebled over the last decade. North Tyneside also has a relatively high number of people who go cycling frequently (five or more times a week).
- 3.53 North Tyneside is served by three routes which form part of the National Cycle Network and are well used by visitors travelling to and through the borough as well as for local journeys:

- Reivers Cycle Route (NCN10) which upon leaving from Tynemouth extends north from Tyneside to the Scottish Borders.
  - Hadrian's Cycle Way (NCN 72) which forms part of the Coast to Coast route in North Tyneside. Starting or finishing in Tynemouth this follows the River Tyne and Hadrian's Wall.
  - North Sea Cycle Route (NCN 1) (Coast and Castles) This route starts in Newcastle, heading east to Tynemouth before following the Northumberland coast to Amble, Craster, Holy Island and Berwick upon Tweed before either heading inland or stick to the coast before finishing in Edinburgh.
- 3.54 The grade II listed pedestrian and cycle tunnels which provide links between Howdon in North Tyneside and Jarrow in South Tyneside offer commuters a sustainable transport option. The pedestrian and cycle facility, managed on behalf of the North East Combined Authority, comprises two parallel 900ft tunnels under the River Tyne. The tunnels, which remain a key transport link and have been incorporated into the National Cycle Network, are currently closed while major refurbishment work takes place.
- 3.55 Funding from the Department for Transport's Cycle City Ambition Fund has been secured, working in partnership with Newcastle City Council, to make improvements to the Coast Road cycle route, which are proceeding in stages. The Coast Road cycle route is a key fast, direct east-west link for many journeys in the borough, including to employment destinations such as Cobalt Business Park, as well as to Newcastle city centre, and has strong potential to form part of the National Cycle Network in the future. Sustrans, who administer the National Cycle Network, have reserved new NCN route numbers for two routes in North Tyneside: one would cover the Coast Road cycle route while it is anticipated that the other would cover an east-west route, further to the north, between the A19 corridor and the coast.
- 3.56 With funding from the Local Sustainable Transport Fund, administered via the North East Combined Authority, a project is being delivered to improve cycling and walking links around Cobalt Business Park. Some elements of the project are complete, including improvements and hard surfacing to waggonways linking into the local cycling network to the north of the business park. The remaining elements include improvements to cycling and pedestrian crossing facilities at Cobalt Central roundabout.



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CYCLE ROUTES

0 0.375 0.75 1.5 2.25 3 Kilometers



Map 4: Cycle Routes in North Tyneside

### Priorities for investment

- 3.57 In addition to the Coast Road cycle route, a number of further potential cycling schemes in North Tyneside are also being developed in more detail with a view to exploring opportunities to secure funding for their construction as and when these arise. The majority of these routes focus on specific corridors which give access to employment destinations – e.g. A19 corridor, A1058 Coast Road corridor, Dudley to Gosforth – while one focuses specifically on links into town centres:
- I. A191 corridor cycling and walking improvements - Benton to Holystone
  - II. A19 corridor cycling improvements
  - III. A188 / A189 Corridor cycling and walking improvements
  - IV. A187 Hadrian Road Corridor cycling and walking improvements
  - V. Coast to A19 corridor cycling and walking improvements
  - VI. Cycle route Dudley to Gosforth
  - VII. Cycling improvements: cross-A19 link
  - VIII. Cycle route links to town centres

Further routes are likely to be identified as part of the preparation of the North Tyneside Cycling Strategy.

- 3.58 The Strategic Economic Plan for the North East LEP area proposed an Investment Fund for Small Scale Transport Schemes with a value of £30m across the LEP area. This was not funded as part of the North East Growth Deal, however further potential opportunities will continue to be explored to develop a fund which could cover small-scale schemes that link to the SEP's priorities by assisting in growth at key employment sites, addressing pinch points that constrain accessibility and help link people and communities to jobs.

### Impacts on future policy and cross boundary issues

- 3.59 The Council, working with its partners, will seek to provide accessible routes by developing and implementing improvements to strategic and local walking and cycle routes in the borough, including the National Cycle Network, local waggons and other green infrastructure.
- 3.60 On a National scale, the All-Party Parliamentary Cycling Group produced a detailed and comprehensive report entitled "Get Britain Cycling". This was released in April 2013 and calls on all Political Parties to sign up to supporting an increase in cycle journeys to 25 per cent by 2050, saying a "fundamental cultural shift" is now needed in how we think about travel. The Infrastructure Act 2015 included a requirement for the Government to produce a Cycling and Walking Investment Strategy (CWIS), which was published by the Department for Transport in April 2017. This invites each local authority to produce Local Cycling and Walking Infrastructure Plan (LCWIP), which will add to the case for securing investment in cycling infrastructure.
- 3.61 Following the adoption of the North Tyneside Transport Strategy by Cabinet in May 2017, a revised Cycling Strategy is to be developed which will set out how further progress towards the 2030 Vision for cycling is to be secured.

## 4 Community Facilities

### Introduction

- 4.1 Libraries and community centres play a vital role in community cohesion and an integral part of social infrastructure. Their importance is unlikely to decrease given the important role of community groups in delivery of the localism agenda.
- 4.2 North Tyneside Council seeks to ensure residents are ready for school, work and life as well as having the relevant information, skills and opportunities needed. The range of community services and facilities available in the borough are critical to achieving this objective.
- 4.3 Within North Tyneside there are four Customer First Centres (CFCs) located at the main centres of Killingworth, North Shields, Wallsend and Whitley Bay. These CFCs provide a range of services including, library, customer advice suites, Council payment kiosks; community space for hire and a range of other Council, health or community services. A further 10 libraries are currently located across North Tyneside.
- 4.4 There are four facilities across the Borough operated by the Council as community centres. Meanwhile there is a diverse range of other locations across the Borough operated, and managed by a range of organisations and community groups that provide key services and spaces for local communities and residents and form a crucial element in maintaining residents wellbeing.

### Assets

- 4.5 There are currently 14 locations operated by the in total within North Tyneside providing a mix of library, health and community facilities. Of these the Council has recently invested in brand new facilities at its four Customer First Centres that are based in each of the Town Centres of Wallsend, Whitley Bay, Killingworth and North Shields. In addition a wide range of local and community operated assets serve local areas across the Borough.

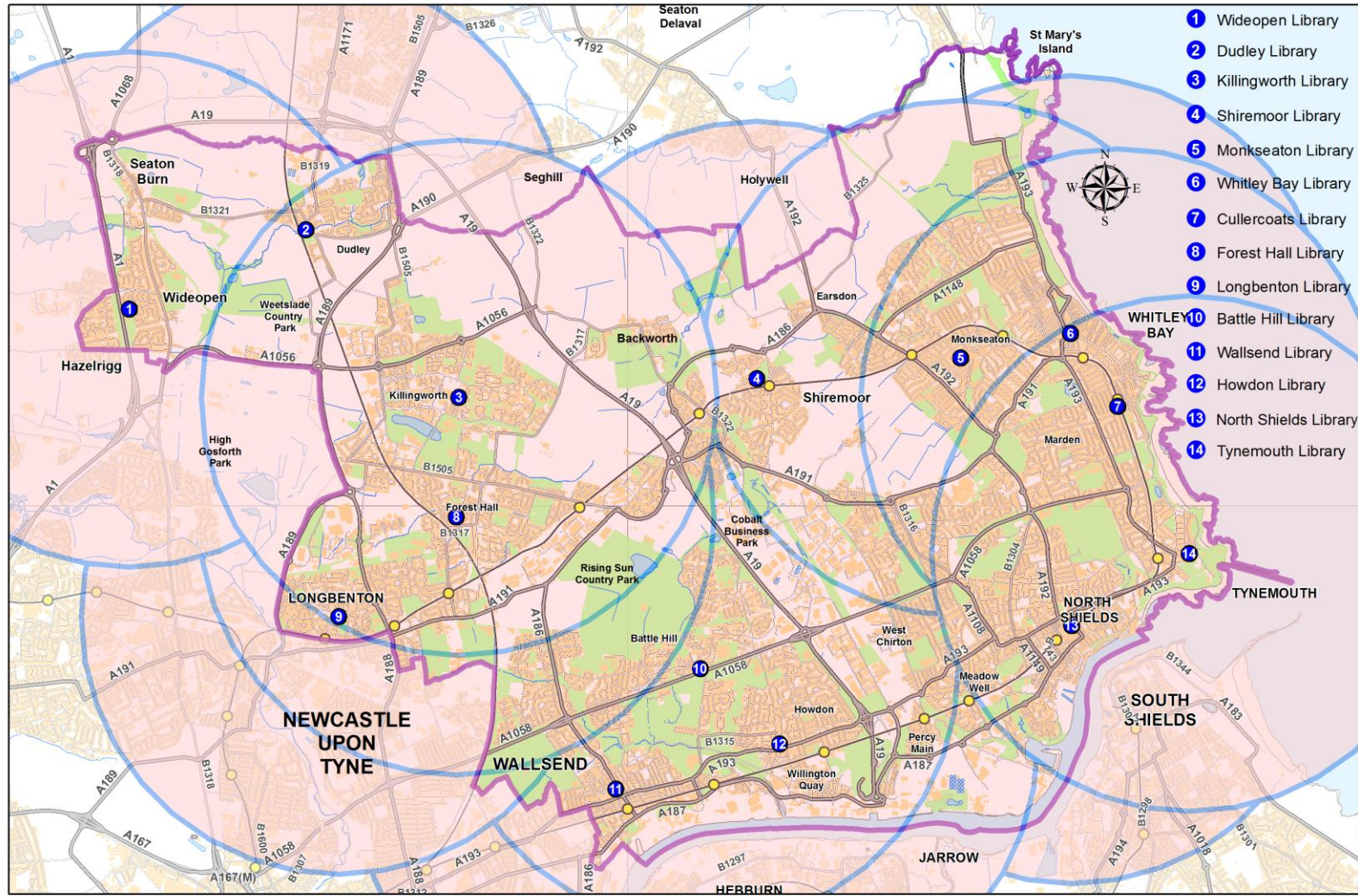
### Priorities for investment & cross boundary issues

- 4.6 The establishment of need for new and/or enhanced library and community facility provision as a result of new development is complex. Virtually all of the borough falls within a 2-mile catchment of an existing library. Meanwhile demand for services and interest in activities at community centres is likely to grow. As many such facilities are delivered by local groups and the community.

### Impacts on future policy

- 4.7 The way in which people access library and community services is changing. The Local Plan will support projects that ensure a growing and broadly aging population can access community facilities appropriate to their needs and the relevant service delivery methods at that time.





- 1 Wideopen Library
- 2 Dudley Library
- 3 Killingworth Library
- 4 Shiremoor Library
- 5 Monkseaton Library
- 6 Whitley Bay Library
- 7 Cullercoats Library
- 8 Forest Hall Library
- 9 Longbenton Library
- 10 Battle Hill Library
- 11 Wallsend Library
- 12 Howdon Library
- 13 North Shields Library
- 14 Tynemouth Library

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**NORTH TYNESIDE LIBRARIES AND CUSTOMER FIRST CENTRES - coverage within 2 miles**

0 0.375 0.75 1.5 2.25 3 Kilometers



Map 5: North Tyneside Libraries and Customer First Centres



## Emergency Services

### Introduction

- 4.8 Emergency services are vital for residents and businesses across the country and are very much affected by the quality of the borough's infrastructure.
- 4.9 North Tyneside Council plays a critical role in responding to emergencies, providing plans and procedures with the Emergency Services and other organisations, to allow a response to any incident within North Tyneside.

### Assets

- 4.10 Fire and Rescue Services - There are two fire and rescue services to assist North Tyneside:
- Tynemouth Community Fire station: Covers Tynemouth, North Shields, Chirton, Preston, Shiremoor, Whitley Bay, Percy Main and Backworth.
  - Wallsend Community Fire Station encompasses the Town Centre of Wallsend, Battle Hill, Howdon on Tyne, East Walker, Hadrian Park and the west of North Shields.
- 4.11 Police Stations - North Tyneside Area Command covers the local authority area of North Tyneside Council. The police are based at one principal site situated on Middle Engine Lane, Wallsend.

### Priorities for investment

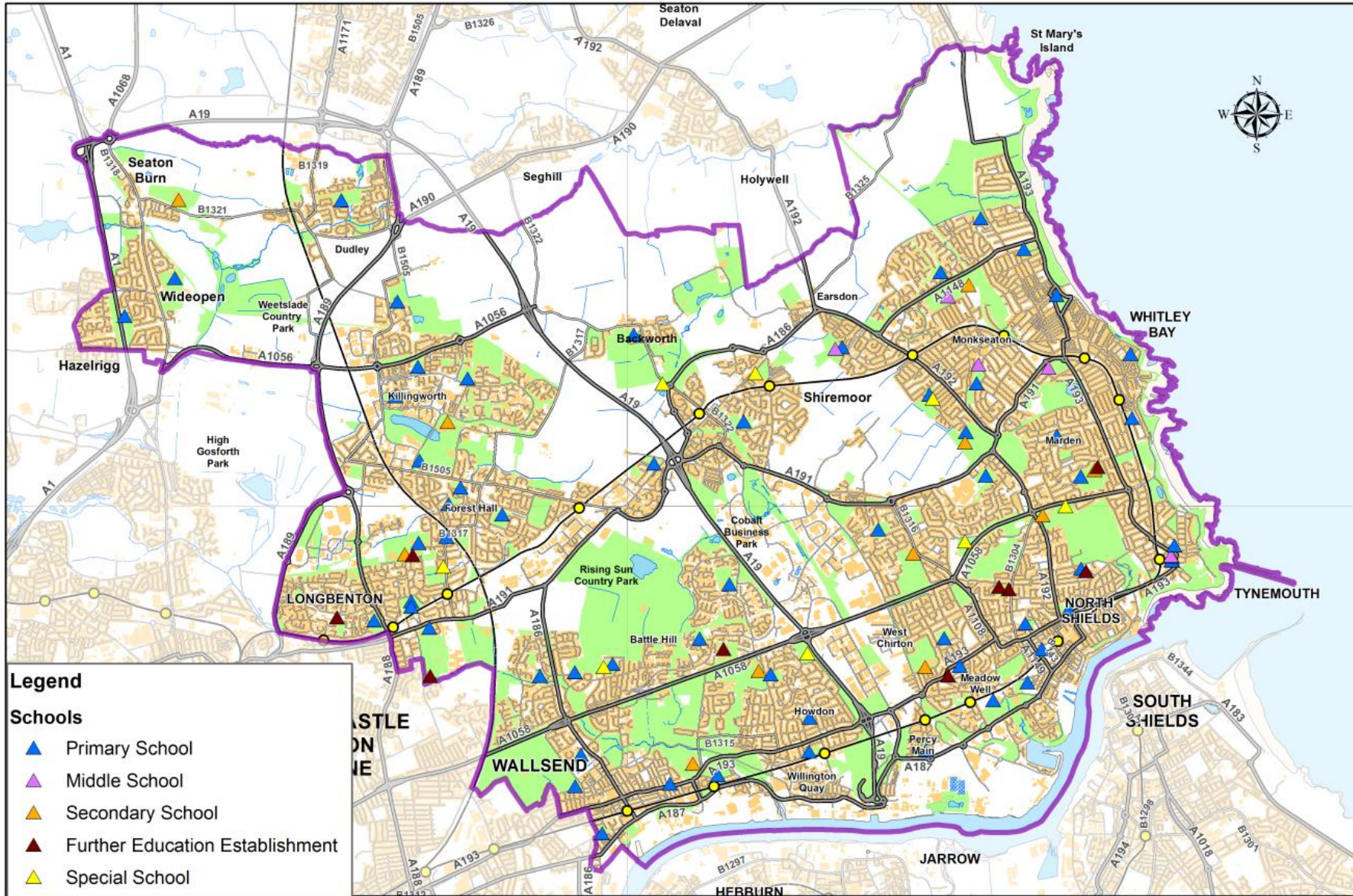
- 4.12 At the time of writing there was no information that could be provided to the IDP relating to North Tyneside of future infrastructure requirements or proposals being planned during the Local Plan Period. However, the position remains under review and will inform future iterations of the IDP.

## Education

- 4.13 Schools are a crucial element of the local infrastructure and therefore the growth and contraction of local provision of school places must be considered alongside the development of the Local Plan and in particular its impacts on future housing provision.
- 4.14 Currently school results in the borough are among the best in the country and the early year's provision is excellent. Post-16 education is improving with access to dedicated work-based learning and good further education provision. With only 39% of unqualified adults in Tyne and Wear in employment, further and higher education is becoming increasingly more important.
- 4.15 There has, over recent years, been the delivery of four major school development projects. Over 2,500 North Tyneside students moved into four new school buildings between April and October 2016 at Whitehouse Primary School; Longbenton Community High School; John Spence Community High School; and Marden High School.

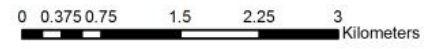
## Assets

- 4.16 North Tyneside has both a 'Two-tier' and 'Three-tier' system in place. The two tier system operates in the areas of North Shields, Longbenton, Seaton Burn, Killingworth and Wallsend.
- 4.17 Within the school system there is 1 Nursery School, 8 First Schools, 46 Local Authority maintained Primary Schools, 1 Primary Academy, 4 Middle Schools, 8 Secondary Schools, 2 High Schools, 1 Secondary Academy and 1 all age Academy.
- 4.18 Furthermore, North Tyneside also has five Special Schools and a pupil referral unit (Moorbridge).
- 4.19 For those who decide on post-16 education within North Tyneside there are 10 schools delivering further education (including Tyne Met College, and provision within the two secondary Academies)
- 4.20 For those looking for higher education two major Universities; Newcastle and Northumbria are also situated just outside the borough in Newcastle.



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**NORTH TYNESIDE EDUCATION**



Map 6: School Provision in North Tyneside

### Priorities for investment

- 4.21 The Education Report that the Cabinet received in July 2017 sought to focus on four key issues
- Finance; where the overall system is in balance but local and national conditions will create a deficit position without significant action and where the surplus places at secondary level are having some specific effects at particular schools
  - School Improvement; where the Authority and local system leaders have the strongest tool in the box – the ability to ensure as many schools as possible are Good and Outstanding; both to benefit our children and young people and, in this context, ensure Head Teachers and Governing Bodies remain in charge of their own destiny
  - Alternative Provision and Additional Needs; where system change is required in the face of rising demand and where Authorities are likely to remain responsible; and
  - A Model for High Performing Local Authority Areas in the emerging landscape; where successive Secretaries of State have said their Officials are still considering the approach.

### Cross boundary issues

- 4.26 The Council have been working with colleagues in Newcastle City Council and Northumberland to support the progress of each authority's Local Plan/Core Strategy, reflecting the amount of development proposed, which is on the borders of a neighbouring authority.
- 4.27 Within North Tyneside, this includes two areas of development adjacent to the North West of the borough, in Hazlerigg and Wideopen, as follows:

Development site / location	Hazlerigg	Wideopen
Local Authority Area	Newcastle City Council	Newcastle City Council
Scale / timescale	400 units 2016/17 to 2027/28	80 units 2016/17 to 2027/28
Residential mix	40 x 2 bed flats 60 x 2 bed houses 140 x 3 bed houses 140 x 4 bed houses 20 x 5 bed houses	8 x 2 bed flats 12 x 2 bed houses 28 x 3 bed houses 28 x 4 bed houses 4 x 5 bed houses.
Pupil Yield (Newcastle calcs)	113 Primary aged pupils. 106 secondary aged pupils	

- 4.28 The build out programme for these sites is extended and the immediate impact cannot be easily determined. In North Tyneside's boundaries, there is a development of 279 dwellings known as 'Five Mile Park'. This site would generate approximately 77 Primary and 33 secondary school age pupils, which can be accommodated within the existing capacity of the area.

- 4.29 The Council has supported Newcastle City Council to include schools within the North Tyneside boundary as educational provision to support the identification of S106 / Community Infrastructure Levy charges to the developers in the adjacent Newcastle area. It is hoped the development in Newcastle will help support schools within the North West of the borough.

### Impacts on future policy

- 4.30 Over the Plan period it is expected that the majority of sites will not have a significant impact on education provision within North Tyneside but local enhancement of primary or secondary education provision may be required. However, the scale of growth associated with the proposed Strategic Allocations is such that two new primary schools, one on each site, has been identified as required. In addition a new secondary school has been identified as a potential requirement for delivery to the north of the Borough close to the A19.

## 5 Utility Services

### Energy Supply (gas, electricity)

#### Introduction

- 5.1 North Tyneside's continued growth and development is very much dependant upon the supply of electricity and gas. The precise nature of the impact of proposed developments on gas and electricity supply capacity will need to be determined on a site by site basis by developers via discussions with the relevant operators. The service providers will then discuss any requirements for transmission system reinforcement.

#### Assets

##### Gas

- 5.2 Northern Gas Network (NGN) Ltd owns and operates the local gas distribution network in the North of England. It is normal practice that modelling of the gas distribution networks is undertaken on a 3 year cycle to ensure that networks can support the anticipated general load growth.

##### Electricity

- 5.3 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but their role in the wholesale market is key to ensuring a reliable and quality supply to all.
- 5.4 National Grid's high voltage electricity overhead transmission lines / underground cables within North Tyneside Council's include the following:
- I. 275kV route from Blyth substation in Northumberland to South Shields substation in South Tyneside via Tynemouth substation in North Tyneside

- II. Underground cables running from Tynemouth substation in North Tyneside to Silverlink substation in North Tyneside
- 5.5 The following substations are also located within the administrative area of North Tyneside Council:
- I. Tynemouth substation – 275kV, 132kV and 11kV
  - II. Silverlink substation – 11kV
- 5.6 Northern Power Grid owns and operates the electricity distribution network in North Tyneside.

## Telecommunications

### Introduction

- 5.7 New communications technologies not only help businesses trade and develop; they also create opportunities for businesses to develop new applications and services. These new applications and services increase demand for faster and better communications facilities, which in turn leads to more innovation in applications and services in a development spiral
- 5.8 Standard landline and mobile telephone services as well as digital television reception are readily available across North Tyneside. However high speed internet and fully interactive television services are to an extent dependent on better physical networks.

### Assets

- 5.9 Digital Television- In 2012 analogue television services in the UK were replaced by digital. North Tyneside rests within the Tyne Tees TV Region.
- 5.10 Broadband- Internet access has boomed over the last 15 years. An effective broadband network supports economic growth, gives consumers greater choice and prices will be reduced. Broadband infrastructure in North Tyneside is provided by BT Openreach and Virgin and in many parts of the borough there is only a single provider.

### Priorities for investment

- 5.11 In 2011 Central Government launched its Broadband delivery program, led by Broadband Delivery UK (BDUK), and a team within the Department for Culture, Media and Sport.
- 5.12 In 2013 Central Government launched Phase 2 of the Superfast Broadband Extension Program, lead by Broadband Delivery UK (BDUK - a team within the Department for Culture, Media and Sport). The program is investing £250 million with the intention of extending high speed broad band coverage to 95% of the UK by 2017. Any funding allocated from this program will need to be matched by funds from the Local authority.
- 5.13 North Tyneside Council recognises the importance of superfast broadband and has jointly invested £1.5m, as part of the BDUK programme involving

several other North East local authorities and BT. This aims to improve the coverage of superfast (speeds in excess of 24Mbps per second) broadband across the region. The three year project is now in year two and to date, around 6500 homes have been connected to the Super Fast Broadband network. By the end of the project (Sept 2018), 99.8% of the Borough will have access to a SFBB service.

### Impacts on future policy

- 5.14 NGN considered that there is sufficient capacity in the existing gas network to accommodate the additional loads anticipated, but this is based on no concerns being raised through the consultation process and not a guarantee to supply. Any specific requests would need to be submitted for individual assessment and may require new infrastructure and / or local reinforcement of the existing network; however, at the present time it is not likely to require additional extensive strategic investment in the network
- 5.15 Northern Power Grid owns and operates the electricity distribution network in North Tyneside. There are no known issues with power supply based on predicted growth levels.
- 5.16 BT Openreach and Virgin are the two providers of broadband infrastructure in North Tyneside and the take up of the different broadband services will remain the responsibility of each resident or business through a commercial relationship with a supplier.

## 6 Waste Management

### Introduction

- 6.1 Waste can be split into two distinct categories: municipal and non-municipal. Municipal Solid Waste (MSW) largely consists of waste collected from households, but also includes waste from street cleaning, litterbins and local businesses. The Council is responsible for collecting and disposing of the MSW currently 108,000 tonnes. The Council Waste Management Strategy<sup>5</sup> outlines the current context and priorities for the Borough in managing waste.
- 6.2 Non-municipal waste (NMW) is waste from commercial and industrial sources, construction and demolition waste, and hazardous wastes. This waste is mainly collected on a private basis, although the Council does collect a small amount for a number of businesses.

### Assets

- 6.3 Domestic waste is collected from all households on a weekly basis and recycling collected on a fortnightly basis. This service is carried out by the Council. A Household Waste Recycling Centre site is available for residents to dispose of unwanted household items. The site is located next to the waste transfer station on the Tyne Tunnel Trading Estate in Howdon. Approximately 16,000 tonnes of waste is disposed of this way. The Household waste Recycling Centre is operated by Suez – formerly Sita.

### Priorities for investment/Cross boundary issues

- 6.4 The North East authorities jointly commissioned a study on waste to inform the preparation of local plans, 'Model of Waste Arisings and Waste Management Capacity' 2012 by Urban Mines. Based on population increase by 2030 MSW waste is to increase to reach 112,970 tonnes. Commercial and Industrial waste level to reduce to 170,362 tonnes by 2030.
- 6.5 The study includes a forecast that overall waste produced in the borough would fall from 301,000 tonnes (2014) to 283,000 tonnes in 2030 due to a fall in commercial and industrial waste arising.
- 6.6 The borough currently produces 123,000 tonnes of recyclable material (includes 27,000 tonnes of composting waste) from both municipal and non municipal waste and this could fall to 116,000 tonnes (25,000 tonnes composting waste) by 2030. However, by increasing the amount of recycling for MSW to 50% by 2020 and increasing the recycling rate of NMW to 70% by 2025 the Urban Mines study found that the amount of recyclable waste rose to 176,000 tonnes (39,000 composting waste). The Urban Mines study<sup>6</sup> found

<sup>5</sup> Changing our thinking - Waste Management Strategy 2013-30  
<http://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Changing%20our%20thinking%20-%20Waste%20Management%20Strategy%202013-30.pdf>

<sup>6</sup> Model of Waste Arisings and Waste Management Capacity for the North East of England Waste Planning Authorities [http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=548870](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=548870)  
 New Waste Management Capacity permitted in the North East since the Urban Mines Baseline [http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=565716](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565716)



that it was a difficult task to identify the amount of recyclable material dealt with within the borough as the material can be transported direct to a recycler (who has no obligation to report it to the Environment Agency) rather than through a transfer station or materials recycling facility.

### 6.7 Total Arisings (Local Authority Collected Waste +Commercial & Industrial) (tonnes x 1000)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Recycling	99	98	96	97	97	97	96	96	96	94
Composting	28	28	27	27	27	27	27	27	27	26
Energy Recovery	60	60	83	99	99	99	99	99	99	97
Landfill	114	114	87	72	72	72	71	71	71	69
Treatment	6	6	6	6	6	6	6	6	6	6
<b>Total</b>	<b>307</b>	<b>306</b>	<b>300</b>	<b>301</b>	<b>301</b>	<b>301</b>	<b>300</b>	<b>300</b>	<b>299</b>	<b>291</b>
Recycling Rate	41.2	41.2	41.1	41.1	41.1	41.2	41.2	41.2	41.2	41.1

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Recycling	93	93	92	92	92	92	91	91	91	91
Composting	26	26	26	26	26	26	25	25	25	25
Energy Recovery	97	97	97	97	97	97	97	97	97	97
Landfill	68	68	67	67	67	66	66	65	65	65
Treatment	6	6	6	6	6	6	6	6	6	5
<b>Total</b>	<b>290</b>	<b>289</b>	<b>288</b>	<b>288</b>	<b>287</b>	<b>286</b>	<b>285</b>	<b>285</b>	<b>284</b>	<b>283</b>
Recycling Rate	41.1	41.1	41.0	41.0	41.0	41.0	40.9	40.9	40.9	40.9

### 6.8 Changes from Baseline: Increased Recycling Local Authority Commercial Waste Recycling Impact 45% recycling by 2015, 50% by 2020 Plus Commercial & Industrial 70% by 2025

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Recycling	103	106	108	113	117	121	124	128	131	130
Composting	29	30	30	32	33	34	35	36	37	37
Energy Recovery	60	60	83	99	99	99	99	99	98	95
Landfill	109	104	73	51	45	41	36	31	28	23
Treatment	6	6	6	6	6	6	6	6	6	6
<b>Total</b>	<b>307</b>	<b>306</b>	<b>300</b>	<b>301</b>	<b>301</b>	<b>301</b>	<b>300</b>	<b>300</b>	<b>299</b>	<b>291</b>
Recycling Rate	42.8	44.3	46.0	47.9	49.9	51.4	52.9	54.4	55.9	57.3

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Recycling	132	134	136	138	139	139	138	138	138	137
Composting	37	37	38	39	39	39	39	39	39	39
Energy Recovery	95	95	95	95	95	95	95	95	95	95
Landfill	20	16	13	10	7	7	7	7	7	7

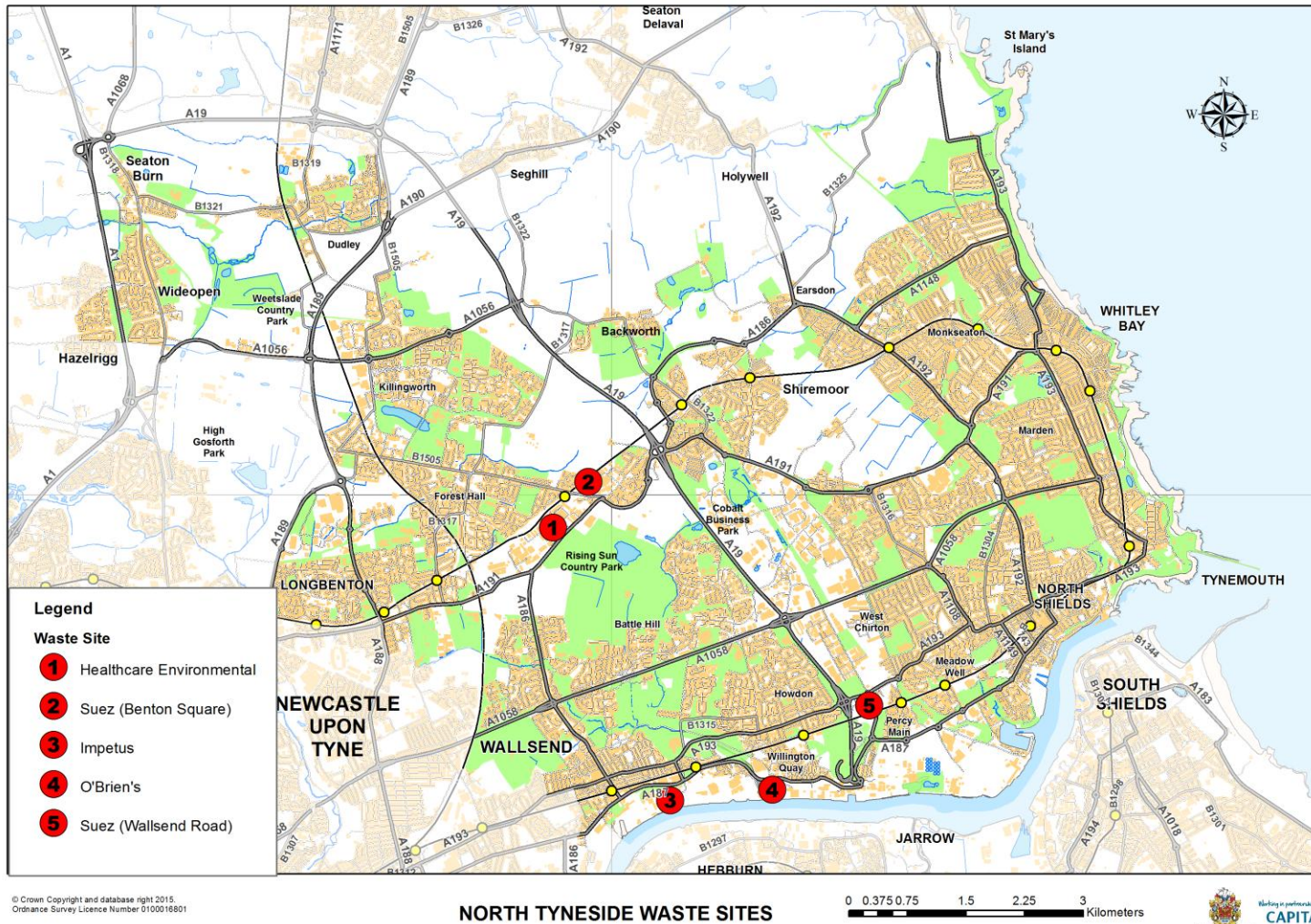
Treatment	6	6	6	6	6	6	6	6	6	5
Total	290	289	288	288	287	286	285	285	284	283
Recycling Rate	58.4	59.5	60.6	61.7	62.4	62.3	62.2	62.2	62.1	62.0

- 6.9 There is around 457,000 tonnes of annual transfer station capacity within the borough.
- 6.10 There are three main waste sites with three different operators who principally operate at the riverside.
- 6.11 Quantities of waste arising from the construction industry and metal recyclers and scrap yards are not included in the Commercial and Industrial figures. Calculating the waste arising in both of these areas were not covered in the Urban Mines study as they are notoriously difficult to measure and the confidence in the findings made it difficult to report.
- 6.12 Low Level Radioactive Waste arising from hospitals and educational establishments can usually be disposed of at non-hazardous facilities, including non-hazardous landfill and energy from waste facilities. Advice from the Planning Inspectorate is that policies on the management of this waste stream are unlikely to be needed unless there is specific interest in the development of facilities from operators in the area. The quantities of waste involved are relatively small and this material can usually be managed at non-hazardous waste management sites unless there is a specific prohibition against doing so.

**Impacts on future policy**

- 6.13 North Tyneside has no municipal landfill site and no municipal waste treatment facility in the borough, but has a municipal waste disposal contract with Suez, which runs until March 2022 for the disposal of residual bin and household waste from the household waste recycling centre. The Council also has a contract, until 2019, with O'Brien Waste Recycling Solutions to deal with dry recycling MSW. A large proportion of the municipal waste generated from North Tyneside is taken to the energy from waste plant on Teesside and if required there is landfill capacity at Ashington.
- 6.14 The Energy from Waste plant in Teesside is the Haverton Hill complex of energy recovery facilities and is operated by Suez. It is a regionally significant facility with capacities available for MSW recovery from the Tees Valley authorities (with the exception of Darlington), Durham, Northumberland and the Tyne and Wear Authorities (South Tyneside, Gateshead, Newcastle, Sunderland and North Tyneside).
- 6.15 Unlike neighbouring authorities, North Tyneside Council does not have shared ownership of a facility, and the Council may wish to include this option within a future domestic waste contract or seek an agreement with neighbouring authorities.

- 6.16 If there is a decision to invest then the level of money required will be dependent on what type of contact or facility the Council wishes to pursue.
- 6.17 With regards to household waste and recycling, capacity levels are currently satisfactory. However, the levels of growth indicated in the Local Plan will need to be considered as part of the negotiations over a future waste contract. The estimated additional revenue cost is between £1.5million and £3million pounds per annum. Further updates of the IDP will include any anticipated requirements for waste infrastructure provision.
- 6.18 The Environment Agency's Hazardous Waste Interrogator calculates 10,000 tonnes of hazardous waste arising per year in the borough and the Urban Mines report forecasts this level will not significantly change throughout the Plan period. At the time of writing the 2012 Urban Mines study the existing hazardous waste was sent outside of the borough, noting there is considerable capacity in nationally significant sites in the Tees Valley sub-region, and at a regional scale there is significant hazardous waste treatment and landfill capacity. Since that date the 2016 Urban Mines new permitted capacity update identifies permission granted for a hazardous waste facility with a 30,000 tonne per annum capacity.
- 6.19 While there is potential that Suez UK may identify a need for specific recycling infrastructure within the plan period, they do not currently have plans to deliver any infrastructure within North Tyneside that can be reflected in this document.
- 6.20 The Urban Mines study confirms that there is sufficient capacity to manage and treat residual waste until 2030. The contract the Council has with Suez for waste disposal has a contingency that if a landfill site was to no longer be operational then another facility has been identified that has capacity.



Map 7: Waste Sites in North Tyneside

## 7 Water/Flooding

### Introduction

7.1 Water is a vital element associated with supporting new infrastructure development such as the provision of clean drinking water and domestic washing, industrial processes, the safe disposal of waste water and the protection from flooding.

### Assets

7.2 Northumbrian Water Limited (NWL) has responsibility for the operation and maintenance of the water supply system and ensuring that there are sufficient water resources available in North Tyneside. There are no water supply issues identified, and NWL has not forecasted a deficit in water resource or supply in the long term and this was confirmed as part of their assessment of future development. In terms of fresh water supply, NWL does not envisage the supply of fresh water as a constraint to the proposals in the Local Plan.

7.3 The majority of separate foul and surface water sewers have been constructed to serve new development since the late 1960's, but often in the absence of a local watercourse, the surface water ultimately connects into the combined sewage system.

7.4 Howdon Sewage Treatment Works (STW) treats a combination of domestic, trade and surface water discharges from five local authorities: Gateshead, Newcastle, North Tyneside, South Tyneside and parts of south Northumberland.

7.5 Existing flood risks and potential constraints within the district have been assessed by a Strategic Flood Risk Assessment 2010 (SFRA). In July 2014, North Tyneside Council published its Local Flood Risk Management Strategy. Developed in partnership with Capita, this strategy includes a three year action plan that will deliver a £4m programme of permanent flood defence measures across the borough ([http://www.northtyneside.gov.uk/browse.shtml?p\\_subjectCategory=1397](http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=1397)).

### Priorities for investment

7.6 NWL funding periods cover a period of 5 years. In April 2015 NWL entered their 2015-2020 funding period which is informed by their NWL Asset Management Plan 2015-2020. NWL considers a number different data sources to compile its business case including population projections based on its drainage areas, growth information provided and outputs from its drainage area studies.

7.7 The Council is working with partner agencies to try to prioritise sites for regeneration, with schemes located across North Tyneside. The Council will work with the Environment Agency to help influence the investment schedule.

7.8 Through the improvements to the sewerage system that feeds into Howdon STW the Council is working in collaboration with NWL and EA to solve issues

related to the capacity of the STW. One prominent project is the Killingworth & Longbenton Sustainable Sewerage Scheme which has a strong emphasis on removal of surface water from the NWL combined sewer system.

- 7.9 Since the flooding in 2012 a multi-agency Surface Water and Drainage Partnership was set up bringing together the Council, Northumbrian Water, emergency services, the Environment Agency and Capita (the Council's technical partner). The Council has developed an operational flood action plan with an increased preventative approach to flooding risks. This identifies a list of priority areas, where previous flooding has been experienced and each location now has a specific action plan. In addition, there is a substantial programme of permanent flood risk reduction schemes that is currently being undertaken by Capita on behalf of the Council.

### Cross boundary issues

- 7.10 The majority of Howdon's STW catchment area is served by combined sewers which transport both foul flows and surface water to the STW. The presence of surface water limits the ability of the STW to accept additional foul flows from new developments. A position statement released by Northumbrian Water Limited (NWL) in December 2014 outlined that the likely capacity figure of Howdon STW would be between 13,000 net additional homes (Environment Agency estimate) and 27,000 net additional homes (NWL estimate), with the variance being due to differences in the time periods considered by the two bodies. It is broadly agreed that there is approximately a further 7 - 8 years of capacity within Howdon (i.e. it could be nearing its volumetric compliance limits at around 2023 without surface water management intervention).
- 7.11 The limited headroom will need to be managed to deliver the scale of housing development proposed by the five local planning authorities in the catchment. Northumbrian Water believes that a strategy of removing surface water from the combined sewer network serving Howdon STW can support the level of growth proposed within the catchment. There are a significant number of feasible opportunities to allow headroom to be freed up either through formal separation schemes or as consequence of redevelopment. The Killingworth and Longbenton project is just one example. The overall success of these measures will need to be monitored to reduce the baseline flows observed at Howdon STW.
- 7.12 Proposed future working: Tyneside Water Management Officer Working Group comprising of NWL, the EA and the five LPAs served by the Howdon STW (Newcastle, Gateshead, North Tyneside, South Tyneside and Northumberland) will continue collaborative working and monitoring of the headroom at Howdon STW to ensure new development can be delivered across the catchment. The group will meet annually to review the flows and headroom at Howdon STW. This will include monitoring of net housing additions and projecting anticipated housing delivery across the LPAs, implementation of surface water reduction projects and implementation of

surface water reduction and separation planning policies. This would inform future iterations of the IDP.

- 7.13 Any additional development in North Tyneside will therefore require improvements to the existing infrastructure, or a reduction in the current levels of surface water entering the system. The Council is currently working with NWL on a feasibility study which will aim to remove surface water from the system by re-routing water to Marden Quarry Lake. During flood conditions the overflow water from the Quarry would run straight out to sea via a new separate surface water sewer via an existing outfall, relieving pressure on the STW.
- 7.14 Another major scheme is proposed in the Killingworth area. There have been localised flooding issues around Forest Hall Letch, Longbenton Letch and Killingworth Lake. Potential development is proposed to the fields to the east of Killingworth Village within the emerging Local Plan. Currently Killingworth Lake flows back into the public sewer network, which then flows through to the STW. The proposed works set out in the Killingworth and Longbenton Sustainable Sewerage Scheme shows how the lake could be connected to existing watercourses, allowing water to be redirected into the Ouseburn River which would then carry the water directly into the River Tyne. This is a scheme that involves coordinated works between the Council, NWL and the EA and would reduce the amount of water entering the public sewer, and would free up headroom at the STW.

### Impacts on future policy

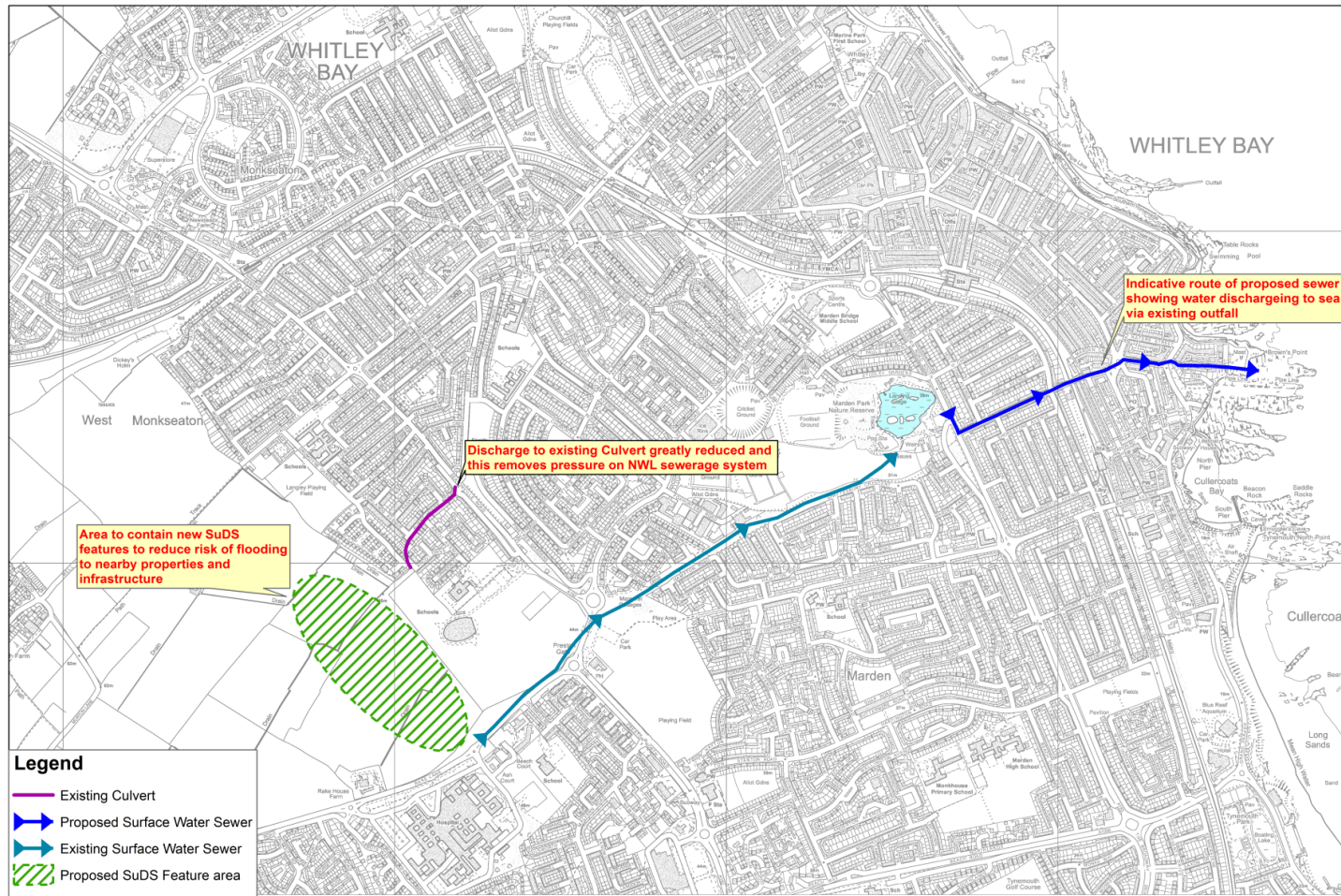
- 7.15 Northumbrian Water Ltd (NWL) are of the view that by removing surface water from public sewer network, through separation schemes and suitable on site SuDS, sufficient capacity can be provided to accommodate levels of growth likely to be proposed in North Tyneside and neighbouring areas.
- 7.16 The capacity at Howdon STW will need to be monitored to ensure that growth going forward can be accommodated and to ensure that if there is need for further investment, such as capital works then this is identified and is applied for in the correct NWL Asset Management Period (AMP). If significant capital works are identified in an AMP then these will be incorporated into future iterations of the Infrastructure Delivery Plan.
- 7.17 A Water Cycle Study (WCS) for the borough has been completed to ensure the proposed growth targets for North Tyneside can be met without adversely impacting on the water environment and whether required infrastructure can be planned for and brought online alongside new development, in a timely and phased manner. The study has also identified areas for further investigation. The WCS has been informed by a separate Surface Water Management Plan that considers surface water management issues in more detail. The multi agency North Tyneside Surface Water and Drainage Partnership was established in March 2013 to deal with flooding issues in the borough strategically.

- 7.18 Following a Written Statement (HCWS161) made by the Secretary of State for Communities and Local Government in December 2014, the Local Lead Flood Authority (LLFA) is now a statutory consultee on planning applications for major developments in relation to surface water drainage. The changes came into effect on April 15<sup>th</sup> 2015. The LLFA will work with the Local Planning Authority (LPA) at North Tyneside Council to apply the National Planning Policy Framework (NPPF) which stipulates that planning applications must contain an assessment of flood risk and water quality, and Planning Practice Guidance that advises on how planning can take account of the risks associated with flooding in plan-making and the application process.

## Coastal Defences

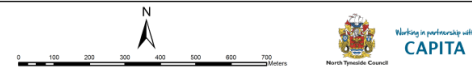
- 7.19 The coastal area plays a pivotal role within North Tyneside's infrastructure for transport, leisure and tourism. Appropriate flood defence infrastructure can significantly reduce the risk of flooding.
- 7.20 North Tyneside Council and Northumberland County Council have produced a joint Shoreline Management Plan 2010 (SMP2) which provides the policy framework for managing the risks from coastal erosion and sea flooding along this coast in a sustainable manner over the next 100 years. A coastal strategy is under preparation and will inform projects necessary within the North Tyneside Authority area.
- 7.21 For the North Tyneside coastline the SMP contains the following policies:
- I. Maintain protection to property and infrastructure against erosion and sea flooding.
  - II. Allow natural processes to proceed at specified undefended sections of coastline.
- 7.22 These policies and resulting action plan of maintenance to current defences does have implications for infrastructure. Recreation and amenity areas may be lost at Whitley Bay and the risk of flooding could increase at the Fish Quay.
- 7.23 Existing areas of sea defence will continue to be maintained. Future funding from the Environment Agency for Grant in Aid will require partnership funding for maintaining sea defences. This partnership approach will include all those potentially benefiting from the project.
- 7.24 Further details are available through the North East Coastal Group webpage: <https://northeastcoastalgroup.wordpress.com/links/north-east-smp2/>





Proposed Surface Water Separation - Marden Quarry

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Map 8: Proposed Surface Water Separation – Marden Quarry

## 8 Open Space

8.1 Green space, or open space is described in the NPPF as:

*All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.<sup>7</sup>*

8.2 An important component of North Tyneside's green infrastructure network is its biodiversity and geodiversity assets. The borough has a couple of internationally designated sites (Northumbria Coast Ramsar and the Northumbria Coast Special Protection Area (SPA). These internationally important sites have statutory protection and proposed development is subject to specific legal procedures. Depending on the development proposal and whether it would be applicable, the Council have produced guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) that can be considered in applying Local Plan Policy DM5.6.

8.3 The NPPF outlines that open space standards should be based on a local assessment of the supply and demand for such facilities. The revised North Tyneside Green Space Strategy (2015) sets out the current provision of different types of green space across the borough. It sets local provision standards, identifying where there are deficiencies in existing quantity and the distribution or quality of green space. It also includes the results of a borough-wide audit of the quality and value of all green spaces. There are some types of green space (beaches, cemeteries and green corridors) that are unsuitable to have provision standards set for them.

8.4 The accessibility standards were based on a question from the 2008 Green Space Strategy and information from national guidance e.g. Fields in Trust. A number of the local accessibility standards identified in the Strategy are based around physical accessibility, in terms of the maximum straight line walking distance that every household should be from different types of green space. 300 metres straight line walk equates to around five minute's journey time and this is felt appropriate for access to informal green space.

8.5 The Green Space Strategy 2015 recommends the following standards that all households should be within:

- 300m of at least 0.1 ha of accessible, free and usable greenspace.
- 300m of a natural or semi-natural<sup>8</sup> green space of at least 2ha in size
- 2km of a natural or semi-natural green space of at least 20ha in size
- 5km of a natural or semi-natural green space of at least 100ha in size
- 10km of a natural or semi-natural green space of at least 500ha in size

<sup>7</sup> (NPPF, 2012. Pg 54) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

<sup>8</sup> Natural England define natural spaces as "places where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate" (Nature Nearby - Accessible Natural Greenspace Guidance, Natural England, page 48 <http://publications.naturalengland.org.uk/file/95015>). When using this definition, actually deciding at which point a feeling of naturalness predominates may be difficult to determine, although for advice, Natural England suggest that those areas designated for their biodiversity quality, woodlands, country parks and open land could fall within the definition

- 900 metres of a Park.<sup>9</sup>

8.6 The need for informal green space is not confined to residential areas; the borough's town centres and employment areas require provision so visitors and workers have spaces to relax and enjoy recreation in. For this reason the standard is based on all properties in the borough, not just households.

8.7 The NPPF also outlines that Local Planning authorities should:

*'set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'*<sup>10</sup>

8.8 North Tyneside's Green Infrastructure Strategy (2015) sets out a vision for GI development and enhancement over the next 15 years. It sets out North Tyneside's GI assets and deficiencies which are followed by recommendations for improvement. Within the strategy, North Tyneside's Wildlife corridors have also been updated to identify concentrations of core areas of high quality habitats as well as those which are isolated at a landscape scale. This information has then been used to create an implementation plan to support the enhancement and creation of new GI sites in North Tyneside, with a number of potential projects highlighted.

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<sup>9</sup> formerly Borough Parks and Neighbourhood Parks, it is now considered to combine the two kinds of park and consider them under one grouping.

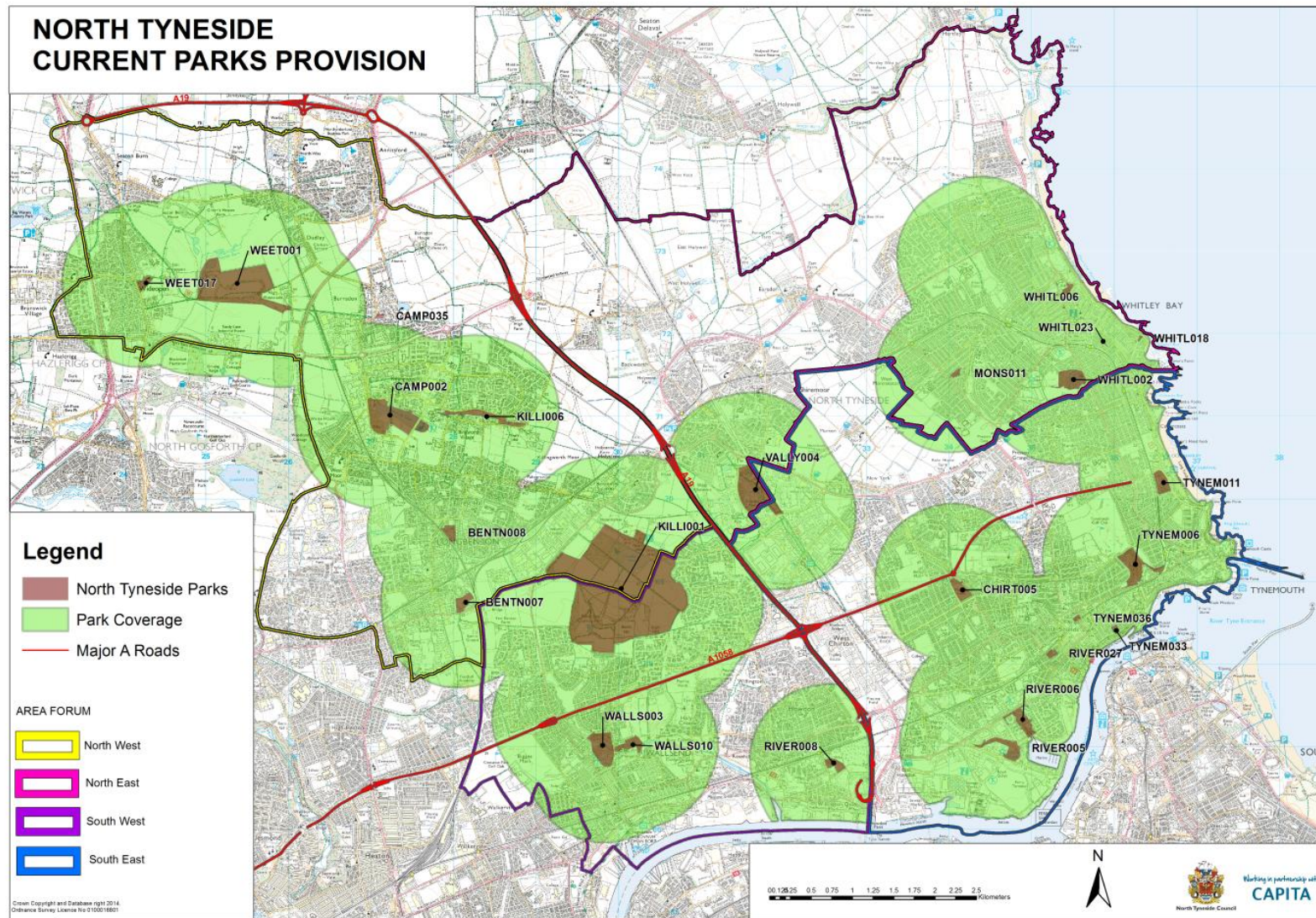
<sup>10</sup> (NPPF 2012 para 114) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

## Parks

- 8.9 There are 26 Parks in North Tyneside Parks that provide multiple benefits including:
- Creating an attractive and vibrant place to live, work and visit
  - Benefiting the local and regional economy
  - Improving the health and well being of our communities
  - Providing an important role in North Tyneside's society, culture and heritage.
- 8.10 Parks and green spaces In North Tyneside are an essential element of its cultural offer and contribute significantly to improving the quality of life of its residents. Parks provide space for free play, sports, activities and events, but also spaces for quiet relaxation and the preservation, celebration and enjoyment of our cultural heritage and nature. Having close-to-home access to parks and green spaces is an important factor influencing whether people will become active and stay that way. The map overleaf shows the overall coverage of the park space in North Tyneside
- 8.11 The Keep Britain Tidy Green Flag Award scheme is central to the Council's agenda of improving the quality of its parks. The scheme recognises and rewards the best green spaces in the country.

## Allotments

- 8.12 Allotments are an essential and sought after greenspace for North Tyneside's residents, which are enjoyed by all sections of the community. They can help improve quality of life by promoting healthy food, exercise, wellbeing in addition to their positive impact on our local environment.
- 8.13 North Tyneside in partnership with the Allotment Community and all potential allotment stakeholders developed an Allotment Strategy which was adopted by the Council then launched in August 2009. This essential document has a 6 year plan and it will mould and secure the future provision of allotments in North Tyneside. Quality and value audits of the borough's allotments are carried out by the Council's Allotment Team who has developed their own Good Allotment Standard.
- 8.14 The North Tyneside Allotment Strategy 2009-2015 sets out the Council's commitment and vision for allotments. The Strategy identifies:
- What the Council wants to achieve through the allotment service for current and future plot holders and other North Tyneside residents,
  - How the Council will work with plot holders, site associations, members of the local community and other voluntary and statutory organisations to make its vision a reality,
  - The resource implications of the Strategy and how the Council plans to attract those resources



Map 9: Park coverage in North Tyneside, with 1km buffers surrounding each site

## Children's Play Areas

8.15 North Tyneside Council is committed to making North Tyneside a more children & young people friendly borough. High quality outdoor play is a key element to achieve that goal. The challenge is one that we recognise as a shared responsibility and can only be achieved through commitment from a range of partners. The shared aim with children & young people and parents is for all children & young people to enjoy a range of safe, exciting places to play close to where they live.

## Assets

8.16 There are four types of equipped areas for play covered in the Green Space Strategy: Local Area for Play (LAP), Local equipped areas for play (LEAP), Neighbourhood equipped areas for play (NEAP) and Strategic equipped areas for play (SEAP).

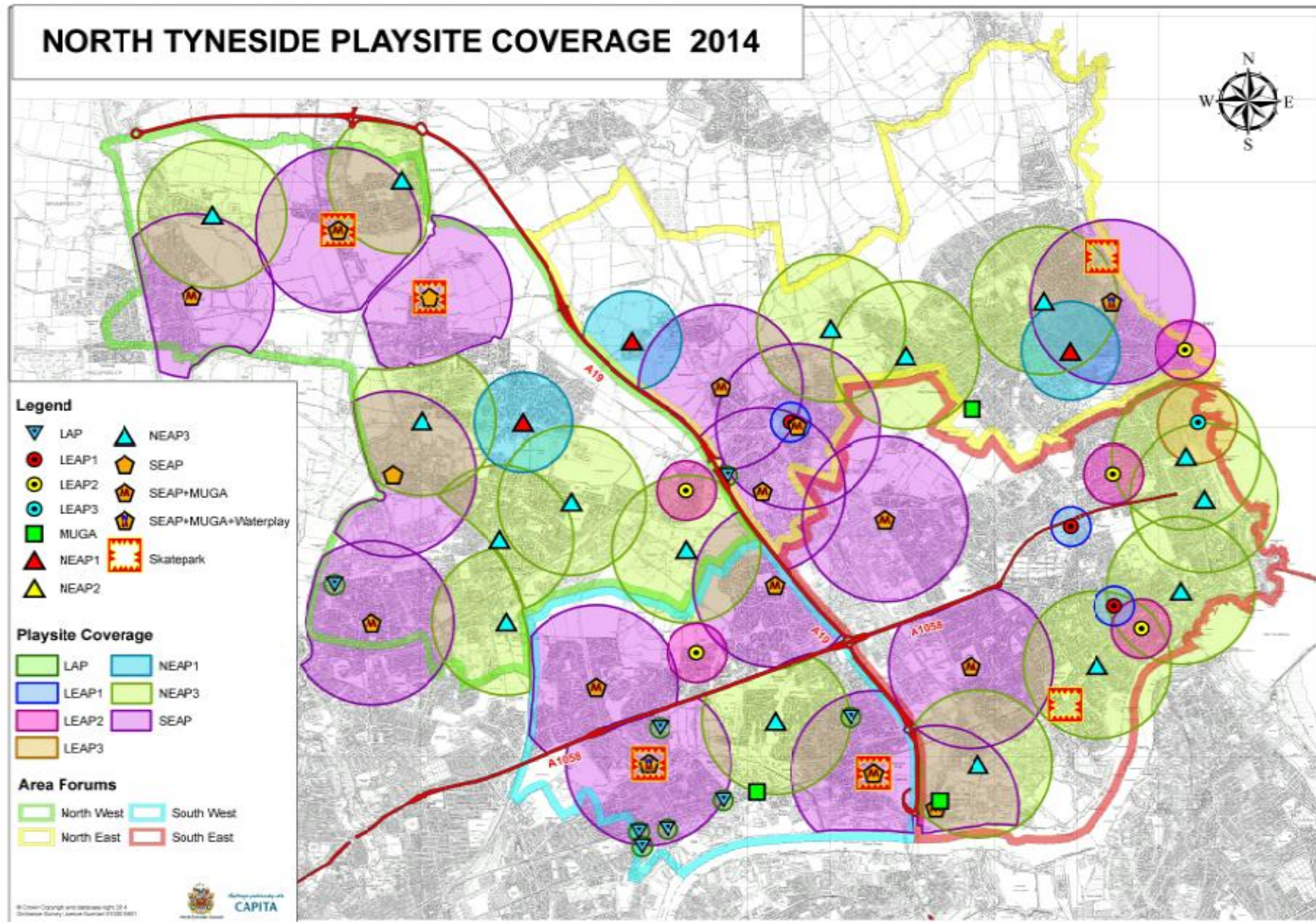
8.17 The LEAP and NEAP categories have been subdivided into three categories, resulting in a positive progression in the minimum size of equipped play area, the minimum number of play units and distance. This allows for consideration that sites will be of differing sizes and the assumption that people will travel greater distances to sites that have a greater number and variety of facilities. Finally, to take account of larger play areas, the SEAP category has been identified.

8.18 The excellent opportunities for play offered by MUGAs, skateparks and water play facilities are recognised, but not counted towards the overall equipped play coverage across the borough. This is because they offer a specific nature of the kind of play, which may not be suitable for everyone.

8.19 There are currently 52 sites within the borough that meet the LAP, LEAP, NEAP and SEAP criteria and each of these are illustrated on the map overleaf. Of these, 21 are in the North West area, six are in the North East area, 13 are in the South East area and 12 are in the South West area.

8.20 In addition, there are three standalone MUGAs (one each in the North East, South East and South West), six skateparks (two each in the North West and South West, one each in the North East and South East), and water play facilities in the North East and South West. At present there are no further proposed equipped areas for play for the borough.

Play area type	Minimum size equipped play area	Minimum number of play units	Radial straight-line distance for play area
*LAP	100m <sup>2</sup>	Designated playspace with 4 or less play units	120m
*LEAP (1)	400m <sup>2</sup>	5 types of play unit	240m
*LEAP (2)	600m <sup>2</sup>	6 types of play unit	360m
*LEAP (3)	800m <sup>2</sup>	7 types of play unit	480m
*NEAP (1)	1,000m <sup>2</sup>	8 types of play unit	600m
*NEAP (2)	1,200m <sup>2</sup>	9 types of play unit	750m
*NEAP (3)	1,400m <sup>2</sup>	10 types of play unit	900m
*SEAP	1,600m <sup>2</sup>	11 types of play unit	+1,000m



Map 10: Playsite coverage in North Tyneside, with colours and buffers representing the relevant coverage for each type of playsite

## Sports Pitches and Sport and Leisure Centres

### Introduction

- 8.21 The provision of high quality and accessible community playing pitches at a local level is a key requirement for achieving the targets set out by the Government and Sport England. The North Tyneside Council Playing Pitch Strategy (2013-2023) provides a strategic framework for the maintenance and improvement of existing playing pitches and ancillary facilities over the next ten years. The Strategy covers football, rugby, cricket and artificial grass pitches (AGPs).
- 8.22 The Council also undertook a Playsite Provision Audit (2012) and using the Local Quality Standards for Play Spaces, the audit identified gaps in provision and identified priorities for future investment. The list of requirements are set out in the IDS but there are no costs associated with the specific schemes but an overall figure is outlined.
- 8.23 The emerging Built Sports Strategy (2015) focuses on the indoor facilities in North Tyneside, such as swimming pools, sports halls, indoor bowls and other facilities. The Built Sports Strategy will complement the Playing Pitch Strategy 2013 and together they provide a comprehensive plan for sporting facilities in the borough.

### Assets

#### Outdoor sports provision

- 8.24 Football
- I. There are a total of 272 teams playing on pitches in North Tyneside.
  - II. 36 sites available for community use, providing a total of 109 pitches. The majority of provision with no community usage is at school sites, where NTC gaining access for community use is difficult.
  - III. In general, there is a need to improve the quality of existing playing pitch stock, ancillary facilities and the provision of more all weather facilities.
- 8.25 Cricket
- I. There are nine cricket pitches, of which all are available for community use in North Tyneside, accommodating 41 teams (including seniors and juniors).
  - II. Team generation rates shows that there is likely to be an additional three senior men's teams and one junior team for cricket in 2023.
  - III. There is a need for access to at least one better quality cricket pitch in North Tyneside given the demand expressed by clubs.
- 8.26 Rugby
- I. There are 9 rugby union grass pitches and one rugby league grass pitch available for community use in North Tyneside. Rugby union pitches are predominately located in North Shields.
  - II. In total, there are 13 senior rugby union teams playing across North Tyneside. In addition, the majority of training for senior teams as well as a large number of junior teams occurs on competitive grass rugby pitches in North Tyneside (due to a lack of designated training facilities) which further adds pressure on pitches.



- III. Due to the large number of teams training on match pitches in North Tyneside, most pitches are overplayed. More pitches and ancillary facilities are needed to meet both current and future demand.

#### 8.27 Hockey

- I. There are six full size AGPs in North Tyneside. Four are suitable and available for competitive hockey; all are rated as good quality with floodlights. However, Marden Bridge Sports Centre is not used by a hockey club.
- II. The resurfacing of the all-weather pitch at Marden Bridge Sports Centre is a priority.
- III. The AGP at John Spence High School was a priority target for the FA. This work is now complete, and the AGP surface has been updated to a 3G pitch. This resurfacing has meant that the North Shields Hockey Club has relocated to The Parks Sports Centre.
- IV. Lockety Park AGP opened in October 2014 to provide mini pitch for the north west of borough.

#### 8.28 Schools

- I. There are 94 playing pitches (including all types) in North Tyneside, of which 40 are identified as having community use. It is considered by NTC that where community use is not permitted, the potential of gaining access is difficult.
- II. In total, eight secondary, three middle and five primary school are regularly used for competitive community use.
- III. The quality and quantity of outdoor sports facilities at school sites varies across North Tyneside. However, a common theme is poor quality drainage of school pitches which often dictates the level of curricular, extracurricular and community use.

### Indoor sports provision

8.29 Data that has been gathered as part of the emerging Built Sports Strategy has taken into account the quality, accessibility, availability and demand for facilities in North Tyneside. The borough benefits from a number of Local Authority run facilities which support strong community uses. The Local Authority control and manage the following facilities:

- I. Hadrian Leisure Centre
- II. The Lakeside Centre
- III. The Parks Leisure Centre
- IV. Tynemouth Swimming Pool
- V. Waves Leisure Pool

8.30 Of the five facilities that are in council control, two of them have Quest status which is a UK based quality scheme for sport and leisure facilities. This is a sign of the high standard of the facilities in North Tyneside, and there are plans to have the other facilities assessed by Quest in the future to try gain accreditation.

### Swimming Pools

8.31 As part of the emerging Built Sports Strategy evidence base, Sport England provided an assessment using their Facilities Planning Model (FPM) of the Swimming Pools and Sports Halls in North Tyneside. They came to the following conclusions:

- I. North Tyneside currently has 12 swimming pools which are a mix of facility types; public, members' only fitness facilities, hotel pools, school pools with community access and private facilities. There are additional pools in North Tyneside but these do not comply with Sport England standards for pool size, and would either class as tanks (less than 180m<sup>2</sup>) or leisure pools (200m<sup>2</sup>).
- II. The sites are split evenly between the commercial sector and the local authority control, with 8 of the pools under the control of North Tyneside Council.
- III. Overall, the pools in North Tyneside provide 2,841sq.m of water space. As a per capita figure this equates to 13.83 sq.m of water space per 1000 residents. This is higher than Newcastle and South East Northumberland, as well as being higher than the regional and national average.
- IV. The majority of pools in North Tyneside have extra capacity, with Tynemouth Pool being an exception which is at 95% of capacity at peak times, from the FPM model data.

### Sports Halls

8.32 Sport England found that their FPM model outlined that there is a positive picture of sports halls provision. There are 28 sports halls in North Tyneside located at 16 separate sites. In total the halls provide 108 badminton courts. 13 of the sites and 25 of the sports halls are located on education sites, the remaining 3 sites, and 3 halls are located at Local Authority centres.

8.33 North Tyneside residents enjoy a level of provision of 5.25 courts per 10,000 population. This is higher than the national average.

### Health and Fitness facilities

8.34 There are 26 Health and Fitness facilities located across North Tyneside. The assets are split between the control of the Local Authority, Schools and the Private Sector. Of the existing assets, 5 are in the control of the Local Authority, 12 classed as commercial, 7 at schools and higher education sites, 2 of them classed as Other. North Tyneside Council is the largest operator in this sector.

### Specialist Indoor Provision

8.35 The following facilities would be included within North Tyneside's specialist provision:

- I. Dance studios - 31 studio sites
- II. Indoor Bowls Centres - one Indoor Bowls Centre at the Parks Sports Centre. Currently 8 rinks offer 'Pay and Play' access, as well as it supporting a number of bowls clubs.
- III. Squash Courts - two Squash Centres; Centurion Park and Tynemouth Squash Club with a total of 8 courts)
- IV. Whitley Bay Ice Rink is a regional facility, which is in private ownership. The facility supports a number of ice related sports.
- V. Indoor Tennis Centre – At Churchill College with 3 indoor courts, and 3 courts at Blue Flames.

- VI. Soccordome is a large purpose built indoor football centre, which provides 11 3G pitches. This is the largest site of its kind in North Tyneside.

### Priorities for Investment

#### Natural and Semi Natural Space

- 8.36 Reflecting the predominantly urban nature of North Tyneside some wards would benefit from improved access to Natural and Semi-natural green space. In particularly Longbenton, Monkseaton and Howdon areas, and most of the wider North Shields area. Camperdown/Killingworth and Wallsend are densely-built areas, but benefit from the Rising Sun Country Park and the green spaces surrounding Wallsend Burn. The coast also has good access to natural and semi natural space.

#### Parks

- 8.37 13 of the 20 Wards are over the borough wide average of 78.7% of households within the acceptable catchment, 10 of which are over 90%. Whitley Bay and Tynemouth wards both have 100% of their households within the acceptable catchment.
- 8.38 Collingwood, Howdon, Camperdown, Valley and Longbenton have lower levels of households within the catchment of parks. However, due to provision in neighbouring authorities, some areas of the borough may not be as deficient as appears, the catchment area of Big Waters Country Park in Newcastle takes in many properties in the north west that are not covered by North Tyneside facilities. A small part of the Longbenton Ward falls within the outer catchment of Jesmond Dene.
- 8.39 The Council aims for its parks to play an even more highly valued part in life; to be a cherished community resource and to be part of the richness that makes North Tyneside a great place to live, study, work and visit.
- 8.40 The Council will strive to develop and regenerate its parks to nationally recognised standards within available resources. The Council will actively seek additional funding opportunities to ensure sustainability, continued development and improvements.

### Priorities for Investment

#### Allotments

- 8.41 The borough has an ageing population and the demographic trends through the Plan period show that this is only going to increase. With nearly half of all allotment holders being over 60 it can be assumed that there will be further increase in demand for allotments. Allotments have multiple benefits for a person's wellbeing, helping people get out of the house, gives them a focus, fresh air and the opportunity to be part of a social group whilst developing a sense of ownership. They allow residents to socialise, make friends and become part of the wider community or enjoy solitude in a safe and attractive

environment. Gardening is also recognised as being useful in stress relief and relaxation.

8.42 The areas of greatest need for new allotment sites are Killingworth, North Shields/Tynemouth and Whitley Bay. Developing new allotment provision in these areas will not only provide for the local demand but also reduce the pressure of sites in adjacent neighbourhoods.

8.43 The other priority for investment is to improve the existing allotment facilities by achieving a 'Good Allotment Standard' across the borough, being phased over the Plan period. The criteria to reach North Tyneside Good Allotment Standard are:

- Good access
- Good security
- Well-maintained paths
- Adequate water provision
- Freedom from neglected plot

### Priorities for Investment

#### Children's play areas

8.44 There is scope to improve the distribution of equipped provision across the borough to better enable access to play opportunities within easy walking distance of children & young people.

8.45 Overall, the outcomes of the green Space Strategy are mostly positive with 11 of the 20 Wards have 90% or over of households within catchment areas of equipped playsites. Valley and Chirton Wards have close to 100% of households within the catchment of an equipped play area.

8.46 In wards with a lower proportion of households within the catchment of a play area, new sites could be provided or existing facilities improved.

### Priorities for Investment

#### Sports Pitches and Sports Centres

8.47 **Football** - There is a general shortfall of junior and mini football pitches but in the South of the Borough there is a surplus in senior pitches.

8.48 Almost all clubs report that further access to a 3G pitch is required to support their training requirements. In some areas there is a need to invest in ancillary facilities such as changing rooms, club houses and car parking improvements.

8.49 Rather than investing in new facilities, there is a need to improve the quality of existing playing pitch stock, ancillary facilities and the provision of more all weather facilities.

8.50 A grant of £99,000 was made from the Football Foundation to contribute towards the provision of a new Artificial Grass Pitch (AGP), improved car

parking and grass pitch improvements at Lockey Park in Wideopen. This work is now complete.

- 8.51 **Cricket** - There is a general shortfall of junior and mini cricket provision in the North East and North West of the Borough. However, support should be given to clubs to increase the availability of artificial wickets for play and improve facilities to accommodate future demand. There is a need for access to at least one better quality cricket pitch in North Tyneside given the demand expressed by clubs.
- 8.52 **Rugby** - Due to the large number of teams training on match pitches in North Tyneside, most pitches are overplayed. More pitches and ancillary facilities are needed to meet both current and future demand. New rugby union pitch provision (grass or IRB compliant artificial) will be needed to meet the current and future deficiency and has been highlighted in the North East and South East.
- 8.53 Two new pitches have been recently been provided for Wallsend RFC, however there is a need to now provide a new club house and ancillary facilities.
- 8.54 **Hockey** - Consultation from the Councils Playing Pitch Strategy does not identify the need for more provision but it does advise retention of the current level of hockey surfaces (at a good level of quality).
- 8.55 **Indoor Bowls** - The Built Sports Strategy gives an indicative figure to the number of rinks and centres there should be in North Tyneside related to population by using the Sport England Sports Facility Calculator. This is a primitive assessment of the requirement for indoor bowls, but shows that population growth in the borough would require 1 additional facilities or improvements to the existing facilities, to provide a higher number of indoor bowls rinks.
- 8.56 The Built Facilities Strategy and the Playing Pitch Strategy will be used to inform the funding arrangements for further provision and provide a tool for negotiating section 106 contributions from development. It is anticipated that there may also be direct provision as part of development proposals and funding bids to Sport England.

### Overall Priorities for Investment in Open Space

- 8.57 A key priority is to maintain the high standard of facilities that currently exists in the borough and raise the standards of others. New sites for open space, in all its forms, could be provided but catchment totals could sometimes be increased through the improvement of the existing facilities that currently surround those areas.
- 8.58 It is the Councils preferred approach that when determining the needs of future open space provision in the Local Plan the possible expansion and or improvement of existing facilities are first considered. Costs sought to

maintain and improve the existing facilities in the catchment of new development may be able to respond to meet the increased demand with additional investment.

- 8.59 Calculations for future contributions will be determined from the Planning Obligations Supplementary Planning Document.

## 9 Health

### Introduction

- 9.1 Whilst life expectancy has greatly improved within North Tyneside some health facilities are under a great deal of pressure due to an ageing population and health facility capacities. Boosting economic growth and continuing to support residents into employment will contribute towards tackling health inequalities.
- 9.2 Planning continues to have a major impact on the wider determinants of health. Access to green spaces and sporting facilities can contribute greatly to the improvement of health and well-being. By increasing access to green space and rates people are more likely to walk, run, cycle and play. This can have real benefits for people's health enjoyment and social interaction. Links between good quality green infrastructure and improved mental and physical health are now well established within North Tyneside.
- 9.3 On 1 April 2013 the responsibility for public health services transferred from North Tyneside PCT to North Tyneside Council and a public health ring fenced grant is now allocated to the Authority. The Authority now has responsibility for:
- leading investment for improving and protecting the health of the population and reducing health inequalities;
  - ensuring plans are in place to protect the health of the population and ensuring an appropriate public health response to local incidents, outbreaks and emergencies; and
  - providing public health expertise, advice and analysis to Clinical Commissioning Groups (CCGs).
- 9.4 The Authority will also have a new role in supporting, reviewing and challenging NHS commissioned immunisation programmes and national screening programmes.
- 9.5 A key message from national health policy is the recognition that disadvantage starts before birth and accumulates throughout life and the key to tackling health inequalities lies in tackling social inequalities and the disadvantages that families and individual experience.
- 9.6 Emphasis is placed on the early years as this is the foundation for future health and wellbeing. It is recognised that creating employment opportunities and developing sustainable places and communities are key objectives to improving health and wellbeing.
- 9.7 The North Tyneside Joint Health and Wellbeing Strategy 2013-23 outlines the top joint priorities for improving the health and wellbeing of people living in North Tyneside. The strategy has been developed through the Health and Wellbeing Board involving a range of partnership groups and local communities in the borough.

- 9.8 The key priorities for the borough are as follows;
- Improving the Health and Wellbeing of Families
  - Improving Mental Health and Emotional Wellbeing
  - Addressing Premature Mortality to Reduce the Life Expectancy Gap
  - Improving Healthy Life Expectancy
  - Reducing Avoidable Hospital and Care Home Admissions
- 9.9 Long term factors identified to tackle some of these priorities include improving educational attainment levels, improving employment opportunities and the provision of decent quality housing.

### Assets

- 9.10 Northumbria Healthcare NHS Foundation Trust manages hospital and community health services in North Tyneside. Newcastle Upon Tyne Hospitals NHS Foundation Trust (NUTHFT) provides services for residents predominantly in west North Tyneside and for more specialist services. Within North Tyneside, the Trust operates North Tyneside General Hospital (NTGH) and associated facilities adjacent to the hospital building and Tynemouth Court in North Shields. Over the next ten years, within both North Tyneside and Northumberland, the Trust is planning to invest £200 million to further improve healthcare.
- 9.11 Following extensive consultation since 2009, the Trust's £200m investment plans include building the new £75million state-of-the-art Northumbria Specialist Emergency Care Hospital (NSECH) at Cramlington that opened in 2015, serving Northumberland and North Tyneside.
- 9.12 Primary care services in North Tyneside:
- I. Rake Lane Hospital, North Shields is located on the A191 and is the largest of the three general hospitals
  - II. 29 GP practices within North Tyneside.
  - III. 30 NHS dental practices within North Tyneside.
  - IV. 20 optometric practices
  - V. 51 pharmacies
  - VI. Healthy living centres in North Tyneside which are located in: Dudley, Moor Park and Meadow Well

### Priority for investment

- 9.13 The Pharmaceutical Needs Assessment indicates that access to community pharmacy across North Tyneside is well provided for during core hours. Taking into account the variations between localities, it concludes that there is adequate provision of essential pharmaceutical services, apart from South West locality (Wallsend) on Sundays, and that there are no significant gaps in the provision of advanced and locally commissioned services.
- 9.14 The information that has been received from NHS England suggests that the majority of GP surgeries in the borough are over capacity, and with an anticipated increase in population this is an issue which will need to be resolved.



## 10 Regeneration and Public Realm

### Introduction

- 10.1 It is crucial that the Local Plan for the borough seeks to plan positively for the regeneration of its town centres and communities to encourage economic activity and sustainable attractive places to live. In considering the infrastructure requirements for the town centres the creation of an attractive public realm and attractive and safe environments that are also easily accessible with good transport links is of key importance to attracting people to the town centre.
- 10.2 North Tyneside has many architectural and historic assets and that can provide, where possible, opportunities to integrate heritage assets into urban regeneration to create unique, successful areas that people enjoy living, working and visiting. The appeal of the character and appearance of heritage assets mean that they can contribute significantly to the economy of an area as part of a regeneration scheme.

### Assets

- 10.3 The borough has no single main centre. Instead it includes the four town centres of Wallsend, North Shields, Whitley Bay and Killingworth, which are spread across the borough. Each town centre serves a predominantly local catchment area and surrounded by dense residential development. Killingworth is different to the other centres as it was part of Killingworth new town built in the 1960's. Killingworth town centre is principally a covered shopping mall under single ownership. The remaining centres are typically a collection of small and large premises providing a mixture of town centres functions but with a shopping centre in the heart of each (Whitley Bay – Park View Shopping Centre, North Shields – The Beacon Centre and Wallsend – The Forum). Each town centre provides a vital role to the community of North Tyneside and served by bus and Metro (except Killingworth, which doesn't have a Metro station).

### Priority for investment

- 10.4 Based on regeneration strategies for the coastal area, an emerging North Shields Masterplan and well advanced regeneration in Wallsend and the River Tyne North Bank, a number of priorities for investment are currently being addressed. The Local Plan also outlines potential policy interventions in the North West villages area. Securing regeneration and investment that can deliver a high quality public realm in the short to medium term would help contribute to the future vitality and viability of town centres and communities.

### Impacts on future policy

- 10.5 The importance of improving the town centres to deliver successful sustainable development over the Plan period is reflected as one of the objectives for the Local Plan. The public realm is seen as playing an important role in contributing towards the impression of the centre and contribute to future vitality and viability.



North Tyneside Council

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# North Tyneside Council Infrastructure Delivery Schedule

August 2017

## Infrastructure Delivery Schedule

This Infrastructure Delivery Schedule (IDS) has been prepared based upon the update to the North Tyneside Infrastructure Delivery Plan, Update 2017 and the Murton and Killingworth Site Specific IDP 2016.

The IDS provides a collated schedule of all potential infrastructure projects and an estimate of the potential costs for future infrastructure. There may be a range of potential sources of funding for infrastructure within the IDS including use of Section 106 agreements, Section 278 agreements and use of Community Infrastructure Levy (CIL). Sources of funding that are additional to potential developer contributions may also become available to support delivery of the infrastructure included in the IDS. This could take the form of grants and loans via the public sector and other private investment.

**Projects included within the Infrastructure Delivery Schedule cover a wide range of issues. Not all projects will be required over the life of the Local Plan and at this stage the majority of projects are not committed or formally required.**

## Potential Project Delivery Leads

The following potential delivery leads have been identified in relation to potential infrastructure projects in North Tyneside.

- The Clinical Commissioners Group and NHS England in relation to primary health care
- North Tyneside Council in partnership with Natural England and Northumberland Wildlife Trust.
- Developers either on site or off site where permitted as part of agreement with the Authority.
- North Tyneside Council in delivery of its services including in relation to highways, education waste management and street cleaning, parks, play areas and sports provision
- Free school or Academy organisations under current national legislation where any new schools are required.
- Nexus, rail operators and transport operators in relation to public transport improvements and investment relating to metro or network rail track.
- Public private partnerships, particularly in relation to the delivery of regeneration schemes
- North Tyneside Council as Local Lead Flood Authority in partnership with Environment Agency and Northumbrian Water Ltd in relation to water management and flood risk projects.

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
<b>Primary Health Care</b>							
1	Additional capacity for services (excluding the Strategic Sites at Murton Gap and Killingworth Moor)	Borough wide		£1,979,965		CCG / NHS England	CIL
2	Appropriate capacity improvements (Potential branch surgery to be provided at Killingworth Moor)	Killingworth Moor		£960,007		CCG / NHS England	CIL
3	Appropriate capacity improvements (Potential expansion of existing GP surgeries in the vicinity of Murton Gap site)	Murton Gap		£1,095,820		CCG / NHS England	CIL
<b>Biodiversity/Semi-natural open space</b>							
4	Coastal habitat and species biodiversity enhancement	Borough wide			£277,000	NTC / Natural England / N'land Wildlife Trust	S106/ National funding
5	Maintenance and enhancement of Local Wildlife Sites	Borough wide		£847,000		NTC/ N'land Wildlife Trust	S106
6	Habitat Creation Suitable Accessible Natural Greenspace (SANG) off-site	Borough wide		2,000,000		NTC/ N'land Wildlife Trust	CIL
7	Habitat Creation and enhancement – including Suitable Accessible Natural Greenspace (SANG) on site	Murton Gap	TBC			Developer	S106
8	Habitat Creation and enhancement	Murton Gap	£1,860,201			Developer	S106
9	Habitat creation and enhancement	Killingworth Moor	£1,199,618			Developer	S106
10	Habitat creation and enhancement	Borough wide		£210,000		NTC/ N'land Wildlife Trust	S106
<b>Allotments</b>							
11	Increasing the number of allotment sites and plots to meet additional demand	Borough wide		£1,060,000		NTC	S106
12	111 allotments to be provided on site for the Murton Strategic Site (based upon forecast demand arising from the development)	Murton Gap	£300,000			Developer	S106
13	75 allotments to be provided on site at the Killingworth Moor strategic site (based upon forecast demand arising from the development)	Killingworth Moor	£200,000			Developer	S106
<b>Parks</b>							
14	Maintenance and enhancement of Parks in the Borough	Borough wide		£2,185,118		NTC	S106
<b>Equipped Play Sites</b>							

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
15	Development of new playsites (including LEAP, NEAP, and SEAP) at locations where there is an identified need.	Borough wide			£2,285,077	NTC	S106
16	Maintenance of LEAP, NEAP and SEAP at all existing play sites across the borough. Improve existing equipment on all play sites where necessary and improvement to playsites..	Borough wide		£2,065,000		NTC	S106
17	Provision of suitable LEAP / SEAP on site	Murton Gap	£121,547			Developer	S106
18	Provision of suitable LEAP / SEAP on site	Killingworth Moor	£121,547			Developer	S106
<b>Sports (inc. Pitches, Swimming Pools and Halls)</b>							
19	Sports provision Improve / enhance existing provision off-site.	Murton Gap		£2,535,673		NTC	S106
20	Sports provision Improve / enhance existing provision off site.	Killingworth Moor		£1,690,448		NTC	S106
21	Sports provision Improve / enhance existing provision.	Borough wide		£2,003,118		NTC	S106
<b>Education</b>							
22	Secondary Education - New Secondary School on Killingworth Moor Strategic Site or improvement / enhancement as required to increase capacity of Longbenton and/or George Stephenson and/or John Spence Secondary Schools. (Committed s106)	Borough wide	£2,850,000			Free school or Academy/ NTC	S106
23	Secondary Education - New Secondary School on Killingworth Moor Strategic Site or improvement / enhancement as required to increase capacity of Long Benton and/or George Stephenson and/or John Spence Secondary Schools.	Borough wide	£2,325,810			Free school or Academy/ NTC	CIL
24	Secondary Education - New Secondary School on Killingworth Moor Strategic Site or improvement / enhancement as required to increase capacity of Long Benton and/or George Stephenson and/or John Spence Secondary Schools.	Murton Gap	£8,774,190			Free school or Academy/ NTC	CIL

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
25	Secondary Education - New Secondary School on Killingworth Moor Strategic Site or improvement / enhancement as required to increase capacity of Long Benton and/or George Stephenson and/or John Spence Secondary Schools.	Killingworth Moor	£6,050,000			Free school or Academy / NTC	CIL
26	Primary Education. Improvement / enhancement and increase capacity as required of existing schools.	Borough wide	£2,500,000			NTC	S106
27	Primary School at Murton Gap Strategic Site	Murton Gap	£4,400,000			Free school or Academy / NTC	S106
28	Primary School at Killingworth Moor Strategic Site	Killingworth Moor	£4,400,000			Free school or Academy / NTC	S106
<b>Employment and Training</b>							
29	Increase the numbers of apprenticeship opportunities available to North Tyneside residents and increase the skill sets and employability of North Tyneside residents to take advantage of apprenticeships or employment opportunities arising from this development (provision of 1 apprentice per 30 homes or equivalent of £7,000 per apprentice).	Borough wide		£1,330,000		Developer	S106
30	Increase the numbers of apprenticeship opportunities available to North Tyneside residents and increase the skill sets and employability of North Tyneside residents to take advantage of apprenticeships or employment opportunities arising from this development (provision of 1 apprentice per 30 homes or equivalent of £7,000 per apprentice).	Killingworth Moor		£466,666		Developer	S106

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
31	Increase the numbers of apprenticeship opportunities available to North Tyneside residents and increase the skill sets and employability of North Tyneside residents to take advantage of apprenticeships or employment opportunities arising from this development (provision of 1 apprentice per 30 homes or equivalent of £7,000 per apprentice).	Murton Gap		£700,000		Developer	\$106
<b>Roads</b>							
32	Murton Link Road	Murton Gap	£5,200,000			Developer	On site condition
33	A186 Earsdon Road Roundabout	Murton Gap	£3,600,000			Developer	\$278
34	A191 Roundabout Rake Lane	Murton Gap	£2,090,000			Developer	\$278
35	A191 Roundabout New York Road	Murton Gap	£2,000,000			Developer	\$278
36	New York Road Access	Murton Gap	£900,000			Developer	\$278
37	Bridge over Metro Line	Murton Gap	£2,000,000			Developer	On site condition
38	Westminster Avenue	Murton Gap	£300,000			Developer	\$278
39	Norham Road/Park Lane	Murton Gap	£1,750,000			Developer	\$278
40	Tynemouth Pool	Murton Gap	£1,615,000			NTC	\$106
41	Killingworth Link Road	Killingworth Moor	£6,336,000			Developer	On site condition
42	A19 Underpass Tunnel	Killingworth Moor	£2,000,000			Developer	On site condition
43	Killingworth Way Roundabout	Killingworth Moor	£1,500,000			Developer	\$278
44	Killingworth Lane Junction	Killingworth Moor	£400,000			Developer	\$278
45	Forest Gate Junction	Killingworth Moor	£250,000			Developer	\$278
46	A19 Killingworth Interchange	Killingworth Moor	£3,500,000			Developer	\$278
47	Wheat Sheaf Roundabout	Killingworth Moor	£400,000			NTC	\$106
48	Great Lime Road / Killingworth Village	Killingworth Moor	£350,000			Developer	\$278

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
49	A191 East / A192 (Foxhunters) Corridor Access Improvements	Borough wide		£3,500,000		NTC	Regional / National
50	A19 Employment Corridor Access Improvements	Borough Wide		£10,500,000		NTC	Regional / National
51	A19 to A1056 East Corridor	Borough Wide		£6,700,000		NTC	Regional / National
52	North Bank of the Tyne employment area highway improvements	Borough Wide		£4,750,000		NTC	Regional / National
53	Urban Traffic Management and Control	Borough Wide		£3,500,000		NTC	Regional / National
54	To mitigate local traffic impacts as a result of development - improve and enhance the Local Road Network.	Borough wide		TBC		Developer	S278
55	To mitigate local traffic impacts as a result of development - improve and enhance the Local Road Network.	Borough wide		TBC		NTC	S106
<b>Sustainable Transport</b>							
56	Strategic Cycling Network - delivering the core network of strategic cycling routes and improving additional key cycling routes to best practice standards	Borough wide		£7,500,000		NTC	Regional / National / S106
57	Sustainable access and junction improvements	Borough wide		£7,000,000		NTC	Regional / National / S106
58	Public Rights of Way - improving public rights of way to be accessible for all	Borough wide			£3,000,000	NTC	Regional / National / S106
59	Connecting links to sustainable transport networks	Borough wide		£1,500,000		NTC	Regional / National / S106
60	Cycling training delivery - expanding the delivery of cycling training.	Borough wide			£1,100,000	NTC	Regional / National / S106
61	Public transport links - enabling the delivery of a sustained, accessible public transport service to developments	Borough wide		£1,200,000		Nexus / Transport operators	S106
62	Ashington Blyth and Tyne - station and rail improvements	Borough wide			£10,000,000	Rail operators / Nexus	Regional / National



IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
63	Benton Curve Reinstatement for rail services	Borough wide			TBC	Rail operators / Nexus	Regional / National
64	Cobalt Metro extension – Northumberland Park to Percy Main	Borough wide			£90,000,000	Nexus / Transport operators	Regional / National / S106
65	New bus service – subsidised service during development and until commercially viable. (Cost would increase if metro station is not delivered)	Murton Gap		£2,600,000		Nexus / Transport operators	S106
66	New bus service – subsidised service during development and until commercially viable. (Cost would increase if metro station is not delivered)	Killingworth Moor		£2,600,000		Nexus / Transport operators	S106
67	New Metro Station at Murton Gap	Murton Gap	£5,000,000			Nexus / Transport operators	S106
68	New Metro Station at Killingworth Moor	Killingworth Moor	£5,000,000			Nexus / Transport operators	S106
69	On site (internal) pedestrian and cycle connections	Murton Gap	£2,454,240			Developer / NTC	CIL
70	Off site (external) pedestrian and cycle connections	Murton Gap		£629,748		Developer / NTC	CIL
71	Off site (external) pedestrian and cycle connections	Murton Gap			£940,872	Developer / NTC	S106
72	On site (internal) pedestrian and cycle connections	Killingworth Moor	£2,815,572			Developer / NTC	CIL
73	Off site (external) pedestrian and cycle connections	Killingworth Moor		£740,496		Developer / NTC	CIL
74	Off site (external) pedestrian and cycle connections	Killingworth Moor			£298,464	Developer / NTC	S106
<b>Community Services and Facilities</b>							
75	Maintenance and improvement of community services and facilities (estimate based upon a contribution per dwelling)	Borough wide		£964,440		NTC	CIL
76	Community Facility Enhancement, off site (estimate based upon a contribution per dwelling)	Murton Gap		£540,000		NTC	CIL
77	Community Facility Enhancement, off site (estimate based upon a contribution per dwelling)	Killingworth Moor		£360,000		NTC	CIL
<b>Public Realm and Regeneration</b>							
78	North Shields – improvement and enhancements to public realm, accessibility and transport.	Borough wide		£75,000,000		Private / NTC / Nexus	Regional / Private / S106

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
79	North West villages- public realm, accessibility and transport	Borough wide		£4,000,000		Private / NTC / Nexus	Regional / Private / S106
80	Whitley Bay and coastal area – public realm, accessibility and transport	Borough wide			£7,500,000	Private / NTC / Nexus	Regional / Private / S106
81	Indigo Park employment area – critical delivery infrastructure	Borough wide	£6,500,000			Private / NTC / Nexus	Regional / S106
82	Swans utility provision – power upgrade to 10MVA	Borough wide	TBC			Private / NTC	Regional / Private
83	Environment, public realm / culture (public art etc)	Murton Gap		£759,019		Developer	S106
84	Environment, public realm / culture (public art etc)	Killingworth Moor		£506,012		Developer	S106
<b>Flooding</b>							
85	Drainage	Murton Gap	£2,400,000			Developer	EA/ S106
86	Drainage	Killingworth Moor	£2,000,000			Developer	EA/ S106
87	Reducing the risk of flooding (excluding mitigation measures to development)	Borough wide			£375,000	NTC / EA / NWL	EA/ S106
88	Reducing the risk of flooding in existing communities	Borough Wide			£640,000	NTC / EA / NWL	EA/ S106
<b>Sea Defence</b>							
89	North Tyneside sea defence maintenance and repair programme	Borough wide			£8,800,000	EA/ NTC	Regional / EA
<b>Digital Connectivity</b>							
90	Broadband rollout	Borough wide			TBC	NTC	Private/ National / Regional
<b>Waste collection</b>							
91	Additional crews and collection vehicle for refuse and additional collection vehicle for recycling.	Borough wide		£530,000		NTC	S106
92	Additional crews and collection vehicle for refuse and additional collection vehicle for recycling	Murton Gap		£318,000		NTC	S106
93	Additional crews and collection vehicle for refuse and additional collection vehicle for recycling.	Killingworth Moor		£212,000		NTC	S106
<b>Waste disposal</b>							
94	Waste Recycling Additional capacity for Recycling	Borough wide			£3,000,000	NTC	S106

IDS Ref	Infrastructure Type and Projects	Area Covered	Broad Cost Estimate			Potential Delivery Lead	Possible Funding Source
			Critical	Important	Desirable		
95	Additional waste disposal capacity	Borough wide		TBC		NTC	\$106
<b>Street Cleaning Operations</b>							
96	A mechanical sweeping vehicle and a team member	Borough wide			£72,500	NTC	\$106
97	A mechanical sweeping vehicle and a team member for initial phases of development.	Murton Gap			£36,250	NTC	\$106
98	A mechanical sweeping vehicle and a team member for initial phases of development.	Killingworth Moor			£36,250	NTC	\$106

### Summary of estimated project costs and potential funding sources

	Critical	Important	Desirable	Total
Community Infrastructure Levy	£22,419,812	£9,270,476	£0	£31,690,288
\$106	£29,967,913	£23,818,054	£6,946,413	£60,732,380
Direct investment by developers in infrastructure (highways) (on site or via S278 agreements)	£32,176,000	£0	£0	£32,176,000
Other funding to be secured through regional and national public investment, private investment and developer contributions	£10,900,000	£123,950,000	£121,415,000	£256,265,000
	<b>£95,463,725</b>	<b>£157,038,530</b>	<b>£128,361,413</b>	<b>£380,863,668</b>