

“North Tyneside on the Move”

The Transport Strategy for North Tyneside, 2017-32



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“North Tyneside on the Move”

The Transport Strategy for North Tyneside, 2017-32

Introduction

1. The Our North Tyneside Plan makes it clear that the Mayor and Cabinet aim to ensure North Tyneside is a great place to live, work and visit. Critical to delivering that ambition is transport.
2. Transport is an important part of everyone’s lives. It supports the economy, society and communities. It is important that the Authority has a clear policy direction to guide its strategic planning and day to day responsibilities.
3. This strategy sets out the overall vision for transport in North Tyneside. It describes the policy context, the challenges North Tyneside faces and the principles to be applied to the Authority’s work on transport. An annual update will be provided to Cabinet to measure progress.
4. However, the strategy does not exist in a vacuum; there are national, sub-regional and local relationships that must be considered. Most importantly, residents, businesses and visitors expect local authorities to work together to achieve the right outcomes for the wider place. This strategy has therefore been prepared with a clear eye on the regional and national context. But it has also been done understanding transport can be a very personal issue, for example feeling safe; and it can be a very local issue with significant impact on communities, for example parking.
5. In addition, this strategy has been prepared while North Tyneside has been finalising its Local Plan; a Local Plan that expects the population to rise and more jobs to be created in the Borough. Therefore a significant proportion of the strategy is aimed at ensuring the Borough is sustainable during the 15-year period of that Local Plan
6. This strategy will be used to explain the overall vision to residents and businesses and other stakeholders, as well as shaping future decisions and supporting future funding bids for transport-related projects or initiatives.
7. Finally the strategy contains the governance and performance management arrangements which will be in place in order to judge success.

Vision

8. The strategic vision for North Tyneside is contained in the Our North Tyneside Plan. This Plan comprises three inter-related themes: Our People, Our Places and Our Economy. It includes a clear statement within the Our Places themes in relation to transport as follows

“Our places will have an effective transport and physical infrastructure – including our roads, cycleways, pavements, street lighting, drainage and public transport”¹

9. We asked residents, businesses, visitors and partners what “effective transport” meant to them and established a more detailed picture for transport in North Tyneside

“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.”

10. We then thought about how to translate that picture into some principles which will guide our action and against which we will measure performance. These are

- 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”²
- 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.

¹ Our North Tyneside Plan

² NELEP Strategic Economic Plan

Governance and Policy Framework

11. This strategy fits within a complex broader governance and policy structure

- **National**

Transport for the North and Rail North bring together the local transport authorities (including the current North East Combined Authority arrangements) in Northern England. Transport for the North seeks to drive economic growth by connecting fast, frequent and reliable transport links across the North of England, while Rail North focuses specifically on improving rail connectivity.

Transport policy is set in a national context which includes economic development and planning policy guidance, as well as guidance issued by the Department for Transport.

- **Regional**

The North East Combined Authority (NECA), which comprises North Tyneside along with the six other regional local authorities of Newcastle, Durham, Northumberland, South Tyneside, Gateshead and Sunderland, has the role of Local Transport Authority for the region. The NECA is developing a Strategic Transport Plan for the North East (to be subject to consultation in due course), which will replace the existing Local Transport Plans for Tyne and Wear, Durham and Northumberland.

The NECA has adopted a Metro and Local Rail Strategy for the region. Pending the development of a NECA Bus Strategy, the existing strategies for Tyne and Wear, Durham and Northumberland apply.

The North East Local Enterprise Partnership has adopted a Strategic Economic Plan (SEP) for the region which is based on the aim of “more and better jobs”.

- **Local**

Within North Tyneside this strategy links with a range of key strategies and policies, which are regularly reviewed and relate to specific aspects of transport. In particular these are

- Our North Tyneside Plan
- North Tyneside Health and Wellbeing Strategy
- North Tyneside Local Plan

12. Annex 1 illustrates how these inform this strategy and its supporting documents.

Context and Challenges

13. North Tyneside is already very well connected locally, regionally, nationally and internationally. Alongside our economy, our environment, our housing offer and our education system, this makes us a destination of choice for people, businesses and visitors. But to maintain this in the medium to long term there are some challenges that we must address through this transport strategy. This section sets out the current context for North Tyneside and goes on to outline some of the challenges in relation to transport.

- **The Borough is growing;** over the lifetime of the Local Plan there will be more people, more jobs and more houses. The population is expected to grow from 201,000 in 2011 to 219,500 by 2032. That will mean an average of 790 more houses are required each year
- **The North Tyneside economy is growing;** North Tyneside's town and district centres play a vital role in the Borough's economy. North Tyneside is also home to several substantial employment developments, including Cobalt Business Park, Quorum Business Park, Tyne Tunnel Trading Estate and the Tyneview Park government offices. Ambitious new employment sites under development include Indigo Park and the North Bank of the Tyne from the Swans site through to the Port of Tyne
- **Travel to work involves more two-way flows;** according to the 2011 Census, out of the 96,409 residents of North Tyneside in employment, just under half (48%) also worked in North Tyneside, with around a quarter (26%) working in the Newcastle City Council area and 7% working in Northumberland. Meanwhile, of the 78,775 people³ working in North Tyneside (which includes 7,107 working at or from home), around 14% lived in Newcastle and 13% in Northumberland
- **More people are cycling;** the proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011. Cycling in the borough has trebled in the past decade⁴
- **Public transport remains important with the balance shifting toward the Metro;** the 2011 census showed 8,650 residents travelled to work by Metro and a further 8,714 by bus. For travel more generally, the number of people using the Metro shows a generally increasing

³2011 Census figure (UK residents aged over 16 in employment)

⁴Measured by electronic counters on routes throughout the borough.

trend, with some variation from year to year; the number of bus journeys is growing on certain routes although the general trend is of a gradual decrease.

- **Most people travel to work by car.** According to the 2011 Census, 55,227 residents, or 58% of those in employment, including those working from home, travelled to work as a car or van driver. This figure includes people who work from home but travel as part of their work e.g. to visit clients. A further 6,085 travelled to work as a passenger in a car or van. General motorised traffic in the borough has particularly increased on routes which serve major employment sites. That includes residents of neighbouring areas commuting through or into North Tyneside.
- **More cars means our parking arrangements are under pressure;** a significant proportion of North Tyneside was built before the car was invented and certainly before it became common. For that reason many of our streets do not cope easily with greater car ownership. Added to that, employment, visitors, events and other factors make parking a significant challenge
- **Our transport assets are diverse and important;** The Tyne Tunnels, Tyne Pedestrian and Cycle Tunnels and Shields Ferry provide important links locally, while the Port of Tyne provides an important international link. North Tyneside has an extensive network of public rights of way and of traffic-free paths suitable for cycling, walking and horse riding such as the Waggonways. The Borough also sits under the Newcastle Airport flight path and has the East Coast Main Line running across it.
- **Roads, pavements and travel are important to our residents;** the 2015 residents' survey demonstrated that the number of people in North Tyneside who felt that roads and pavements need improving had significantly reduced over two years, however six in ten residents felt that the condition of roads and pavements needed to be improved⁵. Traffic congestion was cited as a concern by 35% of residents
- **Travel is very important to our young people;** successive Young Mayors, Members of the Youth Parliament and our Youth Councillors have been clear that safe, affordable transport is a priority for them. Specifically travel means independence, the ability to travel to education, to work, to socialise and to enjoy what the area has to offer. They also care passionately about travellers feeling safe

14. In this context, the transport challenges in North Tyneside are as follows

⁵ North Tyneside Residents Survey 2015

- i. **How to improve safety, health, wellbeing and environmental sustainability;** challenges include supporting healthy lifestyles and improving health through increased physical activity such as cycling and walking; ensuring that local air quality continues to meet good standards; and meeting the challenge of climate change by supporting transport options which reduce carbon emissions, It is also important that travellers feel safe as they use our network
- ii. **How to support economic growth;** a challenge for future transport provision is to reflect existing demand and planned economic and housing growth. In addition to the growth envisaged in the Local Plan there is a challenge to ensure specific activity supports local business to grow and connects people with the right skills to the right employers
- iii. **How to improve connectivity;** where challenges include catering for complex patterns of travel to an increasing range of destinations across different transport modes; developing the economic potential of international links; and maintaining competitive links for freight to support the c.3,000 firms in the North East who export their goods around the world
- iv. **How to help people make smart choices;** technological development creates challenges to enable increased use of smart technology particularly in journey planning, ticketing and in the operation of transport networks
- v. **How to manage transport demand;** growing demand for travel creates challenges to make the most efficient use of existing networks; maintaining transport networks in good condition and meeting the demand for increased cycling and walking, as well as finding a way to manage demand for car parking

15. Based on the policy framework, the context and the challenges we have developed five principles to guide our work on transport.

Our Principles

16. Our current work programme and future activity will be judged against the following principles and the success of our aims. Some of these are outlined below; see Annex 3 to this strategy for a full list of our aims for each of the five principles. Our delivery and action plan is set out in Annex 4: it is this which will be reported against each year to Cabinet and against which our success will be judged.

- i. **Improve safety, health, wellbeing and environmental sustainability;**
We will seek to

- a. support health, fitness and mental wellbeing through promoting active travel
- b. encourage a shift to more sustainable modes of transport by giving them greater priority in design, promotional and partnership working
- c. improve safety for all road users while increasing cycling and walking
- d. broaden out our road safety work to consider the safety of travellers across our network
- e. improve environmental sustainability and local air quality
- f. assist in reducing carbon emissions

ii. **Support economic growth;** We will seek to

- a. connect people with jobs and economic opportunities
- b. connect people with education, skills development and training
- c. support the travel needs of more tourists and visitors
- d. move freight effectively and efficiently into and out of the borough
- e. through targeted major transport improvement schemes, support economic growth in the borough

iii. **Improve connectivity;** We will seek to

- a. link people to workplaces and destinations in the region and the rest of the North of England
- b. ensure our transport links remain competitive at national level, with the rest of Europe and internationally
- c. improve interchange between forms of transport

iv. **Enable smart choices for all;** We will seek to

- a. enable and encourage informed choice and the wider use of active and sustainable ways to travel
- b. support the use of smart technology, e.g. to simplify public transport ticketing
- c. improve information about travel routes including real time information on journey times, delays etc

v. **Manage transport demand;** We will seek to

- a. encourage and address increased demand to cycle and walk by improving the street network and putting cycling and walking first

- b. improve bus priority and work with partners to support an integrated public transport network, including Metro and local rail, and increase public transport capacity to meet peak-time travel demand
- c. ensure the overall highway network is well maintained
- d. enable parking at the right time, right place and right price
- e. manage future demand through integration between transport and land use planning strategies

17. North Tyneside has a clear commitment to be a listening Council and to listen to what our residents and businesses tell us they want. Transport features highly in terms of residents' priorities, particularly in relation to managing transport demand and the condition of our roads and pavements. Public transport is one of the top ten issues that local residents believe is key to making the place a good place to live. Cycling in North Tyneside has trebled in a decade. Listening to local residents and businesses is essential in ensuring that we can manage our transport networks to ensure North Tyneside continues to be a great place to live, work and visit.

Governance and performance reporting

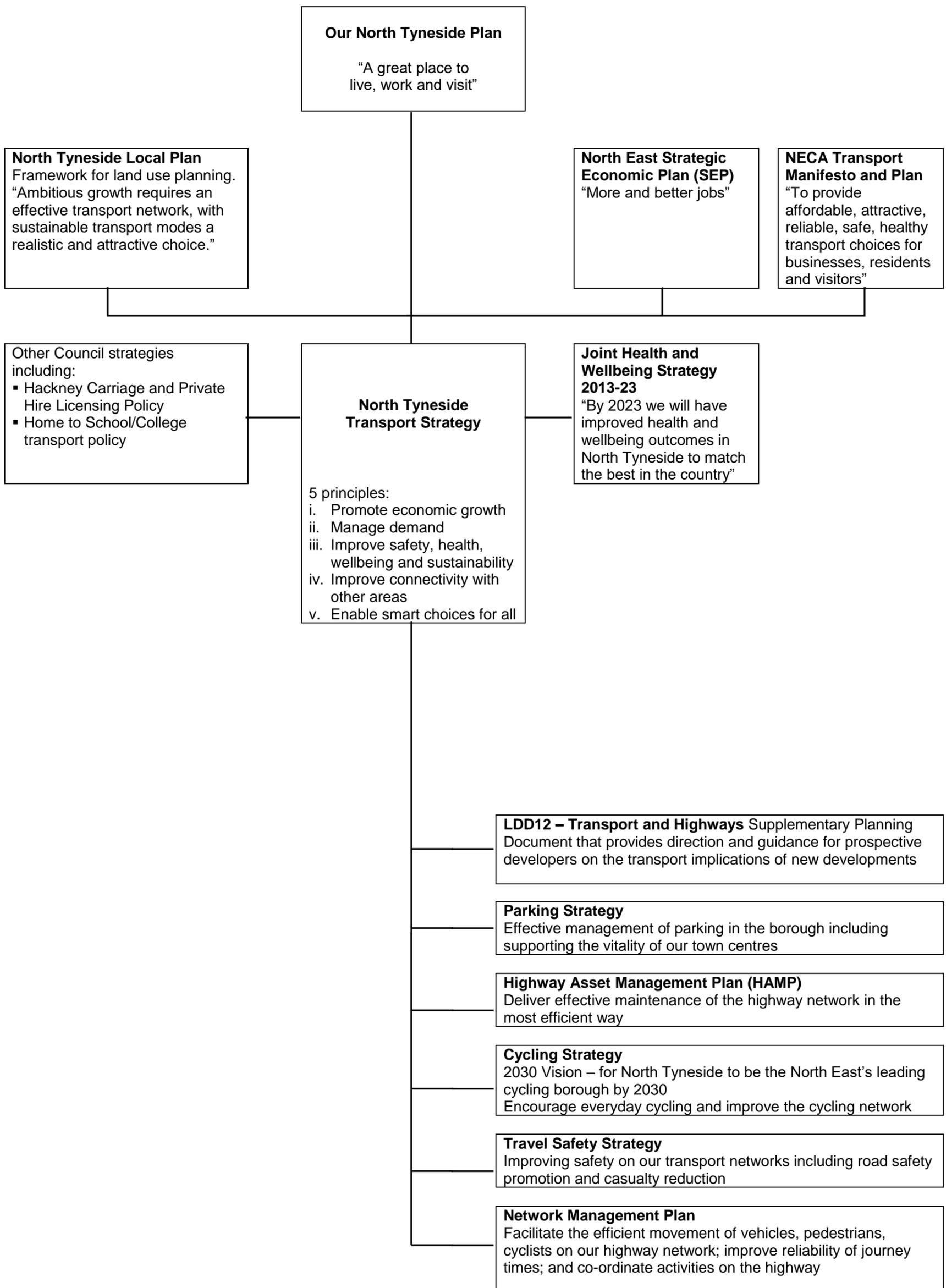
18. Progress against the delivery of this Strategy will be reported annually to Cabinet. Some of the important performance indicators will be included in the reporting of the Our North Tyneside Plan to Cabinet on a quarterly basis. In addition, some of the delivery of this plan lies with our Technical Services partner, Capita: during the annual review of the Service Plan we will ensure that appropriate measures and action plans are in place.

19. Finally, specific aspects of the action and delivery plan will require Cabinet approval. That will include

- Local Development Document¹² – Transport and Highways
- North Tyneside Parking Strategy
- North Tyneside's Highway Asset Management Plan
- North Tyneside's Cycling Strategy
- North Tyneside's Travel Safety Strategy
- North Tyneside's Network Management Plan

Annex 1

Transport Strategy context



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Annex 2

Plans and Policies which support the delivery of our Transport Strategy

Regional transport strategies

Tyne and Wear third Local Transport Plan (LTP3)

NECA Transport Manifesto (a concise statement of NECA's transport policy)

NECA Transport Plan for the North East (in preparation and to be subject to public consultation, this is in due course to replace the Local Transport Plans for Durham, Northumberland and Tyne and Wear)

North Tyneside strategies and sub-documents

LDD12 – Transport and Highways

- This document provides direction and guidance for prospective developers on the transport implications of new developments.

- Engineering adoptable specification for developments
 - Sets out the standards which streets and roads constructed by developers should meet in order for the Authority to consider their adoption.

Parking Strategy

- This sets the framework for effective management of parking in the borough, including supporting the vitality of our town centres.

Highway Asset Management Plan (HAMP)

- This sets out how the Authority will deliver effective maintenance of the highway network in the most efficient way.

- Code of Practice for Highway Inspections (to be produced by October 2018 in line with Government guidance)
 - Sets out the Authority's approach to highway inspections in accordance with relevant guidance.

Cycling Strategy

- This sets out how the Authority will encourage everyday cycling and improve the cycling network, in line with our 2030 Vision, for North Tyneside to be the North East's leading cycling borough by 2030.

- Cycling Design Guidance
 - Sets out the design standards which street and road infrastructure schemes are expected to meet in order to support and facilitate cycling.
- Local Cycling and Walking Implementation Plan
 - Sets out details and timescales for a range of measures to cater for, support and encourage cycling and walking in the borough.

Travel Safety Strategy

- This sets out how the Authority will support safety on our transport networks, including road safety promotion and casualty reduction
 - Speed Management Policy and review of traffic management safety policies
 - Sets out the Authority's approach to speed management and safety-related traffic management.

Network Management Plan

- This sets out how the Authority will facilitate the efficient movement of traffic (including cycling and walking) on our highway network, improve reliability of journey times, and co-ordinate activities on the highway.
 - Review of Signage Policy
 - Sets out the Authority's procedures in relation to signage.
 - Objects on the Highway scheme
 - Sets out the Authority's procedures in relation to objects placed on the highway.
 - Rights of Way Definitive Map programme of missing routes (statutory requirement, ongoing until 2026 legal deadline)
 - Sets out the Authority's approach to meeting statutory requirements to ensure that public rights of way are recorded on the Definitive Map and Statement.

North Tyneside Hackney Carriage and Private Hire Licensing Policy

- This seeks to protect consumers, clarify expectations to licensees, encourage environmental sustainability and encourage high standards of service.

North Tyneside Home to School/College Transport Policy

- This gives guidance on the procedures to be followed in the provision of Home to School/College transport.

Annex 3

Full list of aims

- i. **Improve safety, health, wellbeing and environmental sustainability;** we aim to contribute to improved health and fitness through increasing active travel; by addressing safety concerns for transport users and by contributing to carbon reduction. We will seek to:
 - a. support health, fitness and mental wellbeing, through promoting active travel and in line with the North Tyneside Health and Wellbeing Strategy
 - b. encourage a shift to more sustainable modes of transport by giving them greater priority in design, promotional and partnership working
 - c. improve safety for all road users, address road safety concerns and reduce casualties while increasing cycling and walking, through design, promotional and partnership working
 - d. broaden out our road safety work to consider the safety of travellers across our network, e.g. working with partners, seek to improve personal security for people travelling by public transport
 - e. improve environmental sustainability and local air quality, including through continuous monitoring, more effective traffic flow management and supporting greater use of low emission vehicles
 - f. assist in reducing carbon emissions, by encouraging modal shift and taking part in regional initiatives to encourage wider adoption of low-carbon technologies in vehicles and transport infrastructure
 - g. through the Local Plan and associated guidance, support developments which reduce the need for travel, encourage low car dependence and are accessible by walking, cycling and public transport networks
 - h. support safeguarding of vulnerable people, e.g. through our hackney carriage and private hire licensing policies and the design of infrastructure
 - i. working with partners, seek to reduce pavement parking
 - j. enable North Tyneside to cope better with significant weather events and other emergency situations, e.g. through partnership working, improving network resilience and our Flood Action Plan
- ii. **Support economic growth;** North Tyneside is performing ahead of the region in terms of economic activity, inward investment and job creation. Linking to our Local Plan and the North East Strategic Economic Plan, we seek to continue to grow by building on our strengths, including our world

class companies and small and growing businesses. Our aim is to have the right skills and conditions, such as transport links, to support investment, to create and sustain new, good-quality jobs and apprenticeships for working age people.⁶ We will seek to

- a. connect people with jobs and economic opportunities, through targeted transport investment, continued promotion of sustainable transport initiatives and the Local Plan
- b. connect people with education, skills development and training, in line with the North Tyneside Employment and Skills Strategy⁷; and reduce levels of deprivation through supporting access to education, training, jobs and services
- c. support the travel needs of tourists and visitors
- d. support the movement of freight into and out of the borough, through the effective management of our transport networks and partnership working
- e. through targeted major transport improvement schemes, support economic growth in the borough including existing business expansion and new inward investment

iii. **Improve connectivity**; our aim is to ensure people are connected to a wide range of opportunities and are able to access them by the most sustainable means, and to ensure our national and international transport links remain competitive with other areas. We will seek to

- a. link people to workplaces and destinations in the region and the rest of the North of England, through partnership working and the Local Plan
- b. ensure that our transport links remain competitive at national level, with the rest of Europe and internationally, through partnership working locally and in the region
- c. improve interchange between forms of transport, through targeted investment and partnership working, including e.g. between cycling and public transport
- d. support equalities and diversity and help to make transport more accessible for all
- e. build on wider work to tackle isolation by helping people feel connected and able to get to where they want to
- f. through partnership working, ensure that a range of affordable and accessible transport options are available to residents and visitors of all levels of income and mobility

⁶ Our North Tyneside Plan [2016-2019]

⁷ North Tyneside Employment and Skills Strategy

- iv. **Enable smart choices for all;** our aim is to use technology to provide improved information, promote more sustainable transport and make our transport networks function more effectively. We will seek to
 - a. enable and encourage informed choice and the wider use of active and sustainable ways to travel
 - b. support the use of smart technology, e.g. to simplify public transport ticketing
 - c. improve information about travel routes including real time information on journey times, delays etc., through partnership working, and help people to plan their journeys more effectively
 - d. use digital information to improve the operation of our highway network and support cycling and walking, e.g. improving co-ordination of traffic signals and travel time monitoring

- v. **Manage transport demand;** our aim is to shape transport demand to encourage and address increased demand for cycling and walking, and have effective, well maintained public transport and highway networks which can continue to serve changing travel demands. We will seek to
 - a. encourage and address increased demand to cycle and walk by improving the street network and putting cycling and walking first
 - b. improve bus priority and work with partners to support an integrated public transport network, including Metro and local rail, and increase public transport capacity to meet peak-time travel demand
 - c. ensure the overall highway network is well maintained, including off-road cycling and walking routes, and adopt asset management principles to ensure we efficiently maintain our network in good condition
 - d. enable parking at the right time, right place and right price
 - e. manage future demand through integration between transport and land use planning strategies
 - f. support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel
 - g. manage our transport network effectively, considering all forms of travel including public transport, cycling, walking, horse riding, motorcycling, hackney carriages and private hire vehicles.

Annex 4

Action and delivery plan

Activity	Lead	Technical Services Partner lead	Key Date	Transport Strategy themes				
				Improve safety, health and wellbeing outcomes and sustainability	Support economic growth	Improve connectivity	Enable smart choices for all	Manage demand
Policies and strategies								
LDD12 – Transport and Highways	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓	✓	✓	✓
Parking Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓			✓
Highway Asset Management Plan (HAMP)	Highways and Infrastructure Manager	Head of Construction (Capita)	update 2017/18	✓	✓	✓	✓	✓
Cycling Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓	✓	✓	✓	✓
Travel Safety Strategy	Integrated Transport Manager	Highway Network Manager (Capita)	update 2017/18	✓		✓	✓	✓
Network Management Plan	Integrated Transport Manager	Highway Network Manager (Capita)	update 2018/19	✓	✓	✓	✓	✓
Hackney Carriage and Private Hire Licensing Policy	Regulatory Services Manager	Public Protection Manager (Capita)	update 2020/21	✓	✓	✓	✓	✓
Home to School/College Transport Policy	Senior Manager - Facilities and Fair Access	n/a	update 2019/20	✓		✓	✓	✓

Activities								
Local Transport Plan	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager (Capita)	Ongoing	✓	✓	✓	✓	✓
Bikeability cycling training	Integrated Transport Manager	Highway Network Manager (Capita) [delivery also by Sports Development team]	Ongoing	✓	✓	✓	✓	✓
Major scheme: A1058 Coast Road	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Mar 2018	✓	✓	✓	✓	✓
Major scheme: A1056 Weetslade	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2017	✓	✓	✓	✓	✓
Major scheme: A19 Employment Corridor	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2018	✓	✓	✓	✓	✓
Coast Road Cycle Route	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Jun 2017	✓	✓	✓	✓	✓
Cobalt Cycle Scheme	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	May 2017	✓	✓	✓	✓	✓
Schemes in preparation								
Major scheme: A187-A193 North Bank of the Tyne	Integrated Transport Manager; Highways and Infrastructure Manager	Highway Network Manager and Head of Construction (Capita)	Mar 2019	✓	✓	✓	✓	✓
External partners delivery								

NECA: Go Smarter sustainable transport promotion	NECA	n/a	Jul 2017	✓	✓	✓	✓	✓
Nexus: Metro Asset Renewal Plan	Nexus	n/a	Mar 2021	✓	✓	✓	✓	✓
Highways England major scheme: A19-A1058 Silverlink Interchange	Highways England	n/a	Mar 2019	✓	✓	✓	✓	✓