

# “North Tyneside on the Move”

## The Transport Strategy for North Tyneside

### Introduction

1. Transport impacts on every part of our lives. It supports the economy, society and communities. This strategy sets out the long term vision for transport in North Tyneside. It sets out our intentions of what we hope to achieve; the key challenges and issues facing transport; and the actions we need to take.
2. It includes a set of key policy objectives which will underpin strategic and operational decisions in relation to all aspects of transport as well as describing what success will look like ie .the outcomes to be achieved. This strategy will be used to explain the vision of the future for residents and businesses and other stakeholders as well as shaping future decisions and supporting future funding bids for transport related projects or initiatives.
3. This strategy also explains the governance and structures which will provide the framework for activity to deliver the key objectives and outcomes as well as setting the broader policy and strategic context in which transport decisions are set.

### Vision

4. The overarching 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”<sup>1</sup>*

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<sup>1</sup> Our North Tyneside Plan [Insert date approved at Council in 2016]

5. The overall vision for this strategy for transport in North Tyneside is

**“By 2026, 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 “**

6. This is supported by the following five strategic themes

- **improve safety, health and well-being outcomes and sustainability** - in relation to people, communities and the environment
- **economic growth** - through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”<sup>2</sup>
- **improve connectivity** - with : all parts of the Borough, the region, the rest of the country and the world
- **enable smart choices for all** - people and businesses about how to get to where they need to
- **manage demand** - on transport networks and address current and future transport challenges

## **Governance and Policy Framework**

7. This strategy fits within a relatively complex broader governance and policy structure as set out below

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<sup>2</sup> NELEP Strategic Economic Plan [XXX]

- **National**

Transport for the North/Rail North exists as an alliance of Integrated Transport Authorities (including NECA as set out below) in Northern England. Its remit is XXX [NB to go in here].

Transport policy is set in a national context of planning policy guidance.

- **Regional**

The North East Combined Authority (NECA) which was created on 14 April 2014 and comprises North Tyneside along with the six other regional local authorities of Newcastle, Durham, Northumberland, South Tyneside, Gateshead and Sunderland has the role of Integrated Transport Authority for the North East. NECA took on the property, rights and liabilities from the dissolved Tyne and Wear Integrated Transport Authority.

The NECA have developed a Strategic Transport Plan for the North East (currently out for consultation).

- **Local**

The Council is the highway authority for the borough with the duty to manage the road network. Cabinet has overall executive responsibility for all aspects of transport strategy ?? and this is discharged through the Cabinet Member for XXX.

Within North Tyneside this strategy links with the following other key strategies and policies

- the Our North Tyneside Plan
- the North Tyneside Health and Well Being Strategy
- North Tyneside Local Plan 2017-2032
- the North Tyneside Hackney Carriage and Private Hire Licensing Policy
- the North Tyneside transport policy for Adult Social Care
- the North Tyneside vehicle fleet management strategy
- the North Tyneside Parking Strategy (2012-2016)
- the North Tyneside Home to School/Colleges transport policy
- the North Tyneside road safety strategy (2014-18)

## Key Facts and Figures

8. North Tyneside is already very well connected locally, regionally, nationally and internationally. This makes us a destination of choice for people and businesses. But to maintain this in the medium to long term future there are some key challenges that we must address through this transport strategy. This section considers the current context for North Tyneside as well as what these key challenges are.

- there are 100,800 economically active people in North Tyneside. According to the 2011 Census, 71,668 usual residents of the UK worked in North Tyneside. Of these, 39,149 (55%) were resident in North Tyneside. The most significant numbers of residents from other areas working in North Tyneside came from Newcastle (10,848 or 15% of the total) and Northumberland (10,506 or 15%).
- for North Tyneside residents 39,149 (47%) also worked in North Tyneside. Newcastle was the most significant destination for residents working outside of North Tyneside, with 24,932 (30%) working there, followed by 6,256 (8%) working in Northumberland
- Cobalt Business Park is the UK's largest commercial office park, currently employing around 12,000 people. Major employers include EE, Proctor & Gamble, Siemens and as of March 2016 was 90% occupied. Following full occupation of the park, it is anticipated that this will increase to 20,000 people – around 13,200 vehicle trips each day. Without the improvement scheme, this will significantly increase congestion and journey times.
- travelling by car is the main method of travelling to work, as 55,000 residents do so. 8,650 travel by underground, tram or light rail and a further 8,714 travel by bus or mini coach

9. The key challenges we need to address through this transport strategy in the context of its five themes are

- **economic** – North Tyneside is performing ahead of the region in terms of economic activity, inward investment and job creation. Linked into the North East Strategic Economic Plan, our strategic economic ambition is 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 to support investment, to create and sustain new, good-quality jobs and apprenticeships for working age people.<sup>3</sup>

- **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:
  - a. encourage and address increased demand to cycle and walking by improving the street network and putting cycling and walking first
  - b. support an integrated public transport network which continues to meet travel demand including high peak-time passenger numbers
  - c. manage the highway network, addressing pinch points and catering for travel to locations of employment growth
  - d. ensure our transport networks are well maintained
- **safety, health, well being and environment sustainability** – Our aim is to contribute to improved health and fitness through increasing active travel, address safety concerns for transport users, and contribute to carbon reduction. We will:
  - a. support health and fitness and contribute to reduced obesity through promoting active travel
  - b. address road safety and personal safety concerns in travelling; reduce casualties while increasing the number of people cycling and walking
  - c. improve local air quality
  - d. reduce carbon emissions
- **connectivity** –Our aim is to ensure people remain connected to a wide range of opportunities and able to access them by the most sustainable means, and to ensure our transport links remain competitive on a wider scale. We will:
  - a. link people to workplaces and destinations throughout the wider region
  - b. improve interchange between forms of transport, including e.g. between cycling and public transport

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<sup>3</sup> Our North Tyneside Plan [xxx 2016]

- c. strengthen links between the borough and the rest of the North of England (link to Transport for the North's emerging Northern Transport Strategy)
  - d. ensure our transport links remain competitive at national level, with the rest of Europe and internationally
- **smart choices** – Our aim is to use technology to provide improved information, promote more sustainable transport and make our transport networks function more efficiently. We will:
    - a. use technology to provide people with improved travel information and promote sustainable transport use
    - b. use smart technology to simplify public transport ticketing
    - c. use digital information to improve flows on our highway network, including cycling and walking

10. North Tyneside has a clear commitment to be a listening Council and to listen to what our residents 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. Residents in the North West part of the borough are significantly more likely than the rest of the borough to say that 'public transport' needs improving .

11. The number of people in North Tyneside who feel that roads and pavements need improving has significantly reduced over the past two years. However the latest results still show that six in ten people believe that the condition of roads and pavements needs to be improved<sup>4</sup>. Traffic congestion is an issue which is growing in importance, with 35% of residents stating that it needs to be improved.

12. In addition, the key issues around transport in North Tyneside include

- there is evidence that pupils from the North West are more likely, than pupils from other localities, to travel to Newcastle or Gateshead. 40% of pupils from Longbenton / Weetslade and Camperdown go to Newcastle for Level 3 study compared to around 20% for most wards.
- around 10% of Camperdown / Weetslade residents go to Northumberland, which is higher than the rest of the borough, which is around 1.5%
- future transport provision needs to reflect existing demand and planned economic and housing growth. The draft Local Plan sets out plans on how North Tyneside will be a thriving, prosperous and attractive place to live and work by providing the right conditions for growth, creating over 700

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<sup>4</sup> North Tyneside Residents Survey 2015

new jobs per year; and enable developers, housing providers, and partners to build 10,500 homes, in addition to about 5,000 homes already with planning permission.

- there is emphasis on sustainable modes of transport, increasing the use of public transport, walking, cycling and other non-motorised modes for journeys. Charging infrastructure for Electric Vehicles (EVs) is now in place throughout the north east and charging points in North Tyneside are in the process of being renewed.
- a regionally funded Go Smarter programme is being delivered within the borough. This supports sustainable and active travel in schools and workplaces, and includes the Go Smarter to Work, which offers employers a toolkit of helpful measures such as 'Dr Bike' cycle maintenance sessions and journey planning advice; the Go Smarter Ways into Work, which is for people making the transition from education to the workplace; and the Schools Go Smarter, which encourages walking, cycling and public transport use to school children and their families.
- transport supports the 1,496 firms in the North East who export their goods around the world. In 2015 the North East exported £12.1 billion of goods, which contributed to the North East being only one or two regions with a trade surplus

## **Key Policy Objectives**

13. Each of the five strategic themes is underpinned by a set of key objectives to be delivered as follows

### ***Economic Growth***

- to create additional transport capacity to support economic growth including existing business expansion and new inward investment
- to facilitate businesses to link with each other to achieve growth and to provide a gateway to trade with strong links to all markets
- to connect people with jobs and opportunities with education, skills development and training in line with the North Tyneside Employment and Skills Strategy<sup>5</sup>
- to enable businesses to recruit flexibly
- to move freight effectively and efficiently into and out of the borough

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<sup>5</sup> North Tyneside Employment and Skills Strategy [NB insert when complete]

- to support increased tourism and visitor numbers
- to reduce levels of deprivation through better access to education, training, jobs and services

### ***Manage Demand***

- to optimise journey times, including at very significant key hotspots especially at peak travel times
- to improve and maintain the condition of roads and pavements to enable uninterrupted usage
- to enable parking at the right time, right place and right price
- to manage future demand through close integration between transport and land use planning strategies

### ***Safety, Health, Well Being and Sustainability***

- to support reductions in levels of inactivity and obesity and improve mental well-being
- to improve safety for all road users and pedestrians
- to improve personal security for all users of public transport
- to improve environment sustainability and air quality including through the use of low emission vehicles and more effective traffic flow management
- to reduce environmental impact of modes of transport
- to support safeguarding of vulnerable people including addressing the risks of child sexual exploitation
- to support developments which reduce the need for travel, encourages low car dependency and are accessible by existing walking, cycling and public transport networks
- to reduce pavement parking



- to encourage the modal shift to sustainable modes of transport including public transport
- to enable the borough to cope better with significant weather events and other emergency situations

### ***Connectivity***

- to provide a range of affordable and accessible modes of transport so that every resident and visitor can get to where they need to regardless of income or ability
- to provide for easier interchange between different modes of travel
- to ensure that people feel connected and can get to where they need to with reduced feelings of isolation

### ***Smart Choices***

- to enable and encourage informed choice and the wider use of active and sustainable ways to travel
- to help people to be able to plan their journeys more effectively to get to where they want to go including through the use of smart ticketing
- improving information and education about active and sustainable travel options – easily accessible to all
- improving information about travel routes including real time information on journey times, delays etc

### **Delivery Plan**

14. The successful achievement of this strategy, its vision and its objectives will be delivered through a co-ordinated delivery plan (refreshed on an annual basis) in line with the five strategic themes.

### **Key Outcomes**

15. A set of key outcomes will be used to measure performance against this strategy and associated delivery plan.