

East Boldon Neighbourhood Plan

Transport and Movement Background Paper

Updated February 2021

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1. Background

1.1 This document is one in a series of background papers prepared by the East Boldon Neighbourhood Forum ('the forum'). It sets out the relevant national and local policy and guidance that is informing the preparation of the East Boldon Neighbourhood Plan. The background paper also identifies and explains the relevant evidence base, feedback from early engagement and explains how the preferred policy approach has been identified.

1.2 The vision and objectives for the neighbourhood plan define what the plan aims to achieve. The vision for the Neighbourhood Plan is:

A vision for East Boldon in 2036

East Boldon remains a thriving village full of character.

It has a strong sense of community where local schools and voluntary groups, including sport and leisure organisations, play an important part in bringing people together. It is home to a wide range of successful businesses. These make an important contribution to village life and are actively supported by local people.

It is blessed with wonderful green spaces on all sides, much of which is safeguarded by Green Belt status. This has done much to protect the village from urban sprawl and help maintain its identity and separation from other settlements as well as providing important habitat for wildlife.

Infrastructure has been delivered to support the needs of the local community and businesses.

New development conserves and enhances the historic environment and is sympathetic to the character of the village, it provides opportunities for the enhanced wellbeing of its residents, and ensures an environment which is rich in landscape for wildlife. In short, new development should be sustainable in every sense.

The needs of local residents, both young and old, should be a major consideration in the type and location of all new development. The need to keep the local community together by providing the right mix of housing is seen as a priority.

Any new development should be seen as an opportunity to address the issue of parking and not add to it.

1.3 Plan objective eight is relevant to transport matters:
'Manage the transport network of the neighbourhood plan area to be safer, more efficient and more environmentally friendly for all users, while ensuring adequate parking is available to meet the needs of residents, visitors and businesses'.

1.4 The main areas covered by this background paper are:

- The national and local policy context for transport;
- An overview of other relevant documents and evidence;
- Consideration of feedback received as part of the early engagement on the plan; and
- Explanation of the preferred policy approach

1.5 As part of the consultation on the pre-submission draft plan we invited comments on the draft background paper. Comments informed this final version.

2. Strategic Planning Context

Background

- 2.1 As they are part of the development plan, neighbourhood plans have to be prepared in line with legal requirements. The way in which neighbourhood plans are prepared and the policies they contain will be tested by an Independent Examiner. In order to pass an examination and proceed to referendum, neighbourhood plans must meet a number of 'basic conditions', to ensure they are legally compliant they must:
- Have regard to national planning policy and guidance;
 - Be in general conformity with the strategic policies of the local plan;
 - Contribute to sustainable development; and
 - Be compatible with European obligations.

National planning policy and guidance

- 2.2 National planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) respectively. The NPPF is clear that the purpose of the planning system is to contribute to the achievement of the three dimensions of sustainable development: economic, social and environmental. These roles should not be undertaken in isolation, because they are mutually dependent.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development. The application of the presumption will have implications for how communities engage in neighbourhood planning. Critically, it means that neighbourhood plans should:
- Support the strategic development needs set out in local plans, including policies for housing and economic development (paragraph 13);
 - Address non-strategic matters (paragraph 18); and
 - Shape, direct and help to deliver sustainable development and not promote less development than set out in the strategic policies for the area or undermine those strategic policies (paragraph 29).
- 2.4 The NPPF is clear that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. It highlights that smarter use of technologies can reduce the need to travel and that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. The NPPF also recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 2.5 Paragraph 104 requires planning policies to:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

- d) *provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
 - e) *provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
 - f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.*
- 2.6 Paragraph 105 provides guidance on setting parking standards and requires policies to take into account: the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. Paragraph 106 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
- 2.7 Where development will generate significant amounts of movement, paragraph 111 of the NPPF identifies that they should be accompanied by a Transport Statement or Transport Assessment should be carried out.
- 2.8 A transport assessment is defined in the glossary of the NPPF as:
‘A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.’
- 2.9 Transport statements are defined as:
‘A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.’
- 2.10 NPPG provides additional advice regarding the importance of assessing the transport implications in developing planning policy (Reference ID: 54-001-20141010):
‘The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.’

Local Plan

Current Local Plan

- 2.11 Currently the development plan policies which cover the East Boldon Neighbourhood Plan Area are contained in the South Tyneside: Core Strategy (2007); Development Policies (2011); and Site Specific Allocations (2012). The South Tyneside Development Policies

document contains a set of generic policies against which planning applications for new development are assessed. As the neighbourhood plan is required to be in general conformity with the strategic policies of the development plan, the policies contained within the South Tyneside Development Policies document are not considered to be strategic policies and therefore are not applicable.

2.12 Table 1 below provides a summary of the relevant South Tyneside Core Strategy policies:

Table 1: Relevant South Tyneside Core Strategy Policies

Policy	Description
ST1 – Spatial strategy for South Tyneside	Identifies the strategic approach to new development, highlighting the need to ensure the sustainability of settlements by reducing emissions. The spatial strategy seeks to minimise environmental impacts and congestion.
ST1 – Sustainable urban living	Seeks to deliver a high quality sustainable urban living environment. One of the criteria requires priority to be given to alternative modes of transport to the private car.
A1 – improving accessibility	Highlights that the council will support public transport, walking and cycling initiatives that maximise the accessibility of new development. It also requires: priority to be given to improving accessibility; transport assessments for major development proposals; and parking standards to be applied to new development.

2.13 The allocations which cover the plan area are included in figure 1 below:

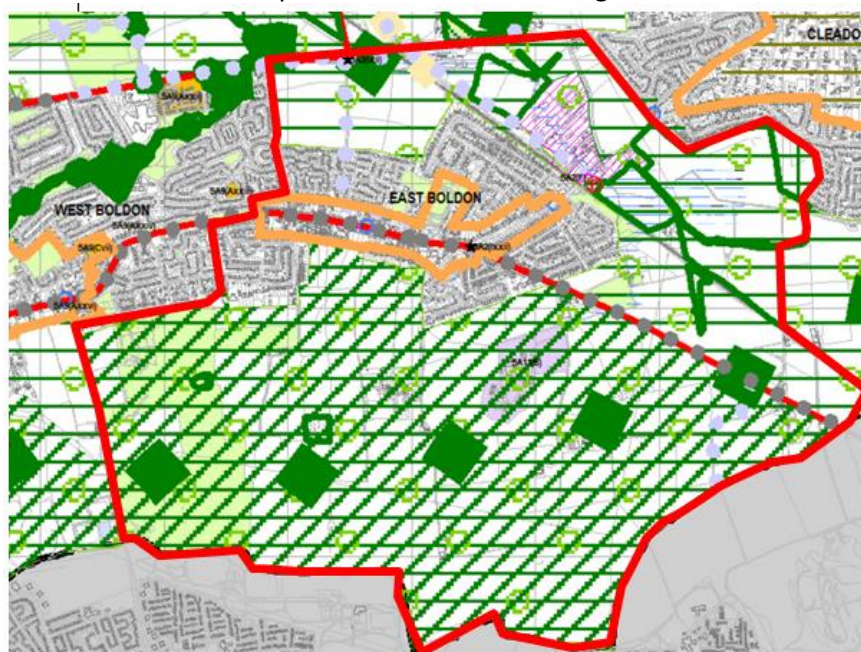


Figure 1: Extract from South Tyneside Site Specific Allocations Document

Emerging South Tyneside Local Plan

2.14 South Tyneside Council (STC) is currently preparing a new local plan which will replace the existing saved planning policies. STC has undertaken four rounds of engagement: Local Plan Key Issues & Options (April 2013); Issues Review of Policies and Guidance (2014); Local Plan Growth Options (July 2015); and Local Plan Pre-Publication Draft (August 2019).

2.15 The draft local plan (2019) proposes:

- Policy S1 (spatial strategy) – to focus the majority of new development in the main urban areas of South Shields, Hebburn and Jarrow, as well as supporting the regeneration of the River Tyne corridor. The policy seeks to direct new development to the most sustainable locations in the main urban area and villages which offer the greatest opportunities for more sustainable modes of travel;
- Policy S3 (health and wellbeing) – to increase levels of active travel by enhancing environments to encourage walking, cycling and the use of public transport;
- Policy IN1 (infrastructure) – to ensure the delivery of the social, environmental and physical infrastructure that the borough needs to fulfil the spatial vision. This includes ensuring that the infrastructure is provided to enhance opportunities to travel by more physically active travel modes such as walking and cycling and other sustainable travel modes such as public transport and the use of ultra-low emission vehicles. In addition, that the capacity and operation of the strategic and local highway network in the borough is able to support the needs of residents and businesses;
- Policy IN6 (travel) – that accessibility will be improved and transport choices widened by ensuring that all new development is well serviced by a range of transport modes, including public transport, footpaths and cycle routes. The policy also refers to the need for: transport statements/ assessments; mitigation, development contributions, prioritising pedestrian and cycle movements; safe and secure development layouts; improvements to locations that are less attractive to pedestrians and cyclists; the provision of appropriately located and secure cycle parking; access to rights of way; road safety; car parking provision; highway design; and provision of electric charging points; and
- Policy IN7 (accessible and sustainable travel) – the delivery of an accessible and sustainable travel network that provides genuine accessible choices for travel by sustainable modes. Reference is made to: improvements to the metro (including consideration to park and ride expansion at East Boldon), rail and bus network; enhancements for facilities for pedestrians, cyclists and horse riders; and road capacity improvements.

2.16 Figure 2 provides an extract from the draft policies map:

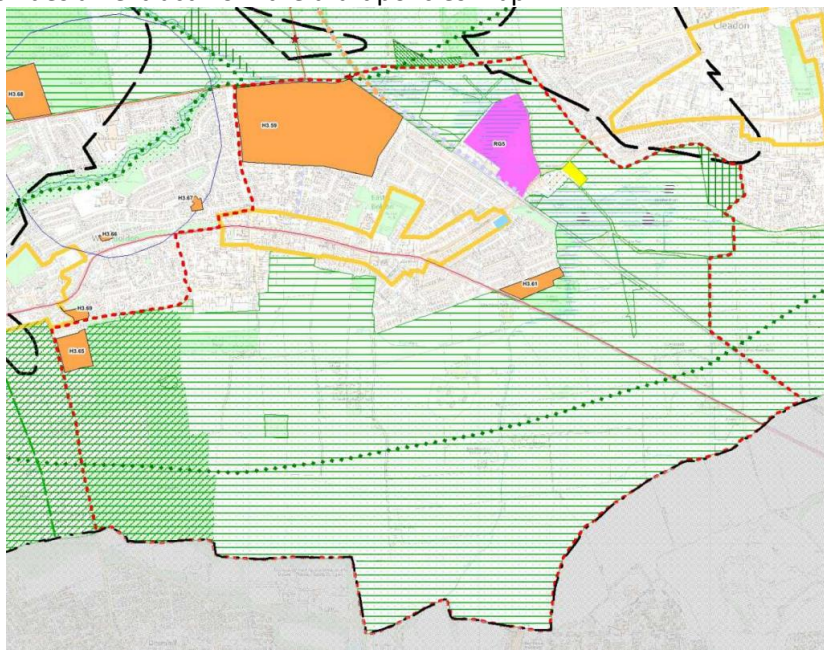


Figure 2: Extract from the draft local plan policies map

Summary

- 2.17 The NPPF emphasises the important role that transport policies have not only in facilitating sustainable development but also in contributing to wider sustainability and health objectives. With regards to sustainable transport the NPPF identifies that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Also, that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people.
- 2.18 The saved South Tyneside Core Strategy policies support the principles of sustainable development and seek to maintain and improve choice for people to walk, cycle or use public transport and reduce the overall need to travel.

3. Other strategies and plans

- 3.1 In addition to the strategic planning framework, there are a number of other documents and evidence available to inform the preparation of the transport elements of the neighbourhood plan.

National level

2011 Census

- 3.2 As the plan area does not fall completely within any 2011 census geographies, the most appropriate information is considered to be data for the Cleadon and East Boldon Ward. This highlights that all households within the ward have access to a car or van.

Regional level

North East Strategic Economic Plan (2019)

- 3.3 The North East Strategic Economic Plan (SEP) was first published in 2014 by the North East Local Enterprise Partnership, it was subsequently updated in 2017 and 2019. Transport and digital connectivity is one of the six strategic themes of the SEP. The SEP identifies the need to invest in transport resources in a way which supports economic and employment growth, connects businesses with markets and suppliers and increases the accessibility of local people to employment locations.
- 3.4 Whilst aiming to improve transport connectivity, the SEP also identifies a commitment to reducing carbon emitted by transport. The SEP highlights that a key way of achieving both goals is through the use of shared and sustainable modes of transport alongside reducing carbon emissions from all vehicles and networks.

North East Transport Manifesto (2016)

- 3.5 The manifesto was prepared by the North East Combined Authority which comprised seven north east councils (Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside and Sunderland). The manifesto identified that transport needs to work for everyone, and it should be: accessible, affordable, reliable, easy to use, safe, sustainable and integrated. It defined a number of guiding principles:
1. Good access to workplaces; services, shops and leisure;
 2. Well-maintained, climate-resilient and safe transport networks;
 3. Less road congestion;
 4. More sustainable travel;
 5. Growth in economic activity;
 6. Better air quality and lower carbon emissions;
 7. Healthy, active lifestyles;
 8. Efficient use of transport assets;
 9. Land use planning that favours sustainable travel;
 10. Equality of opportunity;
 11. Better cycling network;
 12. Better connectivity across the UK;
 13. Expand the public transport network.
- 3.6 The manifesto explained that a new transport authority, 'Transport North East' would be created.

Tyne and Wear level

Tyne and Wear Local Transport Plan

- 3.7 Until the North East Combined Authority or South Tyneside Council prepares a new transport plan the current local transport plan is the third local transport plan for Tyne and Wear (LTP3), this was adopted in 2011 and covers the period to 2021. LTP3 was prepared by the Tyne and Wear Integrated Transport Authority on behalf of the five local authorities in Tyne and Wear and Nexus (the local passenger transport executive).
- 3.8 The vision within LTP3 is that Tyne and Wear will have a fully integrated and sustainable transport network. LTP3 has five goals:
- To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;
 - To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;
 - To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;
 - To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services;
 - To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.
- 3.9 LTP3 identifies a number of main policies:
- To keep the transport networks in good condition;
 - To manage the networks to provide for the safe and efficient flow of travel by all modes;
 - To help people make informed travel choices by giving them accurate information;
 - Give priority to and invest in walking and cycling;
 - Give priority to and invest in public transport;
 - Enhance personal safety and security for all transport users;
 - Work to improve road safety;
 - Seek to improve air quality;
 - Improve links to airports, ports, rail and motorway systems;
 - Support low-carbon transport initiatives;
 - Help people to reach key services, such as healthcare, employment and education, easily and safely by ensuring that access issues are given due consideration for service and land use planning;
 - Pursue all investment opportunities to improve our transport networks.
- 3.10 LTP3 is accompanied by a three-year delivery plan which sets out the indicative allocation of spend for maintenance and integrated transport over the next three years.

South Tyneside level

Infrastructure Delivery Plan (2019)

- 3.11 The South Tyneside Infrastructure Delivery Plan (IDP) was prepared by STC as part of the evidence base for the emerging local plan. Its purpose is to: assess the current infrastructure in the borough, what is being planned with committed investment and what will be needed in the future to support the delivery of the emerging local plan.
- 3.12 It considers the need for the following types of infrastructure: travel (road network, public transport, cycling and walking, electric charging points); environmental (green infrastructure, open space, parks and gardens, green space, provision for children/ young people, allotments, cemeteries/ churchyards, civic spaces, sport and recreation); utility (electricity, telecommunications, water/ flooding); health (assets); education; and other community facilities (leisure and libraries).
- 3.13 The transport element of the IDP explains that the council are developing a strategic transport plan for the borough that will outline plans to improve the local and strategic highway network and identify improvements to the walking and cycling networks and green infrastructure.
- 3.14 The IDP explains that in addition to the borough's main town of South Shields, there are two townships of Jarrow and Hebburn and villages of the Boldons, Cleadon and Whitburn. It identifies that these areas are well connected to surrounding employment destinations, particularly Newcastle and Sunderland city centres. South Tyneside experiences a net outflow of commuter trips and as a result, it suffers congestion along key routes at peak periods.
- 3.15 The strategic road network in the borough is the A19, which is managed by Highways England. The majority of other roads and associated highway infrastructure is maintained by STC as the local highway authority.
- 3.16 The following schemes are identified as prioritised for investment:
- A19/ A184 Testo's roundabout;
 - A19/ A1290 Downhill Lane junction improvements;
 - A19 Lane gain/ lane drop scheme;
 - A194M/ A184/ A194 Whitemare Pool;
 - A194/ B1306 Mill Lane roundabout;
 - Boldon and Tileshead Level Crossing.
- 3.17 The IDP explains that as part of the development of the local plan, a local transport model has been created in partnership with external consultants. Modelling work is ongoing but interim findings have provided the basis for an indicative assessment of the potential impacts of the draft housing allocations on the strategic highway network and local transport network.

Key

- Red – Site can only come forward once identified transport infrastructure is implemented;
- Amber – Site is likely to cause congestion, with specific junction improvements required;
- Yellow – Site is likely to have an impact on strategic junctions, with small scale mitigation required;
- Green – Site is not likely to have limited impacts and no mitigation will be required.

Table 1: Assessment of strategic and local highway impacts

Plan ref	SHLAA ref	Site location / name	Area (ha)	Total new homes	Mitigation required
H3.1	SBC096	Land at Benton Road	2.6	28	R
H3.2	SBC100	Land south of Cleadon Park	3.42	90	Y
H3.3	SBC101	Land south of Occupation Road (east)	5.97	156	Y

H3.4	SIS013	Land at 1 Robinson Street	0.03	8	G
H3.5	SIS017	Land adjacent to Ocean Road	0.07	4	G
H3.6	SIS018	Land at Chatsworth Court	0.08	5	G
H3.7	SIS023	Former Wouldhave House (Site B)	0.1	6	G
H3.8	SOS001	South Shields and Westoe Sports Club and playing fields	2.8	79	A
H3.9	SOS007	South Tyneside College - South Shields Campus (playing fields)	2.58	77	A
H3.10	SOS009	Former Brinkburn Comprehensive School	7.82	272	A
H3.11	SOS025	Land to rear of Simonside Arms Public House	0.2	11	G
H3.12	SOS040	Land at Chuter Ede Education Centre (excluding Brydon Court)	7.8	280	R
H3.13	SOS043	Former Temple Park Infant School	0.7	22	G
H3.14	SOS044	Connolly House, Reynolds Avenue	0.4	13	G
H3.15	SOS045	Former Temple Park Junior School (west)	1.03	32	G
H3.16	SOS053	Land at Farding Square	1.4	45	A
H3.17	SOS069	Landreth House, Boldon Lane/South Dene	0.06	12	Y
H3.18	SOS071	Demolished nursery school, Wharfedale Road	0.11	3	G
H3.19	SOS072	Land at Orchid Close	0.03	2	G
H3.20	SOS082	Land south of Bedale Court / Heworth Court	1.08	15	G
H3.21	SOS087	Land behind Rvedale Court	0.48	15	G
H3.22	SOS221	Land at Lizard Lane	0.35	30	A
H3.23	SOS222	Land at Dean Road	0.42	80	A
H3.25	SFG044	Land at Heathwav, Hedworth	0.07	3	G
H3.26	SFG045	Land at Heathwav/Greenlands	0.18	10	G
H3.27	SFG046	Land at Kings Meadow, Hedworth	0.51	25	G
H3.28	SFG048	Land at Calf Close Walk	1.7	15	A

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H3.29	SFG053	Land at Wark Crescent/Pathside, Primrose	0.64	20	Y
H3.30	SFG068	Land to North and East of Holland Park Drive	0.99	41	Y
H3.31	SJA003	Land at Grange Road/Monkton Road	0.1	14	G
H3.32	SJA008	Land at Salcombe Avenue	0.9	36	R
H3.33	SJA011	Neon Social Club, Perth Avenue	0.6	24	Y
H3.34	SJA013	Perth Green Youth Centre, Perth Avenue	1.2	49	A
H3.35	SJA015	Land at Kirkstone Avenue / Coniston Road	0.3	14	G
H3.36	SJA019	Land at previously Martin Hall, Prince Consort Road	0.4	24	G
H3.37	SJA020	Land at previously Nolan Hall, Concorde Way	0.5	15	G
H3.38	SJA049	Land at Falmouth Drive	1.3	40	R
H3.39	SJA072	Land at rear of Shaftesbury Avenue	0.6	77	R
H3.40	SJA063	Land at Ayrey Avenue	0.25	11	G
H3.41	SJA088	Phase 2 - Eskdale Drive, Primrose	1.9	61	A
H3.42	SHB004	Land off Glen Street (Hebburn New Town)	2.67	80	A
H3.43	SHB005	Land at Westmoreland Court	0.36	30	A
H3.44	SHB006	Former Roadhouse Public House, Victoria Road West	0.03	2	G
H3.45	SHB012	Ashworth Frazer Industrial Estate and Hebburn Community Centre	2.83	117	A
H3.46	SHB013	Land to North of former day care centre	0.7	22	G

H3.47	SHB015	The Clock playing field, Victoria Road East	3.4	69	A
H3.48	SHB018	Campbell Park Road Civic Site/ Hebburn Police Station	3.1	97	A
H3.49	SHB020	Storage building and land at Quarry Road	0.08	4	G
H3.50	SHB024	Land at Campbell Park Road	1.5	47	A
H3.51	SHB032	Land at Beresford Avenue	0.9	12	G
H3.52	SHB034	Land at South Tyneside College, Hebburn Campus	5.7	160	A
H3.53	SHB045	Land south-west of Prince Consort Road	1.13	46	A
H3.54	SHB046	Father James Walsh Day Centre, Hedgeley Rd	0.65	15	G
H3.55	SHB112	Land at Southend Parade	0.37	17	G
H3.56	SBC003	Land at North Farm	22.38	588	R
H3.57	SBC009	Land at Glencourse	0.69	34	Y
H3.58	SBC025	The Disco Field, Henley Way	2.2	45	A
H3.59	SBC084	Former MoD bunkers, medical stores and associated land on Green Lane	7.62	93	A
H3.60	SBC087	Land south of St John's Terrace and Natley Avenue	1.56	63	A
H3.61	SBC094	Land at Lyndon Grove	0.22	3	G
H3.62	SBC102	Land to North of Town End Farm	22.4	400	R
H3.63	SBC104	Former Boldon CE Primary School	0.28	16	Y
H3.64	SBC106	The Paddock, Glebe Farm, Newcastle Road	0.4	18	Y
H3.65	SBC111	Land West of Boldon Cemetery	2.0	54	A

H3.66	SBC113	Former storage yard Hardie Drive	0.14	3	G
H3.67	SBC114	Former garage site Hindmarch Drive	0.18	10	G
H3.68	SBC120	Land to the North of New Road	4.1	138	R
H3.69	SBC121	Open space at Dipt Lane/Avondale Gardens	0.42	17	Y
H3.70	SBC051	Land at West Hall Farm	10.27	231	A
H3.71	SWH009	Land at Wellands Farm	5.33	200	A
H3.72	SWH013	Former Charlie Hurley Centre	3.9	102	A
H3.73	SWH025	Land at Whitburn Lodge	0.8	25	Y
H3.74	SWH026	Land to North of Shearwater	1.8	57	A
H3.75	SWH027	Land to North of Shearwater and East of Mill Lane	1.27	40	A
RG1	SOS014	Holborn - South Shields Riverside	4.44	400	R
RG2	SOS080	Tyne Dock housing-led Regeneration Site	1.26	65	A
RG3	SIS007	Winchester Street housing-led Regeneration Site	0.8	48	Y
RG4	SHB035	Argyle Street Housing-led Regeneration Site	6.7	100	A
RG5	SBC010	Land at Cleadon Lane Industrial	5.45	245	R

Figure 3: extract from IDP

3.18 The IDP explains that it is expected that future development sites will require highway infrastructure improvements to ensure there is sufficient highway capacity to deliver the expected growth, particularly from housing stock increased. Transport modelling has identified that the following routes and associated junctions would be adversely affected:

- A19 Corridor including Testo's and Downhill Lane junctions;
- A194 Corridor including White Mare Pool and Mill Lane junctions;
- A184 Corridor;
- A185 Corridor;
- A1018 Corridor;
- A183 Corridor.

3.19 The council are considering options for highway mitigation.

3.20 The IDP identifies that there are ten metro stations within the borough and that Nexus are looking to replace the ageing vehicle fleet, which is scheduled to become operational from 2021. Constraints on park and ride capacity at East Boldon, Fellgate and Tyne Dock are identified. Possible interventions include park and ride extensions. Options to improve the frequency of the service are also identified.

3.21 Buses are identified as one of the most common forms of public transport to and from South Tyneside. The IDP explains that a range of bus infrastructure proposals have been identified and assessed along multiple corridors in the borough as well as improvements to service reliability.

- 3.22 The IDP highlights the importance of walking and cycling, however, acknowledges that whilst the number of walking and cycling trips for work are increasing, it is still at a low level compared with other modes of travel. The borough is well served by three major cross boundary routes which connect it to other areas:

Class		Number	Location
National Network	Cycle	1	Connects South Tyneside to National network including links to Sunderland
		72	Connecting South Tyneside to Durham and wider to Cumbria
Regional Route	Cycle	11	Connecting South Tyneside to Gateshead

Figure 4: extract from IDP - walking and cycling

- 3.23 Walking networks are more established, with over 810km of walking routes of all classifications available for use, which are typically managed by the council's highways team. The council is currently developing a cycling and walking investment plan.

Local level

- 3.24 The forum has undertaken an investigation of East Boldon's transport infrastructure network, which is explained below.

Public footpaths

- 3.25 Figure 5 identifies the public footpaths, tracks and public rights of way that cross the plan area

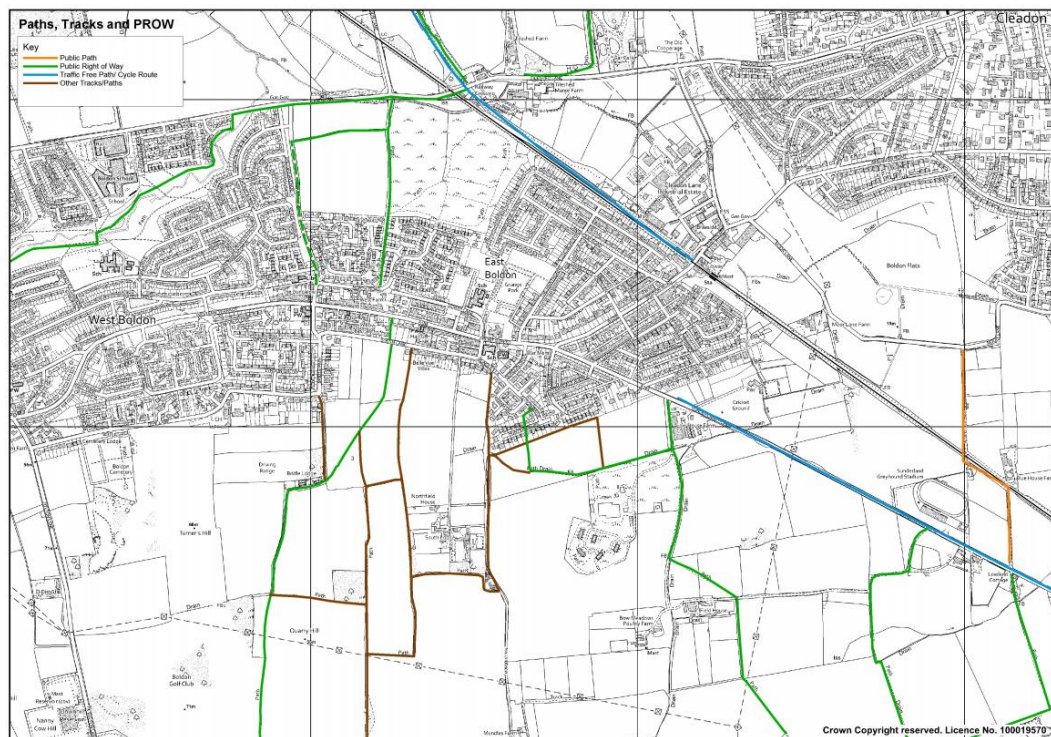


Figure 5: Paths, tracks and public rights of way

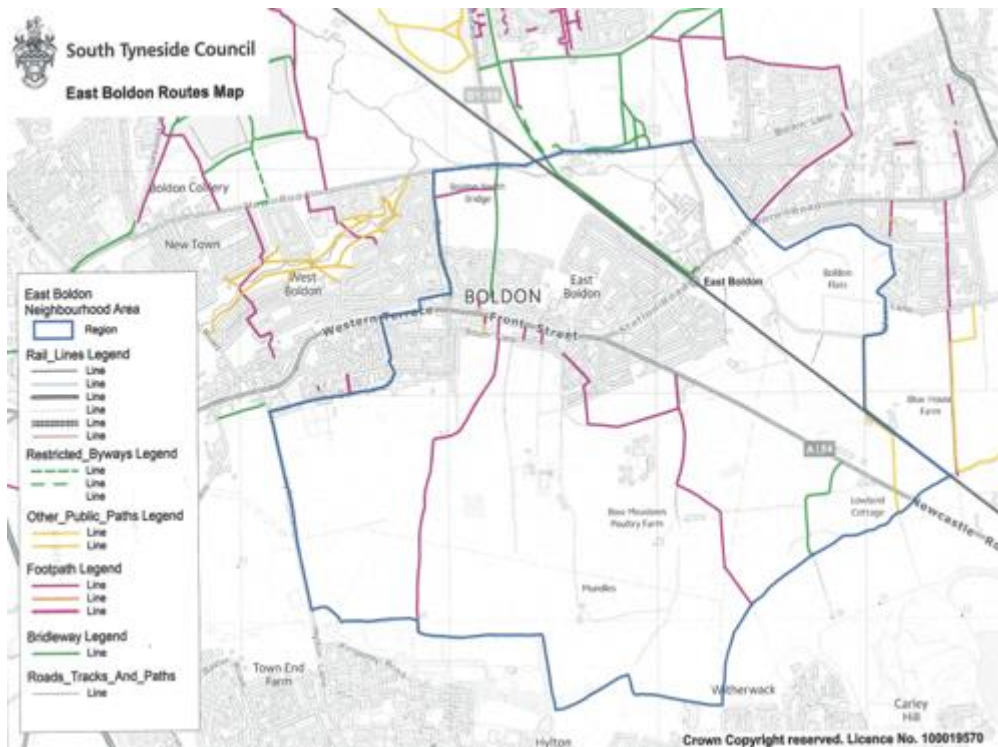


Figure 6: Extract from STC route map

Cycle routes

3.26 Figure 7 illustrates the cycle routes that cross the area.

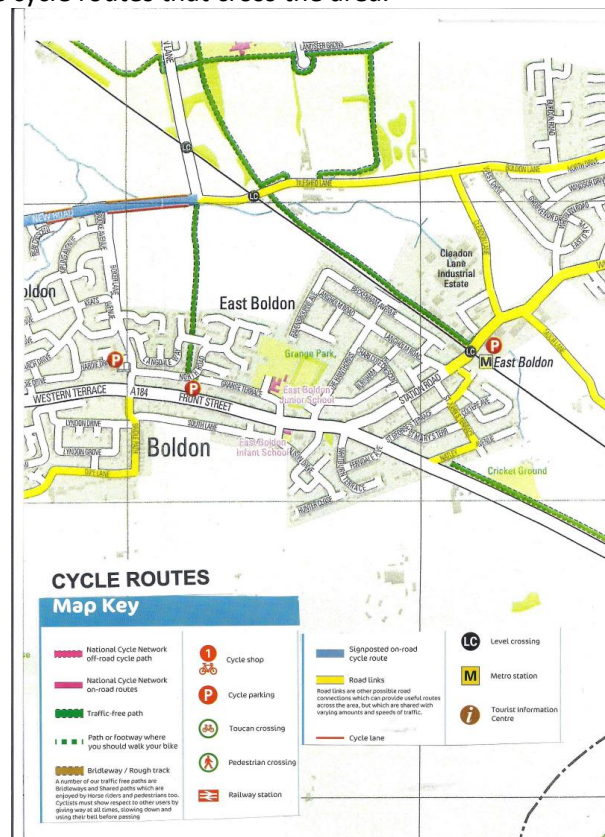


Figure 7: Cycle routes

Bus routes

3.27 Figure 8 illustrates the bus routes that cross the area. The following services are available to residents of East Boldon, although it should be noted that only numbers 9, 30 and 558 pass through the village:

- 9 – Murton to Lukes Lane Estate, Hebburn (Go North East):
via Dalton Park, New Seaham, Sunderland, The Boldons, Jarrow, Hebburn
Frequency – Monday to Saturday, approximately every 20 minutes daytime, every 30 minutes evening. Sunday (and public holidays) every 30 minutes.
- 30 – Boldon Cineworld to South Shields (Stagecoach):
via Boldon Colliery, West and East Boldon, Cleadon, Harton Nook and Westoe.
Prior to June 2017, Monday to Saturday daytime frequency was every 30 minutes and hourly on a Sunday.
From June 2017 until March 2019 the frequency was reduced to hourly, every day.
However, from March 2019 the frequency has been further reduced to every 2 hours from early evening, every day.
- 558 - Heworth to Seaburn (Gateshead Central Taxis):
via Sunderland Road, Fellgate, Boldon Asda, Boldon Colliery (New Road), East Boldon, Cleadon, Whitburn, Seaburn Morrisons.
Frequency – Hourly, every day but daytime only.
- 5 - North Shields to South Shields (Go North East):
via Jarrow, Fellgate, Boldon Colliery (New Road), Whiteleas, South Tyneside Hospital, Chichester, Westoe
Frequency – Monday to Saturday, every 30 minutes daytime, hourly in evenings.
Sunday – hourly.
- 50 - Durham to South Shields (Go North East):
via Framwellgate, Arnison Centre, Chester-le-Street, Washington Galleries and Concord, Nissan, West Boldon, Boldon Asda, Boldon Colliery (new Road), Whiteleas, West Harton, Chichester.
Frequency – Monday to Saturday, every 30 minutes, daytime only. Sunday (and public holidays) hourly, daytime only.
- 50A - Chester-le-Street to South Shields (Go North East):
Similar route to 50 but calling at Glover Industrial Estate, Peel Retail Park and Boldon Business Park; instead of Nissan and West Boldon.
Frequency – Hourly every day, evenings only.
- X34 - Newcastle to Marsden (Stagecoach):
Via Gateshead, Cineworld Boldon, Boldon Colliery (New Road), Harton Nook.
Frequency – Monday to Saturday – hourly during day and early evening (service stops early evening). On Saturday 30 minute service provided between late morning and mid afternoon. Sunday – no service.

Metro

3.28 Frequent access to all 59 other stations on the Metro network from East Boldon station. Access to local train services at Sunderland, Heworth and Newcastle; and to mainline train services at Sunderland and Newcastle. Direct Metro service to Newcastle Airport. Frequency to Newcastle Airport and Sunderland – Monday to Saturday – generally 5 trains per hour daytime and 4 in the evenings. Sunday – generally 4 trains per hour all day.

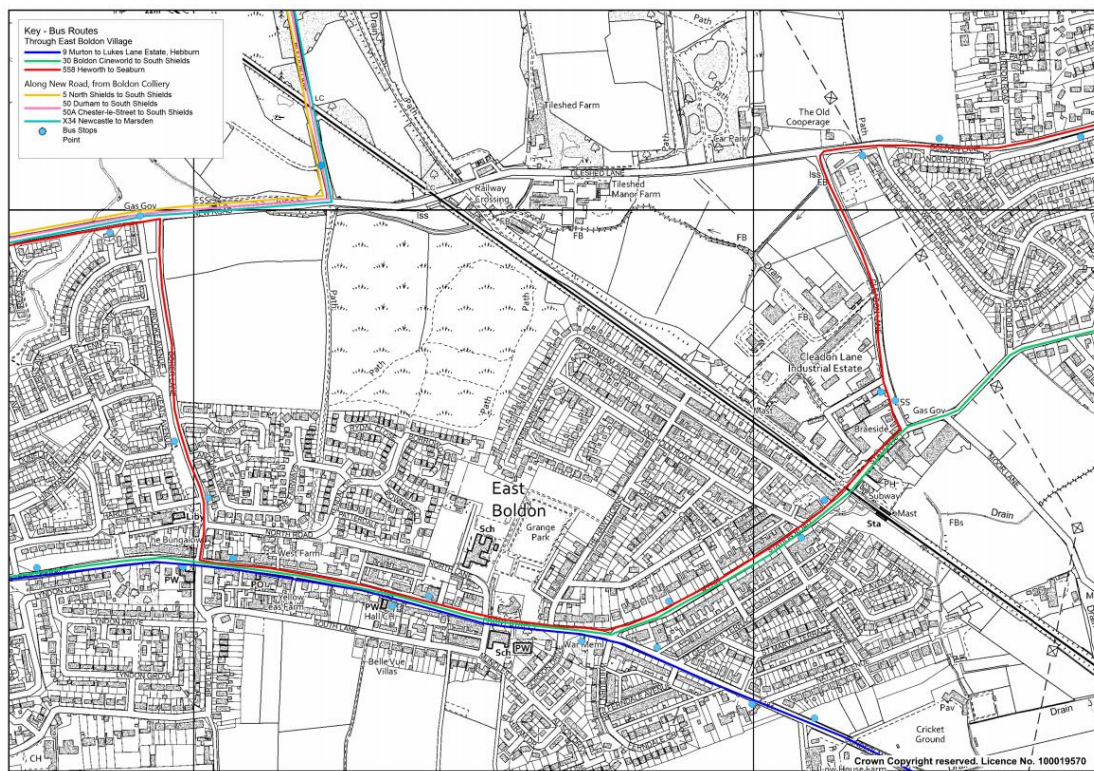


Figure 8: Bus routes

Parking

- 3.29 Parking is one of the main issues identified through early engagement with the local community and businesses. The local street patterns, especially those near to the metro station and shops are mainly terraced in form and result in limited parking opportunities. The metro station attracts a number of people with cars who live outside the area. The impact of this is high levels of on street parking which negatively impacts on highway and pedestrian safety. Lack of appropriate parking has also been identified by local businesses as a factor which impacts on their business operation.
- 3.30 In the plan area there are two off-street car parks providing 107 spaces at the metro station and rear of the Grey Horse Public House. There is also a carpark at Boker Lane/Hardie Drive adjoining the plan boundary providing another 22 spaces. There are 17 lay-by spaces at Cleadon Lane and 55 spaces (including 3 for disabled drivers) provided on street or in lay-bys with limited waiting. In addition, there are 60 on street spaces with unlimited waiting, and 7 residents only places in Grange Terrace. The car park at Boker Lane remains relatively accessible during the day but is affected by a high number of 'white vans' which are parked there from 5pm onward. The car park in Cleadon Lane is used to capacity every workday with vans from the adjacent industrial estate, and cars left by users of the metro, often spilling over onto the adjoining grass verges.

4. Feedback

Early engagement – local community

- 4.1 As a means of starting the process of collecting information and opinions that would influence the content of the neighbourhood plan, the forum held a number of community engagement drop-in sessions in: July 2017; June 2018; March 2019; and June 2019. The purpose of the events was to raise awareness of the opportunities presented by neighbourhood planning and to engage as broad a range of people from the local community as possible from the start of the plan making process.
- 4.2 The engagement exercise in June 2018 sought to help the forum to define those issues of greatest importance to the local community. Feedback was sought on eight draft objectives for the neighbourhood plan. In addition, it asked for views on what East Boldon means to the local community and what their vision was for East Boldon.
- 4.3 Draft objective eight on transport and movement was supported by

What does East Boldon mean to you?

Issue identified	Potential planning response	Potential community action
Retention of village feel and community	Policy to ensure that traffic from new developments is managed to ensure it protects the special character of the area	Work with the local highway authority to identify traffic management schemes
Safe environment to raise a family	Policy to ensure that traffic from new developments is managed to ensure a safe highway network	
Rich rural environment should be protected	Policy to ensure that traffic from new developments is managed to ensure it protects the special character of the area	
New development should be limited and sensitive to existing character	Policy to ensure that traffic from new developments is managed to ensure it protects the special character of the area	

What is your vision for East Boldon for the future?

Issue identified	Potential planning response	Potential community action
Maintain current character of village/ any new development should be sensitive to this	Policy to ensure that traffic from new developments is managed to ensure it protects the special character of the area	
Closer and caring community spirit	N/A	
Any new housing should provide for the needs of a	Policy to ensure that new housing development can	

Issue identified	Potential planning response	Potential community action
diverse community (young and old)	access key community services and facilities by means other than by the private car	
Maintain/ improve/ increase green and open spaces	N/A	
Improved parking, particularly near metro/ concerns over volume of traffic	Policy to support the creation of additional metro parking. Identification of parking standards for new development	Working with Nexus to consider options for the provision/ expansion of metro parking. Working with the local highway authority to introduce time limited parking and residents parking permits.

General comments on the transport objective

Issue identified	Potential Planning response	Potential community action
Need a direct bus route to Newcastle	N/A	Discussions with bus operators over viability of new bus routes within the plan area.
Work with Network Rail to compromise on crossing times	N/A	Discussions with Network Rail regarding crossing times.
Install lower speed limits/ restriction measures on Langholm Road	N/A	Discuss opportunities with the highway authority to install/ implement measures to reduce traffic speeds.
Traffic crossing for new Gentoo Development on Moor Lane/ Station Garage	N/A	Discuss opportunities with the highway authority to improve the ability for pedestrians to cross from the Gentoo Development

4.4 The engagement exercise that took place in March 2019 focused on: parking; Green Belt; the natural environment; local green space; housing; and the vision for the plan.

4.5 Feedback on the parking issue identified:

- The main areas where parking was considered to be an issue:
 - Metro station;
 - Village schools;
 - Shops on Station Terrace and Langholm Road;
 - Shops on Front Street;
- That the neighbourhood plan should include parking standards;
- Other comments on parking included:
 - Need for better parking management e.g. parking only with the direction of traffic on key roads and adding parking bay markers on kerbs; time limited parking; residents parking permits; more parking enforcement
 - Questions on whether there is an opportunity to extend metro parking;

- Concerns that the highway network cannot cope with the level of traffic already using it;
 - Consider whether a bypass could be built;
 - Control the rail gates at Beggar's Bridge;
 - Reduce parents dropping off children at school by car;
 - Concerns over wheelchair accessibility;
 - Need for new housing to have sufficient parking provision.
- 4.6 In June 2019, the forum asked for community input to a range of issues, including: the built and historic environment; community wellbeing; flooding; the economy; and transport. 77 questionnaire responses were received.
- 4.7 Residents were asked whether public transport and the implications of traffic congestion, noise and air quality should be taken into account when considering new development proposals – 76 of those responding supported this approach, one response was blank. Additional comments expressed concern with current traffic and parking levels and the significant impact of new development. With concerns expressed over the poor bus service. One representation suggested a bypass could be constructed to the south of the village; this proposal was abandoned some time ago.
- 4.8 Concerns were expressed regarding the impact of traffic issues on health, wellbeing and safety in terms of loss of green spaces and air pollution. Parking levels were also considered to be have a major impact on the character of the village.
- 4.9 Residents were asked whether improvements should be made to public rights of way – this was supported by 74 respondents, one reply said no and there were two blank responses. Respondents stated that such improvements would improve wellbeing, access to the countryside and improve connectivity by means other than the private car. However, there was a concern over the loss of road space from cycle lanes. Respondents also highlighted the need to improve the maintenance of rights of way, including signage, to improve accessibility and use.
- 4.10 When asked whether residents considered road safety issues should be addressed as part of new development proposals, this was supported by 76 respondents, with one blank response. Those who provided further explanation of their response highlighted concerns over traffic levels and an increase in accidents. The need for road restrictions, time limited parking, speed limit reductions, speed bumps, safe crossing places and the potential for a bypass were highlighted.
- 4.11 Residents where asked whether the forum should press the case for the metro system to be extended to IAMP and the Nissan sites. This suggestion was supported by 51 respondents, with 11 disagreeing and 15 blank responses.
- 4.12 Potential planning responses to the issues identified are:
- Traffic management policy to seek to address the impact of new development on the highway network, including road safety matters;
 - Policy to seek to ensure that residents of new housing development can access services, facilities and employment by means other than the private car;
 - Policy to support the creation of additional metro parking, where this would not negatively impact on the special character of the area;

- Identification of parking standards for new development, to ensure sufficient parking provision is made and that it will not exacerbate current parking issues;
- Identification of active travel routes and associated policy to support their protection, enhancement and expansion.

4.13 Potential community actions relevant to the highway topic in response to the issues identified are:

- Identify opportunities to work with the local highway authority to develop appropriate traffic management schemes to improve highway safety and in particular reduce traffic speeds and improve pedestrian crossing points;
- Work with Nexus and the local highway authority to develop options for the provision/ expansion of metro parking;
- Work with the local highway authority to develop a parking management plan which could include: time limited parking areas; residents parking permits;
- Hold discussions with bus operators regarding opportunities to improve bus services across the plan area to key destinations;
- Input to the STC local plan review to ensure highway infrastructure matters are given proper assessment and consideration;
- Work with the local schools to seek to encourage walking to school;
- Seek to input to the preparation of the rights of way improvement plan;
- Campaign for the extension of the metro network to the IAMP and Nissan sites;
- Discuss crossing times with Network Rail.

5. Planning policy options and preferred approach

Background

- 5.1 The strategic policy and evidence review, as well as feedback from early engagement has identified a number of potential planning issues for the neighbourhood plan to seek to address:
- Promoting sustainable transport and embedding it within new development;
 - Management of traffic resulting from new development;
 - Metro parking;
 - Parking standards; and
 - Walking and cycling.
- 5.2 This section sets out potential planning policy options to address the issues identified above and explains the preferred policy approach which is proposed within the pre-submission neighbourhood plan.

Issue 1: Sustainable Transport

- 5.3 Possible options:
- 1a. High level policy statement which supports the provision of sustainable transport;
 - 1b. 1a plus principles to guide future sustainable transport provision;
 - 1c. 1b plus identification of the key parts of sustainable transport that the plan is looking to support;
 - 1d. 1a plus inclusion of separate policies on different elements of sustainable transport.
- 5.4 Supporting the provision of sustainable transport is an issue that is strongly supported by the local community. It is considered that identifying principles to guide future sustainable transport provision this will provide will help ensure delivery (option 1b). The preferred approach is to support a range of transport modes, giving priority to walking, cycling and public transport use.

Issue 2: Transport and new development

- 5.5 Policy requiring new development proposals to demonstrate a number of factors before they are supported e.g. traffic impacts, mitigation, access to public transport, opportunities for active travel, parking provision and to include travel plans and transport assessments. The preferred approach is to embed the new development element within one policy on sustainable transport, as the two issues are clearly interlinked. Whilst the preferred approach is to support alternatives to the private car, it is essential to consider the impact of new development on the highway network and require necessary highway improvements.

Issue 3: Metro parking

- 5.6 Possible options:
- 3a. High level policy statement which supports the principle of the provision of additional metro parking;
 - 3b. 3a plus identified criteria against which any proposal for additional metro parking would be considered against;
 - 3c. 3b plus the allocation of land for additional metro parking;

- 5.7 The impact of metro parking has been identified by both the local community and businesses – it is a significant local concern. The lack of dedicated parking is having a significant impact on the character of the village, residential amenity and highway safety. As part of the preparation of the plan, the forum considered a number of policy approaches to look to address the issue of metro parking, including the extension of existing parking, allocation of a site for new parking and the creation of park and ride schemes.
- 5.8 The preferred approach is to provide a flexible and positive policy approach which supports the principle of the creation of additional metro parking in order to improve the environment of the plan area and residential amenity. The level of parking proposed should be informed by an understanding of current and future demand. It is also essential that any new parking proposals do not have significant adverse effects on the environment, residential amenity or highway safety.

Issue 4: Parking standards

- 5.9 Possible options:
- 4a. Identification of parking standards for all forms of new development;
 - 4b. Identification of parking standards for specific types of development where there are parking issues e.g. housing, economic development and other employment generating uses;
 - 4c. Reliance on parking standards currently applied by the local highway authority.
 - 4d. No specific policy – rely on other policies e.g. overarching transport policy to require that sufficient parking be provided as part of development proposals.
- 5.10 Parking is a significant concern to the local community. It is therefore considered that the neighbourhood plan should seek to identify parking standards for specific developments which could exacerbate the current parking problems. The local community believe that the adopted parking standards do not reflect local circumstances and are out of date.
- 5.11 The provision of car parking within new residential development has highlighted a number of concerns for the local community. Restrictions on car parking provision as part of an approach towards managing demand for car travel are not always effective and can result in unacceptable levels of on-street car parking causing serious road safety issues for pedestrians and cyclists alike. Households have a desire to park close to their home and in many locations off-street parking provision provided by rear parking courts is poorly used and results in vehicles spilling onto nearby roads and pavements. However, off-street parking within the curtilage of dwellings can be inefficient where garages are provided and these are not large enough to accommodate a modern sized vehicle, or they are used for bike and bin storage instead. The preferred approach is therefore to identify specific parking standards for different developments. The parking standards include: cycle storage and parking, residential car parking standards; and non-residential car parking standards.

Issue 5: Walking and cycling

- 5.12 Possible options:
- 5a. General policy supporting the protection and expansion of the walking and cycling network
 - 5b. 5a plus allocation of specific routes on the policies map;
 - 5c. 5b plus giving specific support for proposals for new and improved cycling infrastructure and associated facilities.

- 5.13 Feedback from the local community has identified the importance of the walking and cycling network as well as identifying specific enhancements and new routes, such as:
- East-West Route Through the Village (including A184 cycleway/ footpath);
 - North Farm informal paths;
 - Cricket Club (route from Station Terrace);
 - Blue House Lane;
 - Moor Lane – safety improvements for pedestrians and cyclists;
 - Bridleways adjoining the railway line, and the old "Boker Lane"
 - Mundles Lane (up to the small holding next to South Lodge) and the adjacent informal paths to the west (south of South Lane and west of Belle Vue Villa/Northfield House)
 - Public footpath from North Road, Boldon Colliery, alongside River Don, through North Farm fields (via Kipling Avenue), with new linkage to Tiledshed Lane
 - Route from South Lane to Metro Station via Grange Terrace, Grange Park, The Hawthorns, Langholm Road and Station Approach
 - North Road and North Lane
 - Informal path to the south of Hunter Close and Ferndale Grove.
- 5.14 In addition, the neighbourhood plan should capture the routes referenced in: the definitive map, Forum's response to the council's LCWIP consultation and recent forum meetings. The preferred approach is therefore to support proposals to improve or extend the walking and cycling network within the plan area, as well as protecting existing defined routes (option 5c). The routes will be identified on the policies map.

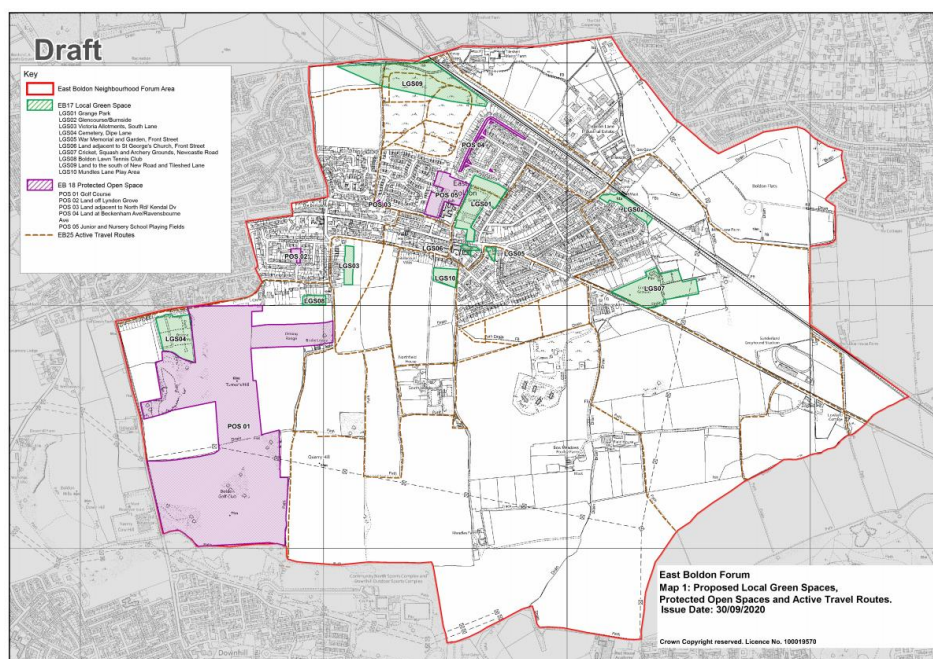


Figure 9: Proposed walking and cycling network

- 5.15 During the winter of 2019/20, South Tyneside Council undertook a public consultation exercise on cycleways and public rights of way in the area (LCWIP). Following in-depth community feedback on these matters, the Forum submitted a comprehensive response to STC in March 2020, identifying existing problem areas and also new opportunities to improve active travel options and connectivity.

6. Potential community actions

This background paper has informed the identification of 17 community actions:

1. Walking routes to school - work with the schools, South Tyneside Council (STC) and local groups to examine how these can be made safer;
2. Improving footpath, bridleway, cycle route (FBC) network – hold discussions with STC (Planners, Highways Engineers, Rights of Way Officer), Sustrans and interested local groups about how the connectivity of footpaths, bridleways and cycle routes can be improved and increased (creating new FBC's where possible), particularly if new developments progress;
3. FBC Signage – work with STC (Rights of Way Officer) to ensure all FBC's are appropriately signed at access points and along routes i.e. finger posts, signs, arrows;
4. Following the Forum's response to STC's LCWIP consultation exercise, maintain engagement with the council as they develop this initiative.
5. Hedge maintenance - raise with STC problems caused by overgrown hedges (residential and agricultural) severely restricting footpath widths, i.e. north side of Front Street, Langholm Road, A184 cycle route near Cricket Club and opposite Stadium Garage;
6. Hold discussions with STC, Nexus, bus operators and interested local groups about opportunities to improve bus services across the plan area, to key destinations;
7. Eco-Friendly Buses – consider the use of smaller eco-friendly buses for local routes – greener and cheaper to run;
8. Bus stops – in order to ease traffic congestion, reduce air pollution and improve road safety, discuss with STC, Nexus and other stakeholders, possible improvements to traffic management issues at bus stops, particularly on Front Street and Station Road.
9. Westbound bus stop on Western Terrace (Methodist Church) - this is only 30m from Boker Lane/Bridle Path junction and frequently creates traffic congestion and road safety concerns – the pedestrian island also prevents possible overtaking opportunities. Discuss with STC, Nexus and other stakeholders whether any improvements/alterations can be made to improve road safety and congestion issues;
10. Bus shelter signage – work with STC, Nexus and other stakeholders to consider the provision of electronic information displays, with real time data;
11. Level crossing barriers – work with Network Rail, Nexus, STC and other stakeholders to reduce Metro crossing waiting times. Investigate reasons for excessive barrier downtime and consider possible options;
12. Metro Park and Ride (Draft Local Plan ref 3.20) – work with Nexus, STC and other stakeholders to develop options for the expansion of Metro parking. This should include a comprehensive survey and investigation by STC/Nexus into the usage of East Boldon Metro station;
13. On-Street Parking – work with STC and local residents to develop a parking management plan, which could include resident only parking areas, time limited parking, etc;
14. Charging Points – discuss with STC, Nexus and other stakeholders about the future installation at the Metro car park of charging points for electric vehicles;
15. Cycle Storage – discuss with STC, Nexus and other stakeholders about the possible extension of secure cycle storage facilities at the Metro station and possible new cycle parking facilities at Station Terrace shops;
16. International Advanced Manufacturing Park (IAMP) – EBF to actively support the proposed Metro system extension to serve IAMP, Nissan and Washington;
17. Traffic Improvements – EBF to work with STC, residents and stakeholders to identify appropriate traffic management opportunities to improve road safety, reduce traffic speeds and improve pedestrian safety.