TYNE AND WEAR
INTEGRATED TRANSPORT AUTHORITY

Keep Tyne and Wear Moving

LTP3: The Third Local Transport Plan for Tyne and Wear

Strategy 2011 - 2021

March 2011

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> **"Just because our priority is to deal with the debt crisis this does not mean we neglect our central responsibility to provide Britain with transport that works effectively and efficiently and to increase transport capacity where it is most needed to meet long term increases in demand".**
>
> *Rt Hon Philip Hammond MP, Secretary of State for Transport, July 2010*

In the second Local Transport Plan (LTP) for Tyne and Wear, covering the period between April 2006 and March 2011, we wrote that: "Delivering improved transport provision will be a major factor in achieving sustainable economic growth".

Achieving sustainable economic growth for the region is more important than ever, as we seek to recover from the recession and to meet our challenging targets for carbon reduction. This third Local Transport Plan sets out how transport can help to deliver our goals. It covers all modes of travel, from cars to cycles, from motorbikes to Metro, from buses and taxis to horse-riders, showing how we will deliver green growth that addresses the challenges of today and promises a better tomorrow.

Councillor David Wood, Chair of the Tyne and Wear Integrated Transport Authority (the New Tyne Crossing promoter) makes his address during a mid-river meeting of civic dignitaries in July 2010

Our plans for the next ten years build on a legacy of achievement during the last five years, during which the six LTP partners, together with our colleagues and stakeholders in other public bodies and the private sector, have co-operated closely to introduce many improvements in our transport infrastructure. The New Tyne Crossing project (see photo) will make the A19 trunk road a continuous dual carriageway between North Yorkshire and Northumberland. We have focused particularly on public transport, delivering a modern, largely low-floor bus fleet, major improvements to interchanges, new and brighter Metro stations. We have invested in cycling and public realm improvements. The result has been more passengers on our transport networks and more people getting on their bikes. Still to come is the exciting Metro Reinvigoration programme, a £350m ten-year plan to renew and modernise the entire system.

Every journey begins at the front door. At present, 53% of trips less than 5 miles in length in Tyne and Wear are made by car.[1] There is an opportunity to offer people sustainable alternatives for these short trips. Our strategy affords a positive platform for further development of 'Smarter Choices' measures designed to encourage people to use their cars less, reducing congestion, lowering carbon emissions and promoting health in the process.

Tyne and Wear's third Local Transport Plan is based around a hierarchy of measures that prioritise low-cost solutions and active travel. That does not preclude targeted investment in new infrastructure to support the economic growth that we hope will return strongly in the years ahead. Underpinning all our interventions is the need for better information, so that people can make informed decisions about their travel options, and a commitment to safety on all modes. Where resources are limited for new investment, it is crucial to keep our existing transport links in good order. So we have emphasised the importance of maintaining the current asset base to meet the needs of the future.

The common theme in all our measures, large or small, is the wish to make travel around the region – particularly using sustainable modes – easier, safer and more reliable.

Even in difficult times, Tyne and Wear's leaders remain passionate about our region and optimistic for the future. We see no contradiction between economic growth and the needs of the environment – indeed, our rich natural heritage and landscape are priceless economic assets.

This region gave birth to the railways and we have a long history of innovation and creativity. In LTP3, we have tried to lay out a strategy that makes the most of limited resources, that supports the economy, promotes health and wellbeing and is sustainable and inclusive.

I commend this report to you and wish you many happy and rewarding journeys over the next ten years.

Councillor David Wood

Chair of the Tyne and Wear Integrated Transport Authority

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1   Source: Tyne and Wear Household Travel Survey

Tyne and Wear Local Transport Plan 3 Strategy 2011-21

Executive Summary

Executive Summary

Introduction

This is the third Local Transport Plan (LTP3) for Tyne and Wear. It comprises a ten-year strategy (2011 - 2021) covering all forms of transport in Tyne and Wear, underpinned by the first in a series of three-year delivery plans (2011 - 2014) setting out how the strategy will be put into effect at a local level.

This Plan has been produced by the Tyne and Wear Integrated Transport Authority on behalf of the six LTP Partners - the five local authorities in Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland) plus Nexus, the local Passenger Transport Executive. It has been produced in accordance with the Local Transport Plan Guidance issued by the Department for Transport in 2009 and takes into account national, regional and local policies and plans. It is complementary to the Transport Strategy for the North Eastern Local Enterprise Partnership (LEP), which covers a wider geographic area including those parts of Durham and Northumberland which have close economic and commuter ties to Tyne and Wear.

The draft LTP was subject to a period of public consultation and comments received have been used to finalise the document.

The Strategy

Vision

Our vision for transport in Tyne and Wear is that:

> Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.

The five goals of the transport strategy that we have adopted to meet this vision are:

- 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

As there is considerable overlap between the latter three goals, and many of our proposed measures would help to address all three of them, these have be summarised under the term "Safe and Sustainable Communities". Therefore the strategy has been focused on ways to address challenges within the following three key areas :

- Supporting economic development and regeneration
- Addressing climate change
- Supporting safe and sustainable communities

Challenges

Economic Development and Regeneration - By many standard economic indicators, Tyne and Wear is less successful than other urban areas of the UK. Transport needs to help address this by supporting the development of new regeneration and housing sites, managing congestion, ensuring high levels of accessibility to key employment sites and making sure our transport network can continue functioning after disruption from natural or man-made events.

Climate Change - All local authorities in Tyne and Wear have committed themselves to meeting challenging targets for the reduction of CO_2 emissions and will also be required to play their part in meeting the UK's national Climate Change Act objectives. This will require a significant reduction in transport's share of emissions.

Safe and Sustainable Communities - The least prosperous areas of Tyne and Wear are amongst the most deprived in England. [2] This situation is influenced by many factors but transport can assist by improving accessibility so that people can reach employment sites and key services more easily, and by promoting healthy, active travel modes such as walking and cycling. The need to improve safety and reduce crime and fear of crime is also an issue for all modes of transport. We recognise the need to protect and enhance the natural environment.

Strategic Framework

Recognising the importance of our climate change objectives and the fact that, at least in the short-term, there will be considerably less funding available than in recent years, we have adopted a strategic framework based on three broad intervention types (measures), beginning with the lowest-cost measures that make the least impact on the environment;

(i) managing the demand for travel;

(ii) managing and further integrating existing networks; and

(iii) targeting new investment at top priority challenges.

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2   Source: Index of Multiple Deprivation (2007)

The aim is to firstly reduce cost and demand on the system; then to make maximum use of existing networks; and finally to concentrate our limited resources for new investment on key schemes that promote sustainable regeneration, or where current provision is clearly inadequate.

Managing the Demand for Travel

By close integration between transport and land use planning strategies, we will seek to ensure that development is focused on the most accessible locations that minimise demand for travel and make it easy to use sustainable modes. This will be supplemented by the use of Travel Planning and Smarter Choices resources, whilst Car Clubs provide an additional option that caters for essential car journeys whilst minimising overall car use.

Management and Integration of Existing Networks

We have listened to what the people of Tyne and Wear want, and therefore, we will continue to promote and invest in our existing transport networks, focusing particularly on active travel modes, such as walking and cycling, as well as public transport. It will also be important to make best use of taxi and private hire services and to ensure the safe and sustainable movement of freight around the region. Using Network Management Plans, Partners will continue to ensure delivery of the Network Management Duty to facilitate the efficient movement of vehicles, pedestrians and cyclists throughout the city region. Excellent integration between all modes is essential as many journeys involve more than one form of transport.

Investing in our Networks

Our major scheme programme includes a number of key schemes that are underway, such as the New Tyne Crossing and the region's Urban Traffic Management and Control (UTMC) project. Our investment in electric vehicle infrastructure is also a key commitment that addresses our need for sustainable economic growth. There are also a number of important schemes under development, such as the Sunderland Strategic Transport Corridor (currently in the Development Pool) and our Bus Corridor Improvement Programme, as well as other schemes that are longer-term aspirations.

Underpinning the measures are three key priorities: providing high-quality **information** to assist in informed travel choices; improving **safety** on all modes; and ensuring existing infrastructure is kept in good condition by keeping up high standards of **maintenance.**

Information

We will use a variety of media to inform people about routes, services and fares / charges, both before and during their journey, thus helping them make informed travel choices, for all modes of travel.

Safety

We intend to work closely with the public, the police and transport operators to improve safety on all modes of transport. In the case of road safety, we will continue to use a targeted range of education, engineering and enforcement measures to maintain our good record in reducing road accidents.

Maintenance

The Metro Reinvigoration project will help to secure the future of the Metro system and renew structures that are reaching the end of their useful life. Highways Asset Management Plans allow authorities to make best use of the budgets available and provide a robust and efficient service to road users and residents, ensuring efficient, appropriately targeted maintenance and improvements of the existing assets.

Main Policies

The main policies in the strategy are listed in Table 1.

Table 1 Main Policies

Category	Main Policy
Maintenance	We will keep all our transport networks in good condition.
Management	We will manage our networks to provide for the safe and efficient flow of travel by all modes.
Information	We will help people make informed travel choices by giving them accurate information.
Walking and Cycling	We will give priority to and invest in walking and cycling.
Public Transport	We will give priority to and invest in public transport.
Safety and Security	We will enhance personal safety and security for all transport users.
Road Safety	We will work to improve road safety.
Air Quality	We will seek to improve air quality.
Links	We will improve links to our airports, ports, rail and motorway systems.
Low Carbon	We will support low-carbon transport initiatives.
Access	We will 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.
Investment	We will pursue all investment opportunities to improve our transport networks.

Delivery Plan

The strategy is accompanied by a three-year Delivery Plan. This sets out the indicative allocation of spend for maintenance and integrated transport during the next three years by each Partner, together with a monitoring framework.

The Delivery Plan includes the allocation of resources over the next two financial years and indicative amounts for the third year. These are as follows:

Table 2 Integrated Transport Block Allocation

Partner	2011/12 (£000)	2012/13 (£000)	2013/14 (provisional) (£000)
Gateshead	1,664	1,775	1,775
Newcastle	1,999	2,133	2,133
North Tyneside	1,285	1,371	1,371
South Tyneside	1,021	1,089	1,089
Sunderland	2,008	2,141	2,141
Nexus	3,640	3,883	3,883
Tyne and Wear	**11,617**	**12,392**	**12,392**

Table 3 Highways Capital Maintenance Allocation

Partner	2011/12 (£000)	2012/13 (£000)	2013/14 (provisional) (£000)
Gateshead	2,239	2,326	2,269
Newcastle	2,290	2,440	2,292
North Tyneside	1,847	1,753	1,801
South Tyneside	1,276	1,267	1,236
Sunderland	2,804	2,919	2,877
Nexus	0	0	0
Tyne and Wear	**10,456**	**10,705**	**10,475**

We propose to monitor the 12 main policies and set targets during 2011/12 for maintenance, levels of walking, cycling and public transport, road safety and air quality to measure our progress and performance. These will build on the current Local Transport Plan targets. In addition we will be tracking contextual indicators such as traffic volumes and fleet mix. We will use this information to inform our future investment and assess our progress towards our vision, goals and objectives.

Next Steps

LTP3 is being prepared at a time when there are a great many uncertainties, especially in respect of available funding. It should not be expected therefore that this is the 'final word' on transport in Tyne and Wear for the next ten years. Regular review of our strategy will be essential and we are proposing an initial refresh of the document after one year by which time the economic environment will be clearer.

Part 1: Introduction and background

Introduction

Chapter 1 Introduction

1.1 About this document

1.1   This document is one of two elements of the third Local Transport Plan (LTP) for Tyne and Wear published in March 2011.

1.2   The two elements are:

- Strategy 2011 - 2021 (this document)
- Delivery Plan 2011 - 2014

1.3   A consultation draft was published in October 2010 and responses received have shaped the final document.

1.4   The strategy consists of three main parts:

1.5   **Part One** (Chapters 1 to 4) explains the wider context of LTP3, setting out the current demographic and socio-economic background to the region, our existing transport provision and the links between this plan and other strategies. It also highlights the main changes made between draft and final documents.

1.6   **Part Two** (Chapters 5 to 8) outlines the vision and objectives for transport in Tyne and Wear, the key challenges we face and how transport policy, working in conjunction with other agencies, can address current trends within Tyne and Wear and help us deliver our social and environmental goals. The challenges and objectives are explained within the context of the five DaSTS [3] goals set out by the Department for Transport and also take into account specific regional priorities such as economic development, social inclusion and the reduction of inequality.

1.7   **Part Three** (Chapters 9 to 16) details the hierarchy of interventions we propose to adopt and explains how specific modes or themes will contribute to the overall strategy.

1.8   The Appendices comprise:

A.   Glossary
B.   Acronyms
C.   Consultation summary
D.   Rights of Way Improvement Plan
E.   Modelling results
F.   List of policies
G.   Links to other documents

1.9   We have taken the opportunity to update the Tyne and Wear Rights of Way Improvement Plan at the same time as the LTP and this is included as Appendix D.

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3   Delivering a Sustainable Transport System - Department for Transport 2008

1.10   The Delivery Plan (published separately) sets out the indicative allocation of spend for maintenance and integrated transport during the next three years by each Plan Partner, together with a monitoring framework.

1.11   Alongside the LTP we are publishing a Summary Document. This is an easy-read non-technical standalone document for distribution to stakeholders and the public.

1.2 Role of the Local Transport Plan

1.12   This strategy sets out the key challenges faced by Tyne and Wear and our vision for how transport can help to address those challenges over the next ten years. It is underpinned by the first in a series of three-year delivery plans setting out how Plan Partners will put the strategy into effect at a local level.

1.13   It has been produced in accordance with the Local Transport Plan Guidance issued by the Department for Transport in 2009 and takes into account national, regional and local policies and plans, set out in more detail in 4.1 'Policy context'. As a cross-cutting theme, transport is both influenced by, and also influences, a wide variety of policy areas, from education to health, from the economy to housing. In developing this Plan, we have therefore consulted with, and used evidence from, many other groups to ensure that the document is consistent with other strategies and supports wider regional objectives to strengthen the economy, promote health, reduce inequality and achieve a cleaner environment. The LTP also seeks to be consistent with and support objectives to protect and enhance the natural environment.

1.14   Transport links do not stop at district boundaries and our policies are also designed to complement the aims of the North Eastern Local Enterprise Partnership (LEP) Transport Strategy which is building on work already done by the Tyne and Wear City Region which covers a wider area. More detail is given in 4.1 'Policy context'.

1.3 Building on the achievements of LTP2

1.15   This is the third Local Transport Plan for Tyne and Wear. In the introduction to the second Local Transport Plan covering period 2006-2011, we outlined our vision:

> **Vision of LTP2 (2006-2011)**
>
> "*To see Tyne and Wear continue to develop as an area where all residents have better access to a more prosperous, safer, healthier and more sustainable lifestyle in a more attractive environment".*

1.16   LTP2 set out four Shared Priorities to help us meet that vision, these being Congestion, Road Safety, Accessibility and Air Quality, and we can report on good progress in delivery of those priorities, as shown in Table 1.1 'Progress in delivering LTP2 objectives'.

Table 1.1 Progress in delivering LTP2 objectives

Shared Priority	Progress
Congestion	Since 2006, congestion has reduced by 7.6% on the sixteen key corridors that we monitor across Tyne and Wear Development work was carried out on schemes to address bottlenecks on the network, such as Haddrick's Mill, Silverlink Junction, Heworth Roundabout and Testo's Roundabout
Road Safety	The number of people killed or seriously injured on our roads fell by 9% and the number of children killed or seriously injured fell by 24% since the start of LTP2 (2004-06 baseline) 20mph zones were introduced in many residential areas to slow vehicle speeds and promote walking and cycling A highly-successful 'Road Respect' campaign was introduced, using radio and press adverts, a 'Krash TV' website and social media to convey key messages about safe driving to younger motorists
Accessibility	Between 2006 and 2011, there was significant investment by operators in low-floor buses. Over 80% of our bus fleet is now low-floor, ahead of the UK average Earmarked funds from the LTP Accessibility Delivery Plan were used to support a number of schemes to improve accessibility, such as an audit of cycle facilities at Metro stations, improved signage at MetroCentre bus interchange and a TV advertising campaign to tackle the problems caused by pavement parking
Air Quality	A 'Clear Zone' was introduced in Newcastle City Centre (an Air Quality Management Area) Tyne and Wear implemented a 'Be Air Aware' campaign using press, radio and social media to promote awareness of air quality issues and the transport-related measures people can take to address the problem

1.17 Between 2006 and 2011, Plan Partners received a total of £85.026 million of funding via the LTP process to deliver integrated transport schemes. This was supported by a further £61.268 million for maintenance, giving a total block allocation of £146.294 million. Additional funding was received to progress various major schemes and fund substantial bridge maintenance schemes.

1.18 Tyne and Wear was also one of ten English urban areas to participate in the Department for Transport's Urban Congestion Fund project, through which £3.442 million reward funding was received for significantly exceeding our congestion targets. This funding helped to support the Smarter Choices programme (see 13.2 'Smarter choices'), the Tyne and Wear Freight Partnership (see 14.5 'Freight') and development of an Urban Traffic Management and Control (UTMC) project for the region (see 14.1.2 'UTMC').

1.19 The resources invested helped to deliver a number of achievements that have improved the transport infrastructure of the region. Future developments will build on these achievements and continue to address issues such as quality of life, in order to ensure that the greatest possible number of residents within the region have access to a safe, efficient and modern transport network.

1.4 Review of document

1.20 LTP3 was written against a fast-changing backdrop of economic uncertainty and budgetary constriction, where private and business demands on our transport networks continue to grow, but resources for significant enhancements are extremely limited in the short term.

1.21 At present there is a degree of uncertainty around emerging regional and sub-regional transport policy frameworks and governance structures. Regional bodies, such as the Regional Development Agencies and Government Office for the North East, have been abolished. Local councils will acquire more responsibilities but will need to work together closely with Local Enterprise Partnerships to address issues, transport links being one, that go beyond district boundaries.

1.22   Furthermore, local and national carbon reduction targets place a heavy duty on our transport system to reduce its impact on the environment, leading all partners and stakeholders to appraise how they can meet those targets in the most cost-effective fashion, and in ways that do not inhibit economic growth. Climate change science, adaptation and mitigation measures are still developing and our plans for carbon reduction on our transport networks continue to evolve.

1.23   In such changing times, this issue of LTP3 in March 2011 may therefore best be regarded as a first draft, one which will need an early refresh once the political and economic environment becomes clearer, followed by periodic reviews thereafter, concurrent with the three-year scope of our associated Delivery Plans. Accordingly, we are proposing the following further iterations of the document (shown in Table 1.2).

Table 1.2 Schedule for review of LTP3 and reporting progress

Year	Strategy	Delivery Plan (and reporting progress)
2012	Refresh LTP3	2012-2015 (2011)
2013	-	2013-2116 (2011-2012)
2014	Review LTP3	2014-2017 (2011-2013)
2017	Review LTP3	2017-2020 (2011-2016)
2020	Draft LTP4	2020-2023 (2011-2019)
2021	Final LTP4	2021-2024 (2011-2020)

Statutory assessments of the LTP

Chapter 2 Statutory assessments of the LTP

2.1 Introduction

2.1   In preparing a Local Transport Plan, local authorities need to undertake a number of statutory assessments over the course of the work, which form an integral part of the decision-making process. Consultants were appointed to undertake the statutory assessments of the Tyne and Wear LTP3.

2.2 Strategic Environmental Assessment

2.2   European legislation and UK regulations require that a Strategic Environmental Assessment (SEA) be undertaken of all LTPs. Local transport authorities should ensure that the SEA is an integral part of developing their LTP.

2.3   An SEA has been undertaken which considers all significant environmental effects resulting from the proposals set out in this LTP3 and its reasonable alternatives. The process that the Partners followed resulted in the preparation of an SEA Scoping and an Environmental Report. In preparing these reports all statutory environmental consultees have been consulted. The Environmental Report is the key written document produced for the SEA. It was first published in draft and accompanied the draft LTP3 on public consultation and a final Environmental Report accompanies the final LTP3.

2.4   An SEA Statement also accompanies the final LTP3 setting out how environmental considerations have been integrated into the plan, how consultation responses have been taken into account, the reasons for choosing the plan in the light of other reasonable alternatives and the measures that are to be taken to monitor the significant environmental effects of implementation of LTP3.

2.5   All the SEA recommendations have been considered and most of them have been addressed in the preparation of LTP3 report. Partners will consider the outstanding recommendations during the preparation of lower tier specific transport policy documents and schemes as they come forward.

2.3 Health Impact Assessment

2.6   LTP3 guidance indicates that consideration of 'Human health' is a legal requirement in a SEA and that a Health Impact Assessment (HIA) is an integral part of an SEA to identify and inform health issues in plans. This has informed the development of this LTP3 and helped to mitigate the negative effects on health and well-being arising from the proposals. HIA has been fully integrated in the SEA and its results reported in the SEA Scoping Report and Environmental Report.

2.4 Equality Impact Assessment

2.7 LTP3 guidance outlines the legislative requirements for local authorities to assess and determine the impacts of all LTPs on different social groups. A number of individual duties currently exist covering gender, equality, race and disability consolidated in the Equalities Act 2010 which will be fully in force from April 2011.

2.8 An Equalities Impact Assessment (EqIA) has been undertaken to guide preparation of this LTP3. It considers impacts on a variety of groups, mainly focussing upon race, gender, age, religion, disability and sexual orientation.

2.9 The EqIA has been undertaken as a separate assessment exercise and also informed the development of the SEA. A draft EqIA report accompanied the draft LTP3 on public consultation and a final EqIA report accompanies the final LTP3.

2.10 All the EqIA recommendations have been considered and most of them have been addressed in the preparation of LTP3 report. Partners will consider the outstanding recommendations during the preparation of lower tier specific transport policy documents and schemes as they come forward.

2.5 Habitats Regulation Assessment

2.11 Under the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) a Habitat Regulations Assessment (HRA) has been undertaken of the LTP3 in order to see whether its proposals could have the potential to result in likely significant effects upon international sites. These are sites that have been designated for their international nature conservation interests and include:

- Special Areas of Conservation (SAC) designated under European Council Directive 92/43/EEC(a) on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive)
- Special Protection Areas (SPA) designated under the European Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive)

2.12 The UK Government in the Circular accompanying Planning Policy Statement 9 Biodiversity and Geological Conservation has, as a matter of policy, chosen to apply the Habitats Regulations Assessment procedures in respect of Wetlands of International Importance (Ramsar sites), candidate SACs (cSACs) and potential SPAs (pSPAs).

2.13 There are three international sites within the Tyne and Wear City Region: Durham Coast SAC and the Northumbria Coast SPA and Ramsar site. There are also four other international sites within 20 km of the Plan area that have been included in the HRA process: Thrislington SAC, Castle Eden Dene SAC and Teesmouth and Cleveland Coast SPA and Ramsar site.

2.14   Stage 1 of the HRA process has been completed of the LTP3 and this has found that there are no likely significant effects on these international sites. A copy of this assessment is available on request from Tyne and Wear Integrated Transport Authority.

2.15   The HRA has also informed the development of the SEA. An HRA Screening Review report was prepared for the LTP3 consultation draft and consulted with Natural England. A final HRA report accompanies the final LTP3.

Changes from Draft to Final

Chapter 3 Changes from Draft to Final

3.1 Listening to transport users

Developing the LTP

3.1   Effective consultation and community involvement was felt to be crucial for implementing LTP3, especially given that there are difficult decisions about allocation of resources. To progress the development of LTP3, the Partners engaged with a wide range of groups. We also drew on the outcomes of previous consultation work, for example for the Sustainable Community Strategies and Local Development Frameworks, and the Accessible Bus Network Design project carried out in 2010.

3.2   101 organisations were invited to an LTP3 Stakeholder Workshop event held on 13th July 2010.There were also a series of meetings in each of the partner organisations attended by local elected Members and officers from across the organisation. The LTP Core Team also presented their proposals to Local Strategic Partnership boards and Older People's forums.

3.3   In September 2010 the Tyne and Wear LTP website was relaunched. Our consultation portal allowed residents and stakeholders to view and comment on the draft LTP.

Outcomes of Engagement Before the Public Consultation

3.4   Issues raised whilst the LTP was being prepared for public consultation included:

- The importance of economic growth for the region;
- Managing congestion and overcrowding on key strategic and radial routes;
- Maintaining our assets;
- Supporting new low carbon transport initiatives;
- Road safety issues in selected locations;
- Addressing personal security concerns and perceptions of crime (e.g. on public transport in the evenings);
- Improving the quality of our local built and natural environments;
- Inequalities in terms of public health, levels of deprivation and accessibility to quality services and facilities;
- Increasing active travel is of particular importance to get more people walking, cycling and using public transport; and
- Supporting independent mobility for all age groups, particularly by more sustainable modes.

The Public Consultation 18 October - 31 December 2010

3.5   The draft LTP3 was published on 18 October 2010. Although formal public consultation was originally scheduled to end on 10 December 2010, it was extended to 31 December 2010 as a result of representations made. Responses from stakeholder groups received in early 2011 were also accepted.

3.6 The consultation draft LTP3 published on 18 October comprised three separate documents:

- Strategy 2011-2021
- Delivery Plan 2011-2014
- Consultation Summary and Questions

3.7 Consultation activities were as follows:

- A 12-page A4 consultation summary (including a return questionnaire) of the LTP and hard copies of the full document were made available in Council offices and libraries;
- Articles were placed in Council magazines to advertise the process and material was provided in hard copy upon request. News items were placed on each partner website and display screens in council offices to inform people of the consultation, how to view documents, give comments, get further advice, and the deadline for submitting a response;
- Key stakeholders such as elected members, neighbouring local authorities, transport operators and user groups, the community and voluntary sector, disabled person groups, organisations and groups representing businesses, organisations with environmental interests, Job Centres, the Ambulance Service, Fire Service and the Police, universities and colleges, hospitals, Primary Care Trusts, and representatives of older people, children and young people were advised of the process by distribution of a covering letter and consultation summary (a list of stakeholders is included in Appendix C);
- All LTP documents, including the consultation summary document and the Strategic Environmental Appraisal, were available at the Tyne and Wear LTP website (www.tyneandwearltp.gov.uk). The consultation questionnaire could also be completed online and comments could be made about specific sections of the Plan;
- The public consultation was promoted on a number of other websites, such as those for Sustrans and Smarter Choices. Groups were set up on Facebook and Twitter social networking websites for online discussions of Tyne and Wear transport issues, in order to inform visitors of the LTP public consultation, and a link was provided to the Tyne and Wear LTP website;
- An editorial campaign was run in partnership with the local press;
- A Nexus Market Research team carried out face to face interviews with members of the public in all of the five districts (target 80 surveys in each) using the same questions as the consultation summary document; and
- Meetings to discuss the draft LTP3 were held with groups on request.

3.2 Summary of responses

Summary of Responses to Consultation Questionnaire

3.8 There were 1,089 responses to the consultation questionnaire across Tyne and Wear, Durham and Northumberland. The highest number of responses 486 (45%) were made online with the second highest 398 (37%) being interviews carried out

by a Nexus Market Research Team throughout Tyne and Wear. There were also 187 written questionnaire responses (17%) and one fax. The questionnaire took the form of 12 choices of priorities for transport, with respondents being asked to select their five most important ones.

3.9   Figure 3.1 shows the results over the whole sample. The top priorities were:

- We will give priority to and invest in public transport (64%)
- We will keep our transport networks in good condition (62%)
- We will help people to reach key services, such as healthcare, employment and education, easily and safely (56%)
- We will enhance safety and security for all transport users (46%)

3.10   Responses split by district, age and gender are included in Appendix C.

Figure 3.1 Transport priorities of questionnaire respondents
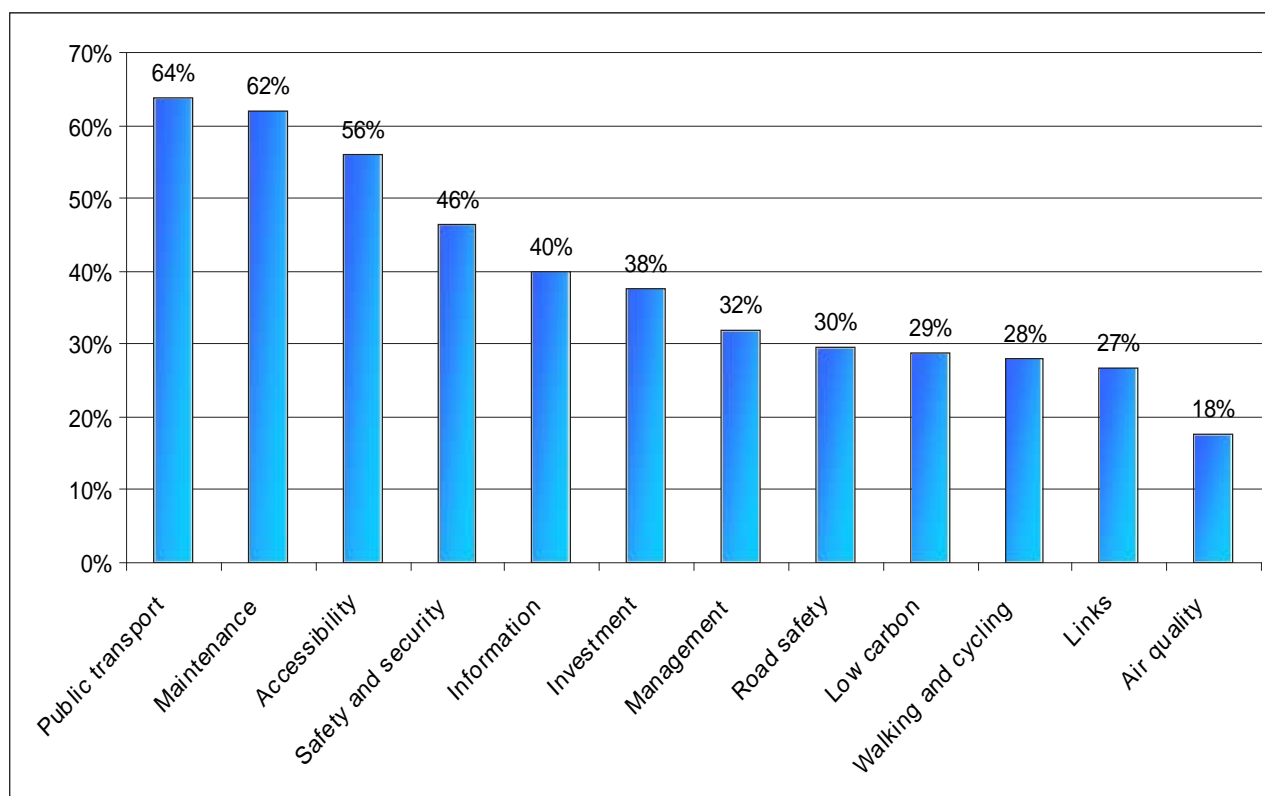
Responses from stakeholders

3.11   Some 70 organisations responded during the public consultation, including those from the community and voluntary sector, disabled persons groups, education, health, Highways Agency, Older Persons Groups, the private sector, transport operators, transport user groups, a women's group and a younger persons group. There was a general consensus amongst respondents that they agreed with our proposed approach to tackle the identified challenges, though many made detailed comments on ways in which the final document could be improved.

3.12   Some of the issues raised are listed in Appendix C.

3.3 Summary of changes

3.13   The main[4] changes to the Strategy document from the draft as published on 18 October 2010 to the final in March 2011 are outlined in Table 3.1 'Main changes from draft to final LTP3'.

Table 3.1 Main changes from draft to final LTP3

Element	Change	Reason
Foreword	-	-
Executive Summary	• Inserted summary of Delivery Plan and 12 main policies	• To enable extraction as standalone document
1. Introduction	• Moved 'integration with other strategies' into *Context* • Moved 'statutory assessments' into new *Chapter 2* • Inserted 'building on the achievements' from *Context* • Inserted 'review of document' from *Next Steps*	• To improve flow of document • "" • ""
2. Statutory assessments of the LTP (new)	• Inserted 'statutory assessments' from *Introduction* and updated	• To inform readers of statutory assessments process
3. Finalising LTP3 (new)	• Inserted 'listening to transport users' from *Vision* • Inserted summary of responses from public consultation (new) • Inserted table showing main changes from draft to final (new)	• To summarise responses to consultation and identify main changes from draft to final • "" • ""

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4   excluding numbering of paragraphs and proof reading etc

Element	Change	Reason
4. Context (was 2)	• Policy: Inserted 'integration with other strategies' from *Context*. Renamed 'policy context'. Inserted description of Local Enterprise Partnership (new) • Transport Geography: Extracted detailed facts and figures to Delivery Plan • Inserted material from SEA on sustainability issues (new) • Trends and Forecasts: Moved model outputs to new *Appendix C*	• To bring up to date • To facilitate annual updates to facts and figures in Delivery Plan • To inform readers of main sustainability issues (response to comment) • To improve flow of main document
5. The vision (was 3)	• Moved 'listening to transport users' to new *Chapter 3 and m*oved 'delivering the vision' into new *Chapter 8*	• To improve flow of document
6. Supporting economic development and regeneration (was 4)	• Included reference to importance of natural heritage as one of main drivers of the visitor economy	• As response to comment
7. Addressing climate change (was 5)	• Inserted climate forecasts and potential adaptation measures (new) • Inserted reference Draft Carbon Plan published in March 2011 (new) • Inserted results of testing of LTP3 strategy, including sensitivity testing of percentage renewables in energy generation mix (new)	• As response to comment • To bring up to date • Results available in March 2011
8. Supporting safe and sustainable communities (was 6)	• Throughout: Inserted references to Rights of Way and Green Infrastructure Networks as appropriate (new) • Air Quality: Inserted reference to Public Health White Paper published in November 2010 (new)	• As response to comment • To bring up to date • To bring up to date • As response to comment

Element	Change	Reason
	• Active Travel: Inserted reference to Transport and Health Resource published in January 2011 (new) • Streetscape: Renamed as 'Green Infrastructure, Landscape and Townscape'. Inserted text on protection and enhancement of natural environment in developing transport proposals (new)	
9. Delivering the vision (new)	• Redrew Figure 3.1 from 'stepping stones' to circle	• To simplify
10. Improving information (was 7)	• Highlighted Policy 1 as one of twelve main policies • Inserted reference to travel information in Durham and Northumberland (new)	• To highlight • As response to comment
11. Improving safety (was 8)	• Highlighted Policy 2 as one of twelve main policies • Deleted policy 6 (Home Zones) • Highlighted Policy 6 (was 7) as one of twelve main policies • Inserted reference to safety issues on key routes and footpaths (new)	• To highlight • Duplication of Policy 22 • To highlight • As response to comment
12. Maintaining infrastructure (was 9)	• Highlighted Policy 7 (was 8) as one of twelve main policies • Deleted policies 9, 10, 11 on maintenance • Inserted reference to promoting efficient use of resources and reducing waste (new)	• To highlight • Duplication of Policy 7 • As response to SEA
13. Managing the demand for travel (was 10)	• Highlighted Policy 8 (was 12) as one of twelve main policies. Inserted additional wording from Consultation Questionnaire	• Correction of error in draft

Element	Change	Reason
	• Amended text of Policy 9 (was 13) • Inserted reference to ROW network in travel planning (new)	• As response to comment • As response to comment
14. Better management and integration of existing networks (was 11)	• Highlighted Policy 17 (was 21) as one of twelve main policies • Moved 'UTMC' from *Major Schemes* as in progress • Highlighted Policy 18 (was 22) and Policy 19 (was 45) as two of the twelve main policies • Moved 'Low Carbon Vehicles' from *Major Schemes* as in progress • Highlighted Policy 21 (was 24) as one of twelve main policies • Inserted reference to consideration of walking strategy and encouraging behaviour change to supplement physical actions (new) • Deleted policies 26 and 27 on cycling • Inserted reference to opportunities to growing levels of day to day cycling (new) • Inserted section on Rights of Way / Green Infrastructure Network (new) • Highlighted Policy 24 (was 29) as one of the twelve main policies • Moved 'Smart Ticketing' from *Major Schemes'* as in progress, including POP card • Updated text on quality partnerships etc • Inserted reference to Community Transport fund (new)	• To highlight • To improve flow of document • To highlight • To improve flow of document • To highlight • As response to comment • Duplication of Policy 21 • Additional input from Partners • As response to comment • To highlight • To improve flow of document and new material • Update from Partners • Announcement made March 2011 • As response to comment • To cover all modes • As response to comment

Element	Change	Reason
	• Inserted reference to 'Park and Bike' and 'Park and Walk' schemes under Park and Ride (new) • Amended wording of Policy 37 (was 42) to include river and sea • Inserted new Policy 38 (integration)	
15. Investing in our networks (was 12.1 and 12.2)	• Highlighted Policy 39 (was 43) and 40 (was 44) as two of the twelve main policies • Updated text on New Tyne Crossing • Moved 'UTMC', 'Smart Ticketing' and 'Low Carbon Vehicles' to *Better management and integration of existing networks* • Deleted 'Northern Gateway' scheme • Updated status of other schemes in light of Coalition Government announcements	• To highlight • To update • To improve flow of document • Scheme deleted • To update
16. Schemes for the future (was 12.3)	• Reordered sections • Inserted mitigation for Leamside Line and Durham Coast Line from HRA	• To improve flow of document • As response to HRA
Appendix A Glossary	Includes terms used in the Rights of Way Improvement Plan	• As response to comment
Appendix B Acronyms	Includes terms used in the Rights of Way Improvement Plan	• As response to comment
Appendix C Consultation summary (new)	-	-
Appendix D Rights of Way Improvement Plan	-	-

Element	Change	Reason
Appendix E Modelling results (new)	-	-
Appendix F List of policies (was C)	• Number of policies reduced to 40. • Twelve main policies highlighted	• To delete duplication • To highlight
Appendix G Links to other documents (was E)	• Updated contact names	• To update

Context

Chapter 4 Context

4.1 Policy context

4.1   The Coalition Government elected in May 2010 made changes to the policy framework for the development of regional, city regional and local transport.

4.2   In the **Local Transport White Paper** [5] the Government advises that Local Transport Plans are the best way to plan and implement local transport. Two key government objectives are identified: creating growth in the economy and tackling climate change by cutting carbon emissions.

4.3   The White Paper states that the economy can be enhanced by improving peoples' access to work, the shops or their local amenities, while climate change can be addressed by cutting carbon emissions and encouraging smarter ways of getting around. The Government's vision is for "a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities".

National Guidance

4.4   National policy for transport in the UK has been influenced by two studies commissioned by the previous government in 2006, the Eddington Study and the Stern Review. The **Eddington Study** looked at links between transport and economic growth, concluding that transport is fundamental to the future economic prosperity of the UK. The **Stern Review**, conducted by Nicholas Stern on behalf of the government, recognised the impact of climate change on the environment and the global economy. Transport was seen as an important area to focus on in terms of the environment, as it is one of the main sources of carbon emissions. It recognised that a change in travel behaviour is required with regard to climate change and air quality improvements, as well as investment, research and development in low carbon technologies.

4.5   The Department for Transport (DfT) responded to the Eddington Study and Stern Review by publishing **Towards a Sustainable Transport System (TaSTS)** in 2007, a consultation document seeking views on the Department's long term approach to transport planning. This was followed by **Delivering a Sustainable Transport System (DaSTS)** in 2008, which was a strategy based on the outcomes of that consultation, outlining how the aims set out in TaSTS will be delivered. Five goals were identified for transport in the UK:

- supporting national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;

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5   Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen, January 2011

- contributing to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- promoting greater equality of opportunity for all its citizens, with the desired outcome of achieving a fairer society; and
- improving quality of life for transport users and non-transport users, and to promote a healthy natural environment.

4.6   DaSTS stated that transport and spatial planning professionals must work together in a joined-up fashion to ensure that transport benefits of future developments are fully realised. This could, for example, involve siting new developments in sustainable locations, close to existing services and amenities, and encouraging walking, cycling and public transport rather than private vehicle use.

4.7   National planning guidance of particular relevance to LTP3 is **Planning Policy Guidance (PPG)13: Transport**. Published in 2001, PPG13 promotes sustainable transport choices, as well as accessibility by walking, cycling and public transport and reducing the need to travel. It suggests that local authorities should seek to:

- manage urban travel growth by maximising the use of public transport, focusing main generators of travel demand in city, town and district centres and near to major public transport interchanges;
- accommodate the majority of new housing in existing urban areas where there is already access to good public transport, walking and cycling networks;
- make sure that new employment, shopping, leisure and service venues offers a realistic choice of access by public transport, walking and cycling;
- give more priority to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;
- ensure that the needs of disabled people, as pedestrians, cyclists, public transport users and motorists, are taken into account; and
- protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.

4.8   On 3rd January 2011, the Government issued a revised Planning Policy Guidance Note 13 on Transport (PPG 13). The key changes to PPG13 are removal of restrictions on parking spaces in residential developments; and the requirement to set high parking charges intended to encourage walking, cycling and the use of public transport.

4.9   LTP3 development will need to give consideration to future changes to town planning in the UK by the Coalition Government, which includes the planning regime for major national infrastructure (including national policy statements) which is to be submitted to Parliament for approval by May 2011, and a National Policy Framework, which the Government will publish in April 2012. This is likely to result in the production of a single new planning guidance document to replace existing Planning Policy Guidance Notes and Planning Policy Statements.

4.10   The **Manual for Streets** (DfT/CLG, 2007) states that, in designing new developments and in producing recommendations for planning applications, there should be a hierarchy in terms of the needs of particular transport users. It states that the highest priority should be given to pedestrians, followed by cyclists, then public transport users, with unaccompanied private car users last. **Manual for Streets 2 - Wider Application of the Principles**, a companion guide to Manual for Streets, was published by the Chartered Institution of Highways and Transportation (CIHT) in September 2010. Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. It fills the perceived gap in design advice that lies between Manual for Streets and the design standards for trunk roads as set out in the Design Manual for Roads and Bridges. It will help everyone involved in the planning, construction and improvement of our streets to deliver more contextually sensitive designs.

4.11   The DfT commissioned a **National Networks Transport Study Programme** in 2009 to examine the most pressing transport problems in England, giving consideration to the role that transport plays in helping to deliver economic competitiveness, regeneration, environmental improvements and wider social benefits. It focused specifically on strategic national corridors which the Department for Transport has identified. The **Access to Tyne and Wear Study** was one of the national studies which is intended to produce measures for implementation post 2014, generating a 20 year plus transport strategy, with most detail being for the period between 2014-19. The Access to Tyne and Wear Study aimed to identify a package of measures to improve performance on the A1 Newcastle-Gateshead Western Bypass and address challenges within the Tyne and Wear City Region and its hinterland. Partners will take the work forward through the North Eastern Local Enterprise Partnership.

Pan Regional Guidance

4.12   The **Northern Way Growth Strategy** (2004) is concerned with understanding the barriers to productivity growth in northern England and ways they can be overcome. This report identified three goals for the north's transport system:

- improve connectivity within the north's eight city regions;
- improve connectivity between the north's city regions and between the north and the rest of England; and
- enhance access to the north's port and international gateways.

Regional Guidance

4.13   In addition to the National Networks Transport Study Programme, the DfT made funding available to the English Regions to undertake additional studies of transport priorities in their areas. One North East led a **North East Regional Study Programme**, with four studies being specified and commissioned in December 2009. The studies together form a powerful and detailed understanding of current transport evidence, issues, challenges and objectives for the north east, which can be used to develop transport investment for the next twenty years. The three which have most relevance to the Tyne and Wear LTP are:

- A **Strategic Connections Study** which examined transport network deficiencies in the north east and the case for investment in transport links between the City Regions of the north east, and links to other regions in the UK.
- A **Rural Transport Issues Study** which examined transport challenges faced by rural communities in the north east and measures that can help tackle them.
- A **Tyne and Wear City Region Transport Network Study** which formed a combined national and regional study of strategic and local transport challenges in the city region.

4.14 The **Regional Economic Strategy – Leading the Way** (2006) sets out how greater prosperity will be delivered for the people of north east England between 2006 and 2016. Of particular importance is improving access to employment, raising economic participation in deprived communities and promoting equality of opportunity. In terms of transport it mentions that the north east will meet economic challenges through effective use of transport investment, increasing intra-regional connectivity for economic growth and utilising national and international links to drive up productivity.

4.15 The Association of North East Councils through its **Green Manifesto: Well-being, Health and the Environment** (2008) is looking to shape and create sustainable and cleaner, safer, greener communities. It wants to ensure that the region's links between urban and rural communities are improved, with some of its manifesto pledges including:

- placing the environment and sustainability at the heart of decision-making;
- ensuring that spatial planning promotes walking, cycling and the use of public transport, such as cycle lanes and routes, car share, Park and Ride schemes and priority lanes;
- exploring creative and visionary solutions to the region's transport needs, including a region wide concessionary fare scheme for young people;
- promoting smarter working practices, reducing the need to make work-related journeys, with a positive impact on reducing congestion.

4.16 The **North East of England Regional Spatial Strategy (RSS)** was the planning framework for North East England. Published in 2008 the RSS provided a long term strategy as to where, when and how development should be encouraged in the region. The RSS was prepared by the North East Assembly (NEA) in liaison with local authorities and other regional stakeholders. Although this is no longer statutory guidance, it does give useful advice, stating that transport should help to:

- ensure good accessibility for all to jobs, facilities, goods and services in the region, particularly by public transport, walking and cycling;
- improve and enhance the sustainable internal and external connectivity and accessibility of the region;
- manage travel demand particularly by promoting public transport, travel plans, cycling and walking; and
- minimise parking provision for non-residential developments.

North Eastern Local Enterprise Partnership (LEP) Transport Strategy

4.17   Local Enterprise Partnerships bring together local business and civic leaders, working to support their local economy. They operate within a geography that reflects natural economic areas and are intended to provide the vision, knowledge and strategic leadership needed to drive sustainable private sector growth and job creation in their area.

4.18   On 13 January 2011 a new LEP for the North East of England was approved, covering seven local authority areas. The boundary of the North Eastern Local Enterprise Partnership comprises the local authority areas of Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland, with a population of two million.

4.19   The North Eastern LEP Transport Strategy will build on transport strategy work carried out by the Tyne and Wear City Region. The Transport Strategy will set out the role that transport will play in driving long-term economic growth for the LEP area, ensuring it cements its status as a great place to live, work and visit. It will highlight how important it is to have good cross-boundary transport links that will help businesses to grow and flourish; attract investment; and enable a greater number of people to access jobs and services. Working closely with local authorities and the private sector, the Transport Strategy will focus on making better use of existing transport infrastructure and assets. It will also identify specific improvements, across all modes of travel from road to rail, sea to air, that will be required to help deliver a vision of sustainable economic growth and prosperity for the whole of the LEP area.

4.20   The North Eastern LEP Transport Strategy will complement this Local Transport Plan as well as the LTPs that have been developed in Durham and Northumberland.

4.21   The March 2011 budget announced plans to establish 21 new enterprise zones across England that will seek to stimulate selected areas of the country through tax breaks, reduced planning restrictions and "superfast" broadband. One of these will be in the area covered by the North Eastern LEP.

Local Guidance

4.22   LTP3 has been designed to fully inform the emerging **Local Development Frameworks** (LDF) of each local authority partner. Each authority has a draft **core strategy,** apart from South Tyneside whose core strategy was adopted in 2007. The main transport related aims which emerge from the Tyne and Wear Core Strategies include:

- improving accessibility for all to jobs, facilities, goods and services, particularly through walking, cycling and public transport;
- reducing congestion so that economic growth can be achieved;
- protecting and enhancing the natural environment and reducing the causes and impacts of climate change.

4.23   The **Sustainable Community Strategies (SCS)** of the districts in Tyne and Wear highlight local objectives so that sustainable futures can be achieved in these areas. **Local Area Agreements (LAAs)** look at the district priorities over approximately a three year period. The SCSs and LAAs of all districts stress the need to achieve the goals of "Delivering a Sustainable Transport System", namely to tackle climate change; support economic growth; promote equality of opportunity, contribute to better safety, security and health; and improved quality of life. In the Local Area Agreements there was a focus generally on meeting targets for congestion, accessibility and carbon reductions.

Local Plans and Duties

4.24   There are a number of local plans and duties which need to be integrated with LTP3. This includes the **Transport Asset Management Plans** of each of the districts in Tyne and Wear, which enable authorities to take a strategic view on the optimal use of resources for the management, operation, preservation and enhancement of their transport assets.

4.25   Another consideration is **Air Quality Action Plans** which districts have to produce for areas declared as Air Quality Management Areas, where air quality standards are not being met. The Air Quality Action Plans outline the methods they will take to improve air quality in these locations.

4.26   **Noise Action Plans** are important for LTP3, which sets maximum thresholds for noise in a wide range of locations, something which transport, particularly road use and railways, can influence. Reducing noise pollution can improve the natural environment and the quality of life, and increase opportunities for sustainable travel use.

4.27   Other useful documents include the **Children and Young People's Plans** for the districts, which advise of priorities for this age group, and the **Sustainable Modes of Travel Strategies**, which looks at the travel and transport needs of children and young adults within district areas.

4.28   LTP3 also has strong links to the statutory **Rights of Way Improvement Plans**, and other non statutory plans such as **cycling strategies** and emerging **green infrastructure strategies**.

4.2 Transport geography of Tyne and Wear

4.2.1 Overview

4.29   Tyne and Wear is a mainly urban area in the North East of England, encompassing Newcastle, Gateshead, North and South Tyneside and Sunderland, plus a hinterland stretching into County Durham and Northumberland (Figure 4.1). Tyne and Wear is a vibrant and varied area combining the revitalised city centres of Newcastle and Sunderland with new cultural attractions such as the Sage Gateshead, the Great North Museum and the Sunderland Museum and Winter Gardens, and opportunities for new development on large former industrial sites along the banks of the Tyne

and the Wear. To the east lie the dramatic seascapes of the North Sea coast whilst the west of Gateshead is an area of rolling hills and valleys shading into the rugged beauty of North-West Durham.

4.30 Five districts make up Tyne and Wear:

4.31 Gateshead Borough is the most rural of the districts in Tyne and Wear, covering an area of some 88 square kilometres to the south of the River Tyne, with a population of 190,500. The Borough consists of densely built up urban areas in the centre and east, surrounding Gateshead town centre, with a more dispersed settlement pattern of scattered villages towards the west, posing challenges for transport provision. The town centre will be extensively rebuilt over the next few years which will entail a remodelling of the road network and public transport links, and should assist in improving connectivity to the rest of the borough.

4.32 The City of Newcastle is widely recognised as the "regional capital" for the North East of England. The City covers an area of 103 square kilometres and is host to 167,600 jobs, with more than 50% of people travelling from neighbouring authorities to work. The population is 271,600. Newcastle is a key regional gateway for the Tyne and Wear City Region, providing access to the national railway and trunk road networks, and international air travel at Newcastle International Airport. A number of key development and civic renewal projects are being progressed in Newcastle, including Science City, the Stephenson Quarter and East Pilgrim Street, which will all influence transport patterns and should benefit accessibility and employment in peripheral parts of the city centre.

4.33 North Tyneside is a largely urban borough with no single centre; rather it is made up of a number of settlements, which include the larger town centres of Killingworth, North Shields, Wallsend and Whitley Bay. Much of the northern fringe of the borough is designated green belt whilst the fine coastline attracts tourists and is a site of international nature conservation interest. There has been considerable business park development close to the A19 corridor, including Cobalt Business Park, the UK's largest office park. The New Tyne Crossing, opened for public use in February 2011 and expected to be fully open in December 2011, will considerably improve connectivity to the south but will also increase pressure on the strategic road network, especially at the Silverlink interchange of the A19 and the A1058 Coast Road. The district covers an area of 82 square kilometres in size with a population of 196,000.

4.34 The borough of South Tyneside covers an area of 64 square kilometres with a population of 151,000. The area is densely populated, with a stunning coast on one side and a strong connection to the River Tyne on the other. South Shields is the main town centre, along with unique towns and villages of Jarrow, Hebburn, Whitburn, Boldon and Cleadon. The New Tyne Crossing will

offer improved connectivity to the North but also increases pressure on the strategic road network, especially the A19 and the Testo's junction where the A19 meets the A184. Accelerating economic growth and employment opportunities, improving education pathways to employment and delivering social regeneration are key to building strong and prosperous communities in South Tyneside.

4.35   The City of Sunderland covers an area of 137 square kilometres with a population of 280,300, making it the largest and most heavily-populated of the five districts. As well as Sunderland itself, other key centres are Washington, Houghton-le-Spring and Hetton-le-Hole, in the heart of the former Durham coalfield. Although traditionally an industrial area, it has a rich heritage and an environment which includes attractive features such as the River Wear valley and the North Sea coastline. There are ambitious plans for renewal along the banks of the Wear, including a major new bridge as part of the Sunderland Strategic Transport Corridor project.

Figure 4.1 Map of Tyne and Wear
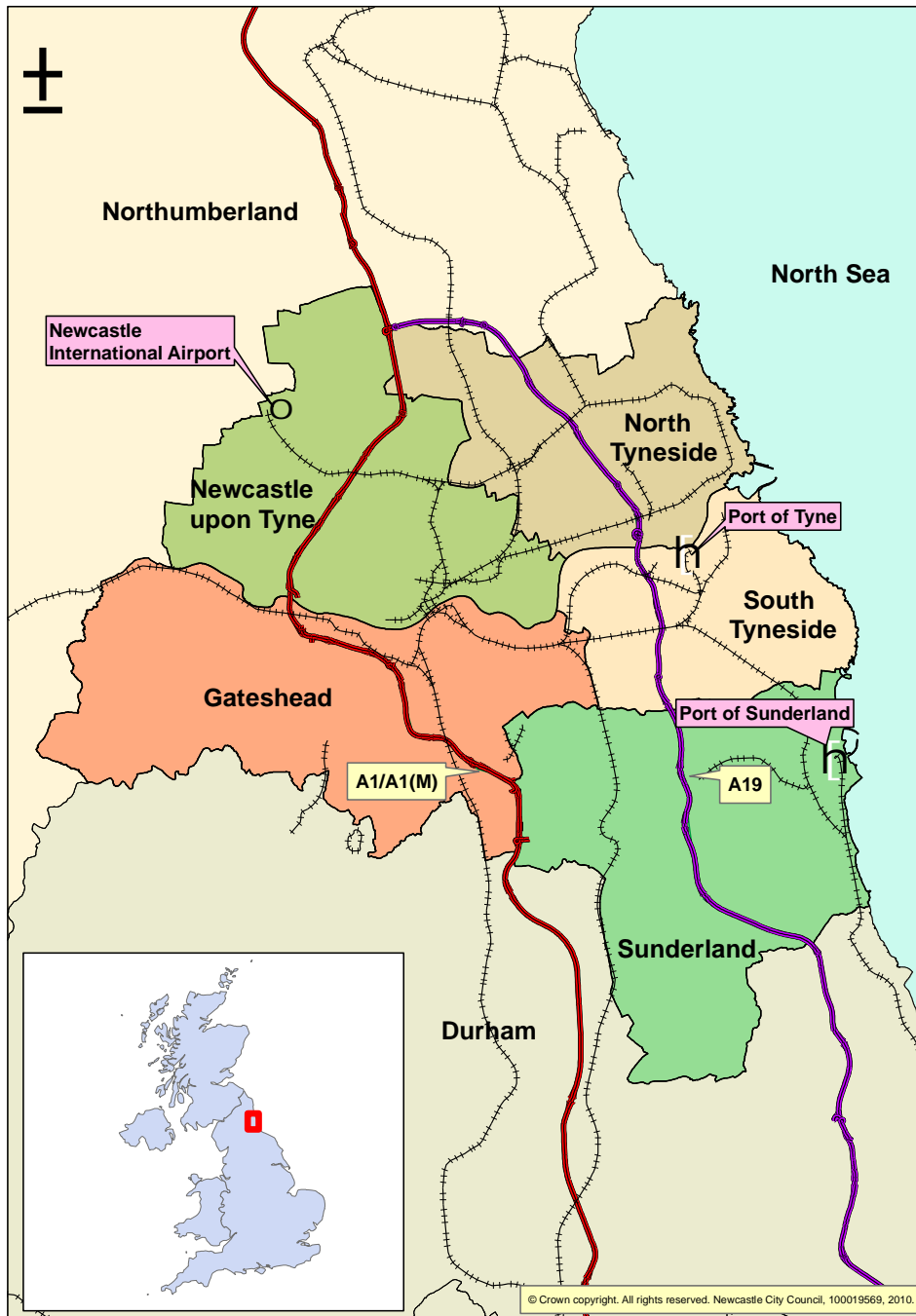
4.2.2 Tyne and Wear's transport network

Introduction

4.36   This section gives an overview of the transport network - more detailed statistics are to be found in the Delivery Plan (to facilitate annual updates).

Road Traffic

4.37   Tyne and Wear has a strong record in significantly exceeding our congestion targets, as a result of which the region has been able to attract reward funding from the Department for Transport (2008 - 2011) - this funding has helped to support the 13.2 'Smarter choices' programme, assisted in development of our Urban Traffic Management and Control (14.1.2 'UTMC') project and enabled an increase in the budget for our award-winning Freight Partnership (detailed in the 14.5 'Freight' section).

4.38   As part of the LTP2 Congestion Reduction Plan, Partners carried out detailed analyses of the travel demands affecting Tyne and Wear. These show that highway use across Tyne and Wear is characterised by high quality infrastructure, relatively high speeds of travel and low incidences of congestion, a scenario conducive to the growth in car use and dispersal of employment sites that we have witnessed in recent years.

4.39   There are, however, several points which act as bottlenecks on the network, where substantial congestion is experienced during some periods of the day, notably:

- A1 Western Bypass
- A19 Tyne Tunnel
- Junctions on the A19 trunk road
- Central bridges across the River Tyne
- River Wear bridges in Sunderland

4.40   Ensuring that these hotspots of congestion do not compromise the performance of the local and, in some instances, national road network, is a major challenge to both the Partners and other network managers, especially the Highways Agency. Route management strategies are now in place for both the A1 and A19, including a range of measures to rationalise traffic flow, manage demand and selectively increase the capacity of links. Details of the Highways Agency schemes to improve the A19 are given in 15.2.1 'A19 junction improvements'.

4.41   Each district has a Network Management Plan indicating how they aim to secure the expeditious flow of traffic on the local highway network (see 14.1 'Network Management'). They also co-operate through NEHAUC (North of England Highway Authorities and Utilities Committee) to deal with cross-boundary traffic issues.

North Tyneside Council, in partnership with the Highways Agency, is working to improve traffic flow, road safety and accessibility for pedestrians and cyclists across the roundabout at Holystone interchange.

4.42   The operation of the strategic roads network in Tyne and Wear will be improved further if funding is secured for completion of the proposals listed in Chapter 15 'Investing in our networks'. The new Tyne Crossing opened for public use in February 2011 and is expected to be fully open in December 2011.

Metro

4.43   Tyne and Wear Metro, the UK's first light rapid transit system, underpins public transport provision in the area. The Metro system was planned over 40 years ago and was initially to be called Tran-Cit before the famous 'Metro' brand was adopted in 1974. First opened in the early 1980s, when there were 40 stations on the system, it has subsequently been extended to Newcastle International Airport (in 1991) and to Sunderland and South Hylton (in 2002). The Metro system now serves 60 stations along 78 kilometres of track, carrying almost 41 million passengers in 2009/10. Metro is readily accessible to around 25% of households in Tyne and Wear, although many Metro stations serve as interchanges to bus, rail, taxi or air.

4.44   Much of the system was built in the 1970s, although key structures date from the Victorian age, such as the 162-year-old North Shields Tunnel. In February 2010, the previous Government confirmed it was awarding Nexus around £580m to modernise and operate the Tyne and Wear Metro, a commitment confirmed by the Coalition Government. Most of the money, up to £350m, will be spent on the "Metro: All Change" modernisation programme over the next 11 years. A further £230m will support the running and maintenance costs of the system over the next nine years. The funding package, by far the biggest in Metro's 30-year history, secures the future of the light rail system and will enable an enhanced, improved Metro system to play an integral part in LTP3 strategy. There will, however, be the need for further investment to complete the modernisation and to replace the current rolling stock.

4.45   Nexus manages the Metro system as a whole and Metro services are operated by concessionaire DB Regio Tyne and Wear. Proposals for Metro are given in 14.3.2 'Metro'.

Bus

4.46   Buses are the principal mode of public transport across Tyne and Wear in terms of numbers of passengers carried and their ability to access almost all parts of the region. Despite rising costs and continued competition from other travel modes, a long term decline in patronage has been slowed, partly owing to the introduction of free off-peak concessionary travel for older and disabled people; in places the decline

has been reversed, particularly where operators have invested in newer, fully accessible vehicles, promotional ticket offers or making services more frequent and direct.

4.47 Over the lifetime of the first two LTPs (2001 - 11) there has been substantial public investment in measures benefiting bus users, matched by large scale purchase of new buses by operators alongside innovative branding and marketing initiatives. A Passenger Focus 'Mystery Traveller' survey in 2010 concluded that the standards of on-street information and passenger facilities in Tyne and Wear were the highest of all large metropolitan areas.

4.48 Excluding taxi trips, 78% of public transport journeys are by bus, some of which are made as part of longer journeys changing from Metro or other buses. Approximately 90% of the distance covered by bus services is provided commercially by the bus operators. Other services are operated under contract to Nexus (particularly those in early mornings, evenings and Sundays); through partnership arrangements, e.g. Quaylink; or with private sector support, e.g. the Cobalt Clipper and Quorum Express business park services.

4.49 Investment by operators, the public authorities and in some cases private sector partners have been successful in stabilising and in some cases increasing patronage. 14.3.3 'Bus' sets out our plans for building on that foundation.

Rail

4.50 Tyne and Wear's passenger rail network comprises:

- The East Coast Main Line (ECML), from Newcastle northwards to Scotland and southwards to Yorkshire and London;
- The Tyne Valley Line westwards from Newcastle to Hexham and Carlisle;
- The TransPennine route from Newcastle to Leeds and Manchester;
- Cross-Country links from Newcastle to the Midlands and South-West England;
- Services from Sunderland to MetroCentre and Hexham;

- The Durham Coast line running south-east to Sunderland and Middlesbrough; and
- Grand Central services from Sunderland to Tees Valley, Yorkshire and London.

4.51 The local rail network plays an important role in the delivery of sustainable travel outcomes across Tyne and Wear and beyond, and is a key enabler in reducing road congestion and in providing access for passengers and freight engaged in local, regional and national journeys. All services have seen steady growth in demand over a long period; although this pattern has paused due to the recent recession, it can be expected to resume once economic growth returns closer to the long term trend.

4.52 At present, local and regional rail services are operated by Northern Rail, whose franchise runs until September 2013. The franchise was let on a 'steady-state' basis, providing no new trains and assuming no increase in passenger numbers; however given actual growth in passenger numbers - up by a third since the start of the franchise - the Partners anticipate that improvements to the services will be included in the next franchise agreement. The only local service that is financially supported by the Tyne and Wear ITA is the MetroCentre - Heworth - Newcastle - Sunderland rail line that currently carries almost 1.8 million passengers per year. However, concerns exist that the anticipated removal of co-signatory status, currently enjoyed by Nexus, upon expiry of the franchise will reduce the ability to secure service improvements. Issues of overcrowding on peak-time commuter trains already exist which have yet to be effectively addressed by the allocation of additional rolling stock; as it is, modal shift from road to rail is potentially at risk due to insufficient passenger capacity.

4.53 Within Tyne and Wear, rail has a 1.7% share of journeys to work. More than 8.9 million passenger trips take place per year to and from the main centres of Tyne and Wear (Newcastle, Sunderland and MetroCentre), with 25% growth from 2007/08 to 2008/09.

4.54 As well as passenger services, the region's rail network also carries freight traffic, especially to and from the Port of Tyne. The Tyne and Wear Freight Partnership (see 14.5 'Freight') has been investigating the potential for further railfreight growth in the region.

4.55 There are a number of key opportunities for the development of rail in Tyne and Wear and these are outlined in 14.3.4 'Rail'.

Cross-Tyne Ferry

4.56   There have been cross-Tyne ferries since the fourteenth century and the ferry link between North Shields and South Shields, operated by Nexus, is the last survivor of these services, providing an important sustainable transport link which connect the towns of North Shields and South Shields. All aspects of the ferry service are owned and operated by Nexus; the ITA provides an ongoing revenue subsidy.

4.57   In 2009/10, 476,000 journeys were made on the ferry, which connects with other public transport links at both North Shields and South Shields. The services provided by the Shields Ferry comprise the daily passenger service, private hire of the vessels and river trips. Market research shows that public awareness of services other than daily crossings is low.

4.58   Our proposals for the Ferry are outlined in 14.3.5 'Ferry'.

Taxis and Private Hire Vehicles (PHVs)

4.59   Although there are limited night bus services linking central Newcastle to Sunderland, Chester-le-Street, Whickham and Whitley Bay, taxis are the only mode of public transport potentially available 24 hours per day throughout the region. Establishing how many passengers use taxis each year is challenging, given the number of operators and the fact that some operators are unwilling to disclose levels of patronage, on grounds of commercial confidentiality.

4.60   In 2008 an independent study[6] estimated usage in a range between 47 million and 84 million trips per year, commenting that "the range between 56 million and 73 million is probably the more plausible". These figures would suggest that taxis and PHVs are the second most popular form of public transport after buses. However, the Department for Transport's Regional Transport Statistics suggest a figure of

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6   The Role of Taxis in the Tyne and Wear Public Transport Network. JMP Consultants Ltd. 2008.

around 13 million journeys per year. Whichever is the more accurate figure, it is clear that taxis and PHVs play a significant part in public transport delivery, especially for times and locations when no bus services are in operation.

4.61   In 2008 there were almost 6,000 licensed taxi and PHVs operating within Tyne and Wear – split around one-third taxis and two-thirds private hire vehicles. The LTP3 Delivery Plan details the supply of vehicles by district.

4.62   Although, for simplicity, this document refers generally to 'taxis', the distinction between taxis and PHVs should be noted: taxis – or more accurately hackney carriages – are allowed to ply for hire on-street, and are able to operate as registered bus services under specific legislation, whereas PHVs must be pre-booked. Taxis apply a legal maximum fare set by the local licensing authority, whereas private hire drivers are free to agree a fare with their customers. Therefore, in practice there are many differences between the two sets of service providers, and each requires specific consideration to ensure that it can play the best possible role in the delivery of effective integrated transport services.

4.63   Liaison between Partners and the taxi and private hire industries is well established. A quarterly meeting takes place between local authorities, police, Nexus, the Tyne and Wear LTP Team and industry representatives, where issues of interest or concern are freely aired. This provides each organisation with a greater understanding of what can be jointly achieved within the constraints and opportunities of the LTP framework.

4.64   Partners will continue to work with the taxi and PHV trade to ensure that such a flexible form of transport is integrated into overall public transport provision and our detailed proposals are set out in 14.3.6 'Taxi and private hire vehicles'.

Newcastle International Airport

4.65   Newcastle International Airport is a key gateway to the North East region and beyond. The airport is in the process of producing an updated masterplan to reflect present-day market conditions and the effects of the global downturn in air travel. Passenger numbers using Newcastle International Airport have been affected by the recession, falling from a 'high' of 5.6m in 2007 to 4.4m in 2009 - this is nevertheless still a significant increase from the figure of 1.2m passengers at the start of the decade.

4.66   The airport is of key economic benefit to Tyne and Wear and Partners support airport development, provided that this is consistent with the UK's climate change target for air travel, stipulating that UK aviation emissions of CO_2 by 2050 should not exceed 2005 levels. Should passenger numbers resume their previous upward trajectory, the main implications of this for the LTP will be:

• how to provide surface access for current and predicted increases in passenger numbers without excessive impacts on congestion and the environment;

- how to maximise use of sustainable modes for travel to/from the site;
- the impacts of the wider development of the airport as a potential major employment site for future travel patterns in the area and the scope for promoting sustainable travel.

Public Rights of Way (PRoW) / Green Infrastructure Network

4.67   In urban areas and their surroundings, the distinction between what have historically been branded 'public rights of way' and the broader 'adopted highway' network has diminishing relevance. In areas such as Tyne and Wear, large proportions of both networks offer invaluable opportunities for providing local access to meet core modern priorities for low carbon, equitable and physically active travel opportunities. Adapting the local access network to provide viable high quality connections for car-free travel between home and work, retail and recreational areas has been a priority in LTP1 and LTP2, but it takes on a new level of importance with LTP3.

4.68   The PRoW network is an integral part of the transport system and contributes to the delivery of all the national transport goals. It provides a means of sustainable, active travel, particularly for short journeys, in both urban and rural areas, and can play a significant part in reducing traffic congestion and harmful emissions, providing safer routes for vulnerable travellers. Our proposals for developing the PRoW network are outlined in the Rights of Way Improvement Plan (available on the Tyne and Wear LTP website).

4.69   We recognise the need to ensure delivery of green infrastructure in the LTP as a important contributor to sustainable active travel options. Multi-functional green infrastructure can deliver a range of benefits for the natural environment and local communities including health and recreation, climate change adaptation, flood alleviation and water management, sustainable transport and biodiversity. A green infrastructure network of existing and new RoW, quiet lanes and greenways, and other green spaces and corridors provides an essential framework for an effective non- motorised transport network threading through an urban area, linking homes to schools, places of employment, recreational areas and the countryside. Green Infrastructure (GI) strategies are in preparation for all Tyne and Wear local authorities. There are also opportunities to link to the emerging GI strategies in Northumberland and Durham which will enhance overall connectivity.

4.70   Our proposals are set out in 14.2.3 'Rights of Way / Green Infrastructure Network'.

Pedestrians and Accessibility

4.71 Walking is the most basic form of transport and the one with least environmental impact, accounting for 26% of all home-to-work trips in Tyne and Wear. The long-term growth in car use, allied to the centralisation of services and closure of local shops, has caused an increase in average distances travelled and thus reduced levels of walking. This is a contributory factor to worsening problems of ill-health and obesity, with fewer than 50% of primary school children now walking to school in some area of Tyne and Wear.

4.72 The Partners aim to deliver a safer and more pleasant pedestrian environment through a variety of measures including streetscape improvements, 20mph zones and Home Zones, and action to discourage pavement parking and street clutter. There is also a need for co-ordinated working alongside planning and development colleagues, to ensure that new developments are sited in the most accessible locations and makes walking routes convenient and direct.

4.73 Walking tourism can be an economic asset to the regional economy, for example Hadrian's Wall National Trail and other linked routes.

4.74 Our proposals for pedestrians are set out in 14.2.1 'Streets for everyone' and we are considering the development of a Tyne and Wear Walking Strategy.

Cycling

4.75 As many car journeys are relatively short, cycling has the potential to provide a sustainable alternative to car use for many trips, as well as improving the health of users. When the second Local Transport Plan began in 2006, levels of cycling within Tyne and Wear were very low at around 1% of all trips. The Partners have made considerable efforts to encourage cycling by developing new routes, upgrading paths, providing a new suite of free maps covering every district, holding promotional events and carrying out cycle training programmes. There has also been a substantial increase in cycle parking, addressing an issue that was previously reported as a major barrier to cycling.

4.76   As a result of these measures, cycle use has increased significantly, with growth at measured sites during LTP2 averaging 4.5% pa and we are confident of maintaining this progress. Cycling can also be an economic asset for Tyne and Wear; Sustrans calculate that cyclists using the popular Sea to Sea (C2C) route, Hadrian's Cycleway and the Reivers Cycle Route that pass through the region bring in £9.6 million of direct expenditure to the North East Economy [7]. Our proposals for cycling are set out in 14.2.2 'Cycling' and we are working towards a more detailed Tyne and Wear Cycling Strategy.

4.77   The cycle network in Tyne and Wear now has 491km of defined route, with a further 946km of on-road advisory route. Together with the adjacent parts of County Durham and Northumberland which are included in partners' series of six cycle maps, the area has a mapped network of 2,416km of cycle route. The LTP3 Delivery Plan gives lengths of each type of route by area.

Motorcycles and powered two-wheelers

4.78   Motorcycles and powered two-wheelers (PTW) including motorcycles and motor scooters, provide affordable, flexible and reliable personal transport. Henceforth, this document will use 'motorcycles' to refer to all powered two-wheelers. Motorcycles comprise a small part of the total traffic mix in Tyne and Wear, with around 1% of all trips undertaken using by motorcycles. Key priorities for catering to motorcycle use are:

- Improving the safety of motorcyclists as part of the road safety strategy;
- Providing secure motorcycle parking at key destinations;
- Managing access to road space, particularly priority lanes and advance stop lines, consistently and equitably; and
- Ensuring that motorcycles play a complementary role in the transport strategy for Tyne and Wear, particularly with regard to public transport, cyclists and pedestrians.

4.79   Proposals for motorcycles are set out in 14.4 'Powered two wheelers'.

4.80   In terms of safety, motorcyclists are disproportionately represented in accident statistics. Traditional road safety messages have limited traction with this group, given that, for some riders, the thrill of speed and an element of risk may represent part of the attraction. Working with the motorcycle community, the Road Respect campaign has therefore developed a more targeted set of messages that are being deployed. These are outlined in more detail in Chapter 11 'Improving safety'.

Freight transport

4.81   Goods vehicles are a significant part of road traffic within Tyne and Wear and managing their safe and effective operation is important, both for traffic flow and the local economy. In 2009, 18 million tonnes of goods were transported by heavy goods

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7   Source: The Economic Impact of Cycle Tourism in North East England - Sustrans, 2007

vehicle from Tyne and Wear[8]. Following a detailed investigation into the "*Nature of Freight*" in Tyne and Wear, in partnership with the Freight Transport Association and the Northern Freight Group, in 2004, the Tyne and Wear Freight Partnership was established a year later.

4.82   The scope of the Tyne and Wear Freight Partnership has grown rapidly in the five years since its inception, bringing together a wide variety of stakeholders and delivering practical measures to improve freight mapping and signage, review loading and unloading facilities, research potential for freight on rail and create an online map of height and weight restrictions. Via the EU's CIVITAS CATALIST programme, the Partnership has also extended its information programme to cover HGV drivers from EU partners visiting Tyne and Wear. The partners are proud of the tangible benefits the Partnership has delivered, which have resulted in the award of Freight Quality Partnership of the Year for 2008 from the Freight Transport Association (FTA) and, in the same year, an annual award for excellence by the Chartered Institute of Logistics and Transport (CILT) in the Transport Policy and Planning category.

4.83   Our proposals for freight are set out in 14.5 'Freight'.

Ports

4.84   There are thriving ports at the Port of Tyne and the Port of Sunderland. Both ports provide comprehensive cargo handling, warehousing and distribution services whilst the Port of Tyne also offers a daily passenger/freight ferry sailing to Amsterdam.

4.3 Socio-economic background

Employment and Enterprise

4.85   Net out-migration and population decline has been a long-term trend affecting Tyne and Wear. For much of the last century, people have left the region in search of employment and prosperity. Although the overall population decline has now stabilised, the area continues to lose younger and economically-active residents. Tyne and Wear's population is the lowest of all the English metropolitan areas.

4.86   The local economy has had to respond to the prolonged decline of historic industries, including mining, heavy engineering and manufacturing industries. 80 years ago, a quarter of a million people worked in the North-East coalfield. As recently as 1975, nearly one-quarter of the working population was employed in mining, shipbuilding and steel engineering.

4.87   Today's focal points of economic growth and employment include further and higher education, science-based technologies (particularly green/low carbon technology), financial and legal services, health care and customer contact centres, whilst high value manufacturing and offshore industries remain important. The Nissan car plant in Sunderland, opened in 1986, has been a success story, employing over 4,000

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8   Source: DfT Regional Transport Statistics
     http://www.dft.gov.uk/pgr/statistics/datatablespublications/regionaldata/rtslivetables

people, but other attempts to attract inward investment have had mixed results and have re-focused attention on encouraging business start-ups and the expansion of existing businesses in the city region. As in many urban areas, there has been major expansion in education, retailing, leisure, recreation and cultural/heritage activities

4.88   In the decade preceding the recent recession, there was a modest improvement in the regional economy. The proportion of people of working age in employment rose from 62.7% (1995) to 68.3% (2003), but has stabilised since then and was 69% in June 2009. However, research by the Northern Way [9] indicates that, amongst the city-regions covered in the report, Tyne and Wear had the lowest GVA per capita, the lowest average pay and low levels of enterprise and economic activity. Furthermore, an above-average proportion of local employment is in the public sector (44% of employees in the North East work in the public sector, which is the highest proportion for any English region) posing challenges for the region at a time when national spending reductions are resulting in widespread public sector job losses.

Issue 1

The Enterprise Gap

The North East has:

- Low levels of business stock and start-ups
- The lowest self-employment rate in the UK
- Below-average expenditure on Research and Development [10]

Health and Wellbeing

4.89   Ill-health and life-expectancy in Tyne and Wear are a serious cause for concern. Life expectancy in Tyne and Wear is 2 years shorter for men and 1.5 years shorter for women than the national average. Not only are Tyne and Wear residents less healthy than residents of other areas, but there are also serious health inequalities within the region, whereby places only a few miles apart have significant differences in life expectancy, as Figure 4.2 demonstrates (courtesy of NHS North of Tyne). A variety of social, economic, cultural and lifestyle factors account for this stark divide, with poverty being the most significant one.

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9   Economic Linkages in Northern city-regions (2009)
10   Source: Ibid

4.90 The North East is recognised as the unhealthiest region in England. Proportion of people not in good health in Tyne and Wear (11.2%-13%) is similar to the regional figure and higher than the national average (9%).

4.91 Many of these issues go beyond transport, but it can play a part in addressing the problem - by providing better links to employment sites, education and healthcare, and by promoting walking and cycling as healthy travel choices. Affordability is also an issue - public transport fares have risen ahead of inflation (and motoring costs) in recent years and many poor people pay the highest fares as they cannot commit to longer-term discounted season tickets.

Figure 4.2 Illustration showing local variances in life expectancy
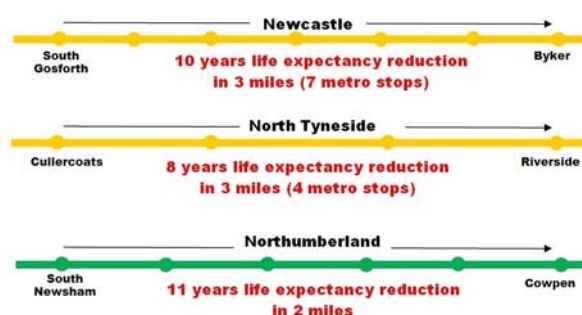
Issue 2

The Health Challenge

- Rates of cancer, heart disease, suicide, alcohol intake and obesity are all much higher in the North East than the national average [11]
- Permanent sickness is 1.5 times as high in the North East as nationally (almost 10% of working age people) [12]
- Out of every 100 children living in Newcastle, 33 will be obese at the age of 5 [13]

Education and Training

4.92 Educational attainment is improving across Tyne and Wear. The proportion of KS4 pupils achieving more than 5 GCSEs (A* - C) or equivalents has increased from 53% in 2003 to 67% in 2008. This is now above the average for the North East and for England; however, the proportion of pupils achieving 5 GCSEs including Maths and English is slightly below the North East and English averages.

11   Source: Ibid
12   Source: NOMIS
13   Source: Newcastle Children's Trust, 2010

4.93 Enhanced participation in education and educational attainment at all levels are vital to the future competitiveness and flexibility of the region's industry and labour markets. These are key objectives for all of the Partners. High-quality, affordable transport links to colleges and training establishments can contribute to the shared regional goal of increasing participation in education and developing a better-qualified workforce.

Issue 3

Must Do Better

- The North East has a smaller proportion of adults with Level 4 qualifications than any other region (23.9%) [14]
- The rate of people not in employment, education or training (NEETs) is 9.8%, 2% higher than the next worse region and 3.1% above the English average [15]

Housing and Regeneration

4.94 Both NewcastleGateshead and North Tyneside are designated Housing Growth Points. In the case of NewcastleGateshead, the Housing Growth Point (HGP) bid approved in 2008 includes a commitment to develop new housing in the following locations:

- New urban living environments at Gateshead Quays and Gateshead Town Centre;
- New quality residential offers associated with Science City in Newcastle;
- A new urban village in the MetroCentre area (Metro Green) providing new neighbourhood and community facilities and a new riverside park;
- Housing Expo at Scotswood.

4.95 The HGP bid for the latter two locations incorporates proposals for a new Tyne bridge connecting Metro Green to Scotswood. Investment in sustainable transport infrastructure will be essential for the delivery of all HGP schemes. There are also environmental conditions which need to be met with Growth Point status. These include the production of green infrastructure strategies which will assist in identifying sustainable transport infrastructure requirements.

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14   Source: ONE / ANEC draft North East Analytical Report, November 2009
15   Source: Ibid

4.96 Implementing regeneration schemes is a key goal for all Plan Partners although a number of schemes have been delayed due to the recession in 2009. Improved transport infrastructure may be necessary to enable delivery of some regeneration proposals; at the same time, developer contributions can be required to fund transport improvements. Given the significant growth in UK retail floorspace over the last decade, there may now be limited scope for further retail-led regeneration, except in a few high-profile sites.

Issue 4

Building for the Future

- World Class Places (DCLG 2009) notes that private sector contributions to infrastructure through Section 106 agreements are under threat due to the economic downturn [16]
- DCLG also report that, in the North East, the recession has led to a 50% reduction in activity in residential schemes, a 25% reduction in mixed use and offices and a 10% reduction in leisure and retail [17]
- In many areas, the housing stock does not meet people's current or future needs and aspirations [18]

Deprivation

4.97 The Index of Multiple Deprivation (IMD) combines a number of indicators, covering a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation. These scores can be grouped by local authority district (there are 354 districts in England) to enable comparisons to be made at district level.

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16 Source: ONE / ANEC draft North East Analytical Report, November 2009
17 Source: Ibid
18 Sources: Ibid and NewcastleGateshead LDF Joint Core Strategy Key Issues Topic Paper 2010

4.98 Tyne and Wear incorporates an immense range of communities and great diversity of wealth and opportunity. The more prosperous wards in Tyne and Wear fare well on the national IMD whilst our least prosperous areas are near the top of the deprivation league. The distribution of IMD scores in Tyne and Wear are shown in Table 4.1 'IMD scores for Tyne and Wear (2007)'. As can be seen, three of Tyne and Wear's five districts are amongst the fifty most deprived in England and another (Gateshead) is just outside the fifty. This underlines the stark levels of deprivation that exist in the worst-affected wards of Tyne and Wear, affecting the life-chances of the region's residents. In some instances, adjacent wards are at contrasting ends of these scales; heightening the awareness of inequality, a lack of participation and social exclusion.

4.99 Good levels of transport accessibility are part of the toolkit of measures that will be needed to meet the challenges of these areas, to enhance community cohesion and to redress levels of inequality that have, in many cases, endured for generations.

Table 4.1 IMD scores for Tyne and Wear (2007)

	Gateshead	Newcastle upon Tyne	North Tyneside	South Tyneside	Sunderland
Average Score	29.5	31.4	23.5	31.2	31.8
Rank of Average Score (where 1 is the most deprived)	52	37	102	38	35

Source: CLG

4.100 The overall scores are made up of seven domains which are;

- Income
- Employment
- Health deprivation and disability
- Education, skills and training
- Barriers to Housing and Services
- Crime
- Living Environment

4.101 Data for each of the seven domains and further guidance are available at IMD 2007

Issue 5

Tackling Poverty

- Out of every 100 children and young people in Newcastle, 32 are from households that are living in poverty [19]
- The annual median income in the North East is just under £22,000, the lowest of all the English regions [20]
- 17% of the population live in areas that are among the 10% most deprived nationally [21]

Summary

4.102   Whilst Tyne and Wear has immense potential for growth, the data above highlights some of the challenges we face, especially at a time when there is limited public sector funding available to address them. Transport is one of the factors that influences these issues, for better or worse. The transport strategies set out later in this document aim to enhance the economy, the environment and the quality of life in Tyne and Wear but, for maximum impact, will need to be delivered in close co-operation with the many other agencies working on these issues.

4.4 Sustainability Baseline and Key Issues

4.103   The key sustainability issues identified for Tyne and Wear from the Environmental Report (excluding those already noted under socio-economic background) are briefly summarised below.

Historically a Low Base of the Local Economy and Related Social Issues

4.104   The region suffers from historic economic weakness which has led to a long-standing problem with population out-migration. This has led to relatively high levels of unemployment and inactivity compared to other regions of the UK and a number of social and health problems.

Population

4.105   Tyne and Wear contains a higher than average proportion of the population aged 18 and under, and also those aged over 65. Elsewhere in Tyne and Wear, Sunderland, Jarrow, Hetton-le-Hole and pockets of Newcastle upon Tyne contain a higher than average proportion of the population that are of working age, although overall in Tyne and Wear, the proportion of this age group is in line with regional and national figures.

Child poverty

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19   Source: Newcastle Children's Trust, 2010
20   Source: ONE / ANEC draft North East Analytical Report, November 2009
21   Source: Ibid

4.106 The percentage of children aged under 18 in workless households has only increased by 1% between 2004 and 2008 (21% and 22% respectively), however it is higher in comparison with regional (19%) and national (17%) figures. Statistics on the percentage of children living in families that are income deprived also indicates that child poverty is an issue in the area.

Ethnicity

4.107 Tyne and Wear generally contains a higher than average proportion of the population that is classed as white, with a consequent lower than average proportion of ethnic minority groups. However, there are a great number of asylum seekers within the area, as well as a considerable number of immigrants.

Low Income Groups

4.108 Whilst the proportion of residents in Tyne and Wear on low incomes (elementary occupations) is in line with the regional proportion, this figure is higher than the national average.

Poor Air Quality

4.109 Road transport is the main source of air pollution in Tyne and Wear, which is reflected in the designation of six Air Quality Management Areas (AQMAs).

Low Tranquillity Levels and Noise Pollution

4.110 The mean tranquillity score for Tyne and Wear is significantly lower (- 43.4) than the North East (15.3) and the England average (- 9.34) scores. Such a low negative score suggests that the Tyne and Wear urban development, transport and other infrastructure detracts from feelings of tranquillity. To put this into perspective, amongst all English Unitary Authorities, Northumberland has the highest score of 28.6 and Slough Unitary Authority has the lowest of - 79.5.

Water Quality

4.111 Regional hydrology is influenced primarily by the Tyne, the Derwent, the Ouse Burn and the Team rivers which feed through a network of tributaries. Water quality varies across the study area with ratings from fair to very good.

Disabled Residents

4.112 The proportion of residents claiming Disability Living allowance in Tyne and Wear, and the North East is considerably more than the proportion nationally. There has been a steady increase in the proportion of claimants from 2002 to 2009.

Need to Mitigate Climate Change

4.113 The CO_2 emissions per capita from Tyne and Wear are lower (6.8 tonnes) than that for North East (12.6 tonnes) and the UK (8.4 tonnes) due to the relatively low levels of emissions from industrial and commercial sources. The proportion of road transport

CO_2 emissions in Tyne and Wear is similar to the national average (27%) but higher than the regional average (16%). The increasing rates of car ownership and likely growth of road traffic is likely to result in an increase of transport-related emissions of CO_2.

Need for Climate Change Adaptation

4.114 The most significant changes in the climate in the North East to the 2050s are forecast to be increased seasonality of rainfall with increases in winter and in summer; Average seasonal temperatures to increase and heat waves are likely to increase in frequency of occurrence.

Biodiversity Threats and Green Infrastructure

4.115 Two sites within the study area designated at the European level for their nature conservation value: Northumbria Coast SPA/Ramsar and Durham Coast SAC. There is also a number of designated nature conservation sites at the national and local levels, including Sites of Special Scientific Interest (SSSI), designated for both biological and geological/geomorphological interests, Local Nature Reserves (LNR) and Sites of Nature Conservation Importance (SNCI). The urban and rural areas of Tyne and Wear have important priority Biodiversity Action Plan (BAP) habitats and species, along with parks, gardens, hedges, open spaces and transport verges which are all important elements of green infrastructure.

Heritage

4.116 The five districts of Tyne and Wear contain a wealth of important heritage assets, encompassing designated and non-designated assets and including historic buildings, archaeological sites and treasured landscapes, townscapes and other sites and features. The designated and non-designated heritage assets and their settings may be affected by increased pressure from development and regeneration. The assets may be also affected by transport related air and noise pollution and vibration. Increasing tourist pressure could further increase the vulnerability of cultural and historic assets.

Negative Trends in National Character Change

4.117 The Countryside Quality Counts (CQC) assessment shows negative trends for the Joint Character Areas (JCA) within the study area over the period of 1999 - 2003: JCA13 South East Northumberland; Coastal Plain; JCA14 Tyne and Wear Lowlands and JCA16 Durham Coalfield Pennine Fringe.

4.5 Trends and forecasts

Car Ownership

4.118 Car ownership in Tyne and Wear has historically been significantly below the national average (details in the Delivery Plan). The Department for Transport's Tempro programme predicts the proportion of households with access to a car will increase by 3.4% between 2011 and 2021 in Tyne and Wear. This is the highest predicted

increase for any county in Great Britain. As current car ownership levels are higher in the more rural areas of Tyne and Wear, the biggest predicted increases are in areas such as central Newcastle, central Gateshead, Felling, Hebburn, Jarrow and South Shields.

Public transport trends in Tyne and Wear

4.119 Efficient, effective and affordable public transport is fundamental to delivering the transport vision for Tyne and Wear. Headline statistics are given in the Delivery Plan (to allow update on an annual basis). A comprehensive analysis of passenger trends can be found in Nexus's 2009/10 Business Intelligence Report.

Changes in commuting patterns since 2001

4.120 The Office of National Statistics (ONS) has published data on commuting flows between local authorities for 2008.

Table 4.2 Work locations of Tyne and Wear residents

Local authority	Residents working in	
	Same LA	Tyne and Wear
Gateshead	50.3%	88.3%
Newcastle upon Tyne	74.5%	90.9%
North Tyneside	44.6%	88.8%
South Tyneside	53.3%	89.8%
Sunderland	68.1%	85.9%

Table 4.3 Home locations of Tyne and Wear workers

Local authority	Workers living in	
	Same LA	Tyne and Wear
Gateshead	49.4%	81.7%
Newcastle upon Tyne	41.9%	76.8%
North Tyneside	68.0%	85.4%
South Tyneside	71.1%	93.0%
Sunderland	70.2%	83.1%

Source: ONS

4.121 Work locations of Tyne and Wear residents and Home locations of Tyne and Wear workers can be compared with 2001 data and there have been some statistically significant changes in the flows:

- The proportion of Sunderland City Council area residents travelling to Newcastle City Council area to work has fallen from 7.9% to 5.4%. The proportion of Sunderland City Council area residents travelling to Durham Council area to work has risen from 1.3% to 5.4%.
- The proportion of people working in Newcastle City Council area and travelling from North Tyneside Council area has fallen from 18.7% to 15.1%. Residents of Newcastle City Council area travelling to Sunderland has fallen from 5.1% to 3.2%.
- The proportion of people working in Sunderland City Council area and travelling from South Tyneside Council area has fallen from 6.9% to 5.1%.

Modelled travel demand in Tyne and Wear (2005)

4.122 Using best estimates of future demographic, economic and spatial context, the following forecasts for travel demands in 2021 have been developed to inform the LTP strategies. The tables in Appendix D show the number of trips within Tyne and Wear. These forecasts are the principal results from the Transport Planning Model (TPM) for Tyne and Wear for the period up to 2021.

4.123 Table E.1 'Modelled trip patterns in 2005 to urban centres', Table E.2 'Modelled trip patterns in 2005 to other destinations' and Table E.3 'Modelled trip patterns in 2005 to all destinations' describe the base position for trip patterns in the Tyne and Wear conurbation. For the purposes of accurate forecasting, 2005 has been used as a base year. Figures are for a 24 hour period and are based upon journeys between home and work as well as all other trip types. Trips are broken down into those to the urban centres of Newcastle, Gateshead and Sunderland and all other destinations. Public transport trips include those by bus, Metro, heavy rail and ferry. It should be noted that the model deals only with mechanised trips and there will be many more walk and cycle trips, although these are generally over short distances.

4.124 It is notable that, although there has been a tendency for dispersal of land uses away from the main urban centres, they nevertheless remain important trip destinations, 15% of all trips within Tyne and Wear are to the two urban centres (Newcastle / Gateshead and Sunderland), with 20% of all work trips having these locations as a destination.

4.125 Public transport accounts for 21% of all trips within the conurbation. There are small differences between work and other trips, with 20% of journeys to work made by public transport and 22% of other journeys using public transport. Considering total trips by location of destination, there is a large difference in public transport share which accounts for 41% of trips to the two urban centres compared with just 18% for other destinations.

4.126   For work trips to the urban centres 38% are by public transport. This reflects the higher quality of public transport to the centres, together with the cost of parking there. By contrast only 15% of work trips to other locations use public transport.

4.127   Table E.4 'Modelled average flows and speeds in 2005' summarises the modelled traffic speeds and flows on the main corridors within the conurbation. Over all corridors, the mean two-way traffic flow is 2,408 vehicles per hour between the peaks, increasing to 2,895 in the morning peak and 2,946 in the evening peak. Traffic flows are higher on the two trunk road corridors, with the A1 having the highest flow of 8,827 vehicles in the peak. The radial corridors, however, also carry substantial levels of traffic with a mean of 2,641 vehicles between the peaks, increasing to 3,274 vehicles in the morning peak.

4.128   The two trunk roads in the conurbation (A1 and A19) have dual two-lane carriageways with full grade separation, apart from the bottleneck of the Tyne Tunnel on the A19 corridor. Consequently, they have a high capacity and are subject to the national 70 mph (112 kph) speed limit. Nevertheless, the volume of traffic causes the average speed on both trunk roads to be reduced, particularly on the A1 corridor where the average speed falls to 72.1 kph between the peaks and 61.3 kph in the morning peak. However, this is still a higher speed than on the urban radial roads where the average speed is 48.9 kph between the peaks and 41.9 kph in the morning peak. The speed varies between road segments with 29 out of the 176 TPM sectors having a speed below 30 kph in the morning peak. Between the peaks, 15 segments have speeds below 30 kph.

4.129   Speeds as low as 30kph are usually associated with unstable traffic conditions and a high level of variation in travel time. This in turn seriously affects transport efficiency, having adverse effects on goods deliveries, public transport and even the emergency services.

Implications of a "Business as Usual" scenario (2021)

4.130   The model is able to predict the way in which travel patterns will change from the base year (2005) to 2021. This section considers the implications of continuing broadly as at present without the major interventions proposed by the Partners. This prediction scenario envisages just those highway schemes which are completed or have funding commitments. These include the Scotswood Road dualling, Sunderland Radial Route, the New Tyne Tunnel, Great Park, Turbine Park, and High Level Bridge schemes and no expansion of parking provision in the urban centres.

4.131   It assumes that the current level of public transport service will continue but that fares will increase in real terms to avoid the need for increased subsidy. It also assumes that car parking charges will remain unchanged in real terms.

4.132   Table E.5 'Modelled trip patterns in 2021 to urban centres', Table E.6 'Modelled trip patterns in 2021 to other destinations' and Table E.7 'Modelled trip patterns in 2021 to all destinations' show the results of these model runs.

4.133 Taking predicted changes over the full sixteen years, total trips will increase by 8.5%, with similar percentages for work and non-work trips, these trends arising from both more jobs and higher car availabilities generating more car trips. Growth in trips to urban centres is higher than that to other destinations (at 13% and 8% respectively).

4.134 Increasing car availability is predicted to contribute to a reduction in the use of public transport; overall public transport trips are believed to decline by 2%. However, there is an important difference between predicted destinations. Public transport trips to the urban centres are predicted to increase by 9% whilst trips to other destinations are predicted to decline by 7%. This reflects easy PT access to the urban centres compared with the relative ease of car use (coupled with higher availability) for other locations.

4.135 Car trips to the urban centres increase by 16%, with work trips up 15% and non-work 16%. These increases are driven by higher work trips to/from urban centres (by 8%) and increased car use arising from higher availability of cars. As parking charges remained unchanged in real terms in the predictions this factor did not constrain growth.

4.136 For other locations the percentage growth in trips is lower at 8%, but this represents a very large change of 184,000 additional trips to/from these other locations, which include new out-of-centre developments for work, shopping, and other purposes. If no specific interventions are implemented, the overall number of trips for all purposes will continue to increase in Tyne and Wear up to 2021. In particular:

- The number of car trips will increase as total public transport patronage declines.
- The proportion of trips by public transport to urban centres are predicted to decrease.
- The trips to the main urban centres by both public transport and car increase over the sixteen year period, even though the proportion using public transport falls slightly.
- However, the reverse trend is true when other destinations in the conurbation are assessed; public transport tends to decline whilst car use increases significantly.

4.137 Table E.8 'Modelled average flows and speeds in 2021' shows a summary of the effects on traffic flow on the main corridors in 2021.

4.138 Over the sixteen years to 2021 average traffic flows are predicted to increase on the two trunk road corridors and the radials, both between the peaks and in the morning peak. The trip growth of 18% between the peaks is somewhat higher than the 15% growth at the peak. The inevitable effect of this increase in traffic is to reduce the operating speed of the strategic network. This falls by 9% for both trunk roads and radials between the peaks and 12% in the peaks. The number of sections with speeds below 30kph increases from 15 to 24 between the peaks and from 29 to 39 in the morning peak.

Part 2: Objectives, key issues and challenges

The Vision

Chapter 5 The Vision

5.1 Transport is fundamental to the quality of life we enjoy. Good transport links, or the lack of them, affect our economic prosperity and the way we access crucial services. Increased mobility brings many benefits but can also have negative effects on air quality, congestion and road safety. The aim of good transport planning is to ensure that our transport networks enhance our individual life choices and the needs of business without inflicting adverse consequences on society as a whole. Good transport planning should also seek to ensure transport networks do not inflict adverse consequences on the natural environment if a sustainable development approach is to be taken.

5.2 This is the third Tyne and Wear Local Transport Plan (LTP). The first Plan covered a period from 2001 to 2006 and signified a new approach in the way that the local authorities in Tyne and Wear, together with Nexus (the Passenger Transport Executive), invested in transport infrastructure and planned for the impacts of regional economic growth. The second LTP, for 2006 to 2011, sought to take the next step forward, setting out a transport vision aligned with the then Regional Spatial Strategy and set in the context of the then emerging Tyne and Wear City Region.

5.3 For this third LTP, we have set out a vision for Tyne and Wear's transport system as follows:

Vision for Transport in Tyne and Wear

Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.

5.4 Achieving this vision will mean making sure the transport system offers enhanced capacity and connectivity, is more efficient, integrated, safe and secure, supports Tyne and Wear's growth and economic development and is fair to all users. It should also encourage a cycling revolution and mode shift to walking, public transport and use of the rivers, and offer better value for money to fare- and tax-payers, whilst contributing to improving the quality of life for residents, creating opportunities for all and protecting and enhancing the environment, in all parts of Tyne and Wear.

5.5 Five goals (objectives) are set out for the achievement of this overarching vision. These goals are ambitious, given that availability of funding over the short and medium-terms will be particularly constrained. The goals of the transport strategy are set out below:

- 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

5.6 These five local objectives mirror the five national objectives set out by the Department for Transport during 2008 in "Delivering a Sustainable Transport System" (DaSTS).

5.7 As there is considerable overlap between the latter three goals, and many of our proposed measures would address all three of them, they have been summarised under the term "Safe and Sustainable Communities". Therefore the strategy has focussed on ways to address challenges within the following three key areas:

- Supporting economic development and regeneration
- Addressing climate change
- Supporting safe and sustainable communities

5.8 Each of these challenges is discussed in more detail in the following chapters.

Supporting economic development and regeneration

Chapter 6 Supporting economic development and regeneration

Goal: to support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes

6.1 Regeneration goals

6.1 In Chapter 4 'Context' , we identified the economic background to Tyne and Wear and some of the implications for our transport network. Numerous measures, dating back as far as the opening of Team Valley Trading Estate in the 1930s, have been taken to try to strengthen the local economy and we have learnt from the successes - and sometimes failures - of past programmes. All five districts in Tyne and Wear now have bold strategies to achieve economic regeneration, strategies that are even more crucial given the economic downturn and the potential effects on the region of declining public sector employment.

6.2 Although regeneration strategies naturally vary according to the characteristics of each district, they share a number of key themes:

- The need to bring back into productive use derelict or rundown areas;
- Effective spatial planning to focus regeneration on the most accessible sites, often in the urban core or close to key transport hubs;
- A wish to involve local communities in shaping the pattern of regeneration and how it will be delivered;
- Supporting new low-carbon industries and the knowledge economy;
- Cross-boundary working with health and education partners, key stakeholders (such as local Universities and Colleges) and with neighbouring authorities;
- The importance of education and training;
- Providing a wide choice of good-quality, affordable homes;
- Ensuring that regeneration is sustainable and helps, rather than harms, our carbon reduction objectives; and
- Delivering good transport links within and beyond the Tyne and Wear City Region will be crucial to meet the needs of businesses and residents.

6.3 The Local Transport Plan is fundamental to addressing this last point and has a part to play in all the other issues.

6.4 To help contribute to regeneration objectives, LTP3 will seek to:

- Manage congestion on key strategic routes, particularly at river crossings and on the approaches to urban centres. In the absence of funding for significant enhancements in the short term, this is likely to involve a combination of smarter choices interventions (see 13.2 'Smarter choices'), UTMC (see 14.1.2 'UTMC') and better co-ordination of streetworks and parking, in line with policies set out in district Network Management Plans (see 14.1.1 'Network Management Plans'). To address congestion in the longer term, especially if economic recovery generates more demand on networks, there may be a need for more radical measures to increase capacity and/or manage demand;

- Improve accessibility to key employment and regeneration sites. As a first step, this involves joint liaison with spatial planners and developers to ensure such sites are in the most accessible locations. Effective Travel Planning and partnership working with public transport operators will also be important and, for locations with particularly high economic growth potential, there may also be a need for some targeted infrastructure investment;

- Encourage new low-carbon industries, primarily through ongoing support for the region's low-carbon vehicle programme (detailed in section: 14.1.3 'Emission management'); and

- Improve integration between national/international and local transport networks (i.e. A1, A19, national rail networks, airport, ports). This will entail better information (such as through use of UTMC), liaison with Network Rail and the Highways Agency and measures to improve key regional gateways, such as the proposal to improve the public realm around Newcastle Central Station and make it a more fitting entry point to the City Region.

6.5 Finally, in considering regeneration, we should not overlook the visitor economy. This is salient in two ways. Firstly, regenerating derelict sites with the help of transport investment (even into non-employment uses, such as country parks) helps to make the region a more attractive destination for visitors. Secondly, improving transport links and providing better information about how to get around helps visitors and thus benefits a tourism market which, for North East England as a whole, accounts for an estimated £3.9 billion of annual expenditure [22] and directly supports approximately

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22 Source: STEAM – Scarborough Tourism Economic Activity Model

60,700 jobs. [23] Once initial regeneration is under way, tourism can generate an income flow that supports further developments (for example, on NewcastleGateshead Quaysides). The natural heritage of the North East and Tyne and Wear is one of the main drivers of the visitor economy and transport investment should play a role in increasing people's access to the natural environment but also ensuring that environmental assets are properly protected through transport planning. Cycle and walking tourism, and coastal access are important in this regard.

6.2 Reduce the gap between Tyne and Wear's economic growth rate and other English regions

6.6   Gross Value Added (GVA) is the most commonly used indicator for measuring the economic performance of a place or region. It is a measure of the contribution to the economy of each individual producer, industry or sector in the UK.

6.7   In 2008, GVA per capita (based on workforce population) for the North East of England was £15,887 - the lowest of all the English regions. The GVA growth rate for the North East region has also been lower than that for England, resulting in a widening of the economic performance gap over the last 10 years. At the Tyne and Wear level, however, GVA per capita has been growing at a similar rate to the rest of England over the last 10 years. This highlights the economic importance of Tyne and Wear within the North East Region, and the significant role it plays as an employment centre for neighbouring areas of Durham and Northumberland.

6.8   Tyne and Wear has significant economic growth aspirations to close the productivity gap with other parts of the UK. Further economic growth should be matched by investment to manage and maintain the efficiency and effectiveness of existing networks and to provide effective links to and from significant future employment sites and new housing areas.

6.3 Reliability and predictability of journey times

Challenge: Reduce lost productive time including improving the reliability and predictability of journey times on key local routes for business, commuting and freight.

6.9   Journey time reliability is a measure that considers how the variability of speeds along a route compares to the expected speed in normal traffic conditions. Should vehicles be travelling below this speed, this is categorised as congestion. A shift in emphasis for this LTP is to consider the reliability of journey times rather than absolute congestion levels. This recognises that, for commuters and businesses, being able to reliably estimate the time a journey may take is an important consideration alongside the total time taken for a journey. Congestion in Tyne and Wear is relatively low on a national level - most of it occurs during the morning and evening peak

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23   Source: Modelling the North East Economy – the impact of tourism on economic activity in the North East of England (Durham University - July 2007).

periods as a result of commuter and school related traffic, and is concentrated around the urban centres, rivers crossings and on the existing motorway and trunk road network.

6.10 Punctuality and reliability are also a key issue for bus users. As such, partnerships have been established within Tyne and Wear and with neighbouring authorities to identify where bus services are subject to delay, leading to unreliability and low levels of punctuality. The enhanced dataset on journey times and vehicle speeds will help inform this area of work.

6.11 In addressing congestion and journey reliability for this LTP, the key challenge is to balance the competing demands for road space, including possible reductions in traffic capacity as a consequence of providing improvements for sustainable modes. This potential conflict will need to be carefully managed, particularly in relation to bus services to ensure that delays are minimised, and that resources are efficiently allocated. Our UTMC programme is key to managing this (see 14.1.2 'UTMC').

6.4 Connectivity and access to labour markets

Challenge: Improve the connectivity and access to labour markets of key business centres

Sub-challenges

- Improving national and trans-European connectivity to the City Region
- Improving accessibility from local communities to main destinations

6.12 The geographical location of Tyne and Wear has been discussed as a concern in terms of national connectivity. Journey times to key markets are relatively high compared with other metropolitan authorities. There are however excellent rail links available nationally from Newcastle Central Station, which offers fast and frequent Metro links to the rest of Tyne and Wear. Furthermore, rail journeys to mainland European cities can be made with one change to an adjacent station in London (King's Cross to St Pancras). Newcastle is also home to the region's principal airport and the Port of Tyne ferry terminal offers a passenger and freight ferry link to Amsterdam. Sunderland enjoys a direct link to York and London through Grand Central Trains.

6.13 However, there remain some issues within outlying communities in terms of accessing key goods and services seamlessly. Some local services and shops have closed in recent years, increasing the need for residents to travel to access these. Some outlying communities have limited public transport services to enable them to reach such facilities.

6.14 There has been a change in the pattern of employment over recent years in Tyne and Wear from manufacturing in areas which were easily accessible by a large number of workers, who often lived nearby to more high-skilled posts based in often out of town or rural venues. People from areas of high unemployment and deprivation

have generally had difficulty taking up these new jobs because of limitations such as poor public transport availability, lack of knowledge of how to get to appropriate destinations, or because of the costs involved.

6.15   The changes in employment locations has created the circumstances where many people may wish to outwardly migrate from cities and towns, creating more demand for better quality housing in out of town and rural venues. The outcome of this will be a separation between the most deprived communities (often in inner-city areas) and the rest of society as people living there are restricted in terms of their life opportunities. It will also put increased pressure on the transport network as people need to travel longer distances, often by car, in order to reach workplace and other destinations. This will reduce the economic competitiveness of Tyne and Wear, as there would be a reduced labour pool available, increased congestion, and as the quality of life of people living and working in the area would reduce.

6.16   Furthermore, the layout of some retail, business and industrial developments, particularly in peripheral or out of town locations, can serve to limit accessibility for those without access to a car. Such developments tend to have been designed around the needs of the car and can be difficult to serve efficiently by public transport or to access on foot or by bicycle. In addition, a loss of rural amenities and centralisation of some services (e.g. health) has resulted in certain provision being harder to reach for more peripheral communities, such as those in rural Western Gateshead.

6.17   A key challenge for this LTP is how to improve connectivity by public transport to edge of centre or out of town destinations in ways which are commercially viable in the long term. Improved access by cycling and walking should also still be considered for existing out of town/edge of town destinations where possible. A further challenge is to ensure that future developments are located in areas which maximise accessibility by all modes.

6.5 Housing provision

Challenge: Deliver the transport improvements required to support the sustainable provision of housing, and in particular the targets set by each local authority in Tyne and Wear to increase housing supply.

6.18   A substantial increase in housing is planned over the course of LTP3. Close liaison with developers and with Planning/Housing colleagues will be necessary to ensure that such development occurs in locations that encourage sustainable travel modes and are well served by public transport, in order to ensure that accessibility is optimised. Without this provision, the issue of congestion will become progressively more challenging. Home and workplace travel planning initiatives (detailed in Chapter 11) can also help to ensure that new housing does not excessively increase demand on our road network.

6.6 Resilience

Challenge: Ensure local transport networks are resistant and adaptable to shocks and impacts such as adverse weather, accidents, terrorist attacks and impacts of climate change.

6.19   Resilience refers to the ability of critical infrastructure and essential services to continue functioning following severe disruption from unplanned events.

6.20   Owing to its dispersed structure and varied nature, the transport system has an in-built overall resilience except in the case of the most critical incidents that would affect all networks. Traffic Managers from Tyne and Wear meet regularly through

the Tyne and Wear Traffic Managers Forum to review the operation of the network and potential hazards that might disrupt it, and resilience is an underpinning issue in current Asset Management Plans.

6.21   Trying to build in protective actions to redress natural hazards across whole networks can be potentially very expensive and has to be carefully balanced against the likelihood of such events occurring.

6.22   For more localised disruption, Plan Partners aim to identify current and future causes of congestion and disruption, and to take action accordingly. This includes minimising the impact of planned works on the highway, or major events, as well as establishing contingency plans for dealing with unforeseen incidents, such as security alerts, using powers afforded by the Network Management Duty. Timely delivery of information to the travelling public will be crucial to managing such scenarios and one objective of Tyne and Wear's Chapter 14 'Better management and integration of existing networks' proposals is to enhance our ability to cope with such contingencies.

6.23   In terms of flooding, the Highways Agency has identified those parts of the strategic road network that are most vulnerable to flooding and have developed guidance for operations staff on the implementation of flood risk management strategies.

6.24   Network Rail, which operates across Great Britain, has similar organisational arrangements, with established methods for receiving and circulating information, teams, codes of practice and reviewing standards for periods of extreme weather. Although there is no universal standard, the majority of the rail network has been built to withstand a 1 per cent annual probability flood event. Beyond this, Network Rail has specific technical recommendations, establishing flooding levels to which it is safe to run a service.

6.25   Nexus has developed a Climate Change Action Plan, which identifies the consequences of different weather events for its services and what mitigation measures can be taken to enable the system to withstand them.

6.26   With regard to terrorist attacks, each district has emergency planning teams identified, who would put in place a range of measures to deal with the aftermath of the incident, dependent upon its nature and severity.

Addressing climate change

Chapter 7 Addressing climate change

Goal: to reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events

7.1 Introduction

Forecasts

7.1   The most significant changes in the climate in the North East between now and the 2050s are forecast to be[24]:

- Increased seasonality of rainfall with increases of up to around 21% in winter and reductions of up to around 37% in summer and variability in extreme rainfall events;
- Average seasonal temperatures to increase, with a region-wide annual average daily temperature change of just under 2°C. Heat waves are likely to increase in frequency of occurrence; and
- An increase in mean sea levels of around 0.3m and an increase in sea surge levels of around 0.30m to 0.35m. Increased frequency of flooding from rivers, streams and the sea.

7.2   Such changes in climate may result in the following impacts:

- Highway (urban) - The major concern for road networks within Tyne and Wear is the increase in surface water flooding due to high intensity, low duration rainfall events. Tyne and Wear was particularly affected by such events in 2005. Higher temperatures could lead to more cracking and pot-holing of road surfaces which could lead to more water getting into the base of the road construction and weakening it.
- Bus and Rail Stations – Stations across Tyne and Wear could be effected by climate change impacts including storms leading to blown debris and leaf fall onto tracks, and trees in close proximity to the stations could fall on to the tracks affecting services. Station buildings structures could be damaged by flood events or by strong winds or lightning strikes. They could also be affected by expansion and contraction due to extremes of temperature.
- Bus – Bus routes are an important regional resource especially in more rural parts of the area where many do not have access to a car. Delays to services on the local road network due to extreme weather conditions may have an impact upon the reliability of scheduled bus services. If there is regular disruption of services, patronage figures may fall causing bus operators to review their operations.

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24   North East Climate Change Adaptation Study, 2008

- Tyne and Wear Metro - Issues include increasing temperatures and, particularly, the long duration of high temperatures throughout the summer months, imposing greater stress on the tracks and increasing the likelihood of buckling.
- Bridges and Tunnels - Increases in winter rainfall may result in exacerbation of current bridge scour problems such as at the King Edward Bridge in Newcastle. The principal climate-related concerns for the Tyne Tunnel are associated with increased temperatures within the tunnel.

UK Draft Carbon Plan, March 2011

7.3 The draft carbon plan for the UK shows how the Government will deliver the vision of a low carbon economy, which includes addressing climate change and building a green economy. It notes that most critical issues for addressing climate change are the generation of electricity, heat for homes and businesses and the way we travel. The way we travel covers providing better public transport, reducing emissions from petrol and diesel engines and movement towards alternative technologies with electric vehicles.

7.4 There are five yearly carbon budgets for the UK, which require that those carbon budgets be set three budget periods ahead so it is always clear what the UK's emissions will be for the next 15 years. These budgets are geared towards meeting the 2020 and 2050 EU targets. This is legally binding and requires Government to ensure that the transition to a low carbon economy really happens. A robust carbon management framework has therefore been put in place to hold Government departments (including DfT and DEFRA) to account for the delivery of their carbon reduction policies and/or activities that support or enable carbon reduction through a framework of regular monitoring and reporting on actions and indicators of progress. A 'live' carbon plan will be published in October 2011 to take into account the fourth carbon budget covering 2023-27. This is to be refreshed annually.

7.5 The Government is considering the future potential use of biofuels in road transport and aviation in drawing up plans later in 2011 for reducing carbon emissions in the decade beyond 2020. The European Renewable Energy Directive (RED) and the Fuel Quality Directive (FQD) contain mandatory sustainability criteria for biofuels, which include that biofuels must deliver greenhouse gas savings of at least 35% when compared with fossil fuels, and that they must not be sourced from areas of high biodiversity or from high carbon soils (such as rainforests or wetlands). The Government remains concerned about the potential Indirect Land Use Change (ILUC) impacts of biofuels and has called on the European Commission to come forward with proposals to address ILUC within the RED and the FQD.

7.6 The UK Draft Carbon Plan notes that there is almost 40% more carbon dioxide in the atmosphere now than there was before the industrial revolution. The consequences of this are that average global temperatures have continued to rise, with 2000-09 being the warmest decade on record since at least the 1850s.

7.7   Transport is a major contributor to the UK's energy demand and greenhouse gas emissions (as well as other polluting emissions). Domestic transport in the UK accounts for 22% of UK greenhouse gas emissions, with 20% coming from road transport[25].

Aims

7.8   Addressing climate change is therefore a key national and regional priority. There are two separate aims:

- Reducing greenhouse gas emissions which contribute to climate change; and
- Mitigating against the effect of climate change.

7.9   As well as considering mitigation measures, there is also a need to consider adaptation measures against the effects of climate change. Partners recognise the opportunities the transport network has to assist the natural environment in adapting to climate change. Sound design principles for new transport infrastructure and innovative management of the existing transport network could achieve multiple benefits both for the natural environment and for network resilience. For example, transport networks and green infrastructure can play an important role in providing ecosystem services that assist in the management of, and adaptation to, climate change, for example through carbon storage, drainage and water conservation, and cooling urban heat islands. There is also a need to consider the effects of climate-proofing transport schemes on the natural environment, and a need to ensure that the implementation of these measures does not reduce the ability of wildlife to adapt.

7.2 Targets

7.10   The UK Climate Change Act (CCA) of 2008 sets a demanding target to reduce carbon emissions by at least 80% by 2050, with a shorter-term target of a 34% reduction by 2022. As the LTP3 strategy will run to 2021, it would seem logical that it should set out how transport in Tyne and Wear should contribute to the UK's goal of a 34% reduction in carbon emissions by 2022. These reductions are taken from a 1990 baseline.

7.11   In addition, all local authorities in Tyne and Wear are signatories to the EU Covenant of Mayors, which commits members to curb their CO_2 emissions by at least 20% by 2020, from a 2005 baseline.

7.12   These targets are extremely challenging, as Figure 7.1 (supplied by One NorthEast) demonstrates.

7.13   The red line on the graph denotes the target level of CO_2 emissions required to meet the Climate Change Act goal and it can be seen that a very substantial reduction in emissions from homes, industry and transport will be required. In terms of transport,

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25   Source: DECC 2009 final UK greenhouse gas emission figures, available at
     www.decc.gov.uk/en/content/cms/statistics/climate_change/gg_emissions/uk_emissions/

by 2050 the region must reduce road transport CO_2 emissions from a projected level of 5,591,032 tonnes down to 1,107,857 tonnes – less than a quarter of present-day levels (assuming all sectors contribute equally to the overall target). Equally substantial reductions in emissions from the aviation and shipping sectors will also be necessary.

7.14 In 2009 the EU introduced a regulation setting mandatory new car carbon dioxide targets, introducing an EU-wide target of 130g/km. The Government has also welcomed, in principle, the agreement that has now been reached on the new van carbon dioxide regulation, which is expected to be ratified by the European Parliament and the Council in early 2011.

CO$_2$ Predictions

Figure 7.1 Carbon dioxide predictions to 2050

Regional CO$_2$ emissions have dropped from 1990 levels, mainly due to the 'dash for gas'

However, emissions are predicted to rise over the period 2005-2050, if we continue to act as we are now

In order to meet regional contributions to national targets and avoid dangerous climate change, the region must reduce CO$_2$ emissions to 7.7m tonnes by 2050 (the red line)

Source: North East Emissions and Trajectories Study. [1] Rapid increase projected due to the assumption in the trajectories study (based on existing regional plans and strategies) that there will be significant growth of port facilities in the North East.

[2] Includes industry, residential, public and commercial, agricultural, land use, and waste.

Observed and projected CO$_2$ emissions in the North East (tonnes)

Sector	1990	2005	2020	2050
Road Transport	3,532,762	4,608,085	4,851,936	5,591,032
Aviation and Shipping [1]	2,440,125	2,536,334	7,309,338	7,505,908
Other [2]	32,562,938	30,025,646	24,834,879	25,762,718
Total	38,535,825	37,170,066	36,966,153	38,859,659

7.3 Forecasts for Tyne and Wear

7.15 Work carried out in 2010 as part of the DaSTS studies produced baseline and forecast (Business as Usual) Tyne and Wear CO_2 emissions by transport sector. These results are shown in Table 7.1 'Estimated Tyne and Wear Transport Emissions - MtCO2 pa - Business as Usual'[26].

7.16 Further work was then undertaken in 2011 to forecast the impact of the Partner proposals outlined in this strategy. Results are shown in Table 7.2 'Estimated Tyne and Wear Transport Emissions - MtCO2 pa - Impact of LTP3 Strategy at 2021'.[27].

Table 7.1 Estimated Tyne and Wear Transport Emissions - MtCO$_2$ pa - Business as Usual

Source	2008	2021	2030
Private Vehicle Tailpipe	1.79	1.50	1.29
Private Vehicle Electric *	0.00	0.07	0.30
Bus	0.09	0.09	0.09
Rail	0.02	0.02	0.02
Shipping	0.38	0.40	0.41
Aviation	0.27	0.42	0.48
Total	2.54	2.49	2.59

Table 7.2 Estimated Tyne and Wear Transport Emissions - MtCO2 pa - Impact of LTP3 Strategy at 2021

	Private Road Vehicles			Bus	Rail	Shipping	Aviation	Total
	Tailpipe	Electricity*	Total					
Business As Usual	1.50	0.07	1.57	0.09	0.02	0.40	0.42	2.49
LTP3 Strategy	1.42	0.13	1.54	0.09	0.02	0.40	0.42	2.47
Difference	-0.08	0.06	-0.02	0.00	0.00	0.00	0.00	-0.02
Percentage Difference	-5%	92%	-1%	-2%	0%	0%	0%	-1%

7.17 * assumes continuation of 'average grid mix', involving some gradual change in the generation mix from the current basis. This results in the CO2 emitted per kWH of electricity produced being about 5% lower by 2021 than current levels.

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26   Source: Atkins, 2010.
27   Source: Atkins, 2011.

7.18 Tailpipe emissions from private vehicles are generally shown to be on a downward trend despite an increase in vehicle kilometres travelled in the region (of over 20% between 2008 and 2030). This is linked to efficiency improvements in fleet vehicles over the years.

7.19 However, when emissions linked to the electricity generation required to power electric and plug-in hybrid vehicles are also included, the results are less positive, at least when the current energy mix (and associated carbon intensity) is assumed to continue to 2030. This forecast growth in emissions could be reduced through the development of low carbon energy sources.

7.20 Sensitivity testing was used to investigate the impact of proportion of electricity produced by renewables, assuming that the proportion accounted for by zero carbon renewable energy increases by a) 25% and b) 50%. The 25% example would bring the total provision close to the 30% target from the Renewable Energy Strategy (i.e. that 30% of electricity in UK will be generated by renewables by 2020, quoted in Updated Emissions Projections, June 2010, DECC). The 25% scenario results in a reduction in emissions of private vehicles of the LTP3 Strategy relative to BAU to nearly 2.5% in 2021 Table 7.3 'Estimated Tyne and Wear Private Vehicle Emissions - MtCO2 pa - Renewables increase by 25% to 2021 'and the 50% scenario brings it to nearly 3.5%Table 7.4 'Estimated Tyne and Wear Private Vehicle Emissions - MtCO2 pa - Renewables increase by 50% to 2021 '.

Table 7.3 Estimated Tyne and Wear Private Vehicle Emissions - MtCO2 pa - Renewables increase by 25% to 2021

	Tailpipe	**Electricity**	**Total**
Business As Usual	1.50	0.05	1.55
LTP3 Strategy	1.42	0.09	1.51
Difference	-0.08	0.05	-0.04
Percentage Difference	-5%	92%	-2.4%

Table 7.4 Estimated Tyne and Wear Private Vehicle Emissions - MtCO2 pa - Renewables increase by 50% to 2021

	Tailpipe	**Electricity**	**Total**
Business As Usual	1.50	0.03	1.53
LTP3 Strategy	1.42	0.06	1.48
Difference	-0.08	0.03	-0.05
Percentage Difference	-5%	92%	-3.4%

7.21 Another factor contributing towards the increase in overall emissions to 2030 (including those linked to electricity production), is the rebound effect. As electric vehicle penetration grows and internal combustion engines become more efficient, under current assumptions on the price of fuel and electricity, it becomes cheaper to drive. Evidence from the National Transport Model (NTM) suggests that this would encourage drivers to travel more, leading to an increase in car vehicle kilometres of 2% by 2020 and about 5% by 2030 [28].

7.22 Bus emissions are assumed to remain broadly constant over the period to 2030. This is consistent with CCC analysis and reflects gains in vehicle efficiency which will be offset by additional bus mileage.

7.23 Rail emissions are assumed to increase over the time period as efficiency savings are more than offset by increased size and weight of trains and increased distance of travel.

7.24 The influence of shipping and aviation sector emissions within Tyne and Wear should be noted.

7.4 Meeting the target

7.4.1 Road transport

7.25 The most recent report by the UK's Committee on Climate Change [29] sets out the various measures which could be adopted to meet the UK's Climate Change Act targets. These fall under four broad headings, set out in Table 7.5 'Measures that could be adopted to meet the CCA target'.

Table 7.5 Measures that could be adopted to meet the CCA target

Type	Measure	Example
Technological changes	Support for electric cars and plug-in hybrids	Introducing an Electric Vehicle Delivery Plan
	Fiscal measures to encourage the purchase of cleaner vehicles	Developing purchase discount schemes for cleaner vehicles which involve the scrappage of vehicles which produce higher levels of carbon emissions
Behavioural change	Promotion of "Smarter Choices" measures to	Raising awareness about climate change and air quality and encouraging the use

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28 Rebound effects were calculated on the basis of costs of fuel and electricity adopted in the CCC report and the NTM forecasts of the extent to which reductions in fuel prices encourage increased travel through time. The same assumptions were used to underpin estimates of the rebound effect in the CCC reports

29 Meeting carbon budgets - the need for a step change - 12 October 2009

Type	Measure	Example
	encourage modal shift away from single occupancy car travel	of low or zero emission forms of transport, such as walking and cycling
	Extending school and workplace travel planning measures	Promoting car sharing of cleaner vehicles to share between commuters undertaking similar trips
	Encouragement for "eco-driving" (economical driving to minimise fuel use in conventional vehicle)	Eco-driving training schemes
	More rigorous enforcement of speed limits	Partnership working between the Police and local authorities
Discouraging car use	Higher charges for fuel	Increasing the level of fuel duty
	Road user charging	Low Emission Zones - charging vehicles not meeting minimum emissions standards for entering designated areas
	Road space re-allocation	Bus priority lanes, cycle lanes, public space
Reducing the need for travel	Better integration of transport policy and land use planning	Ensuring new developments take place in sustainable locations, close to services and amenities, where there is good walking, cycle and public transport facilities in place already New development could also take place where there are clear opportunities to create new walking, cycling and public transport links
	Discouraging new development in out-of-town locations	Having a planning policy framework which encourages sustainable development
	Planning decisions should take into account all transport emissions	Enhanced use of planning conditions, obligations (including the implementation of travel plans)

7.26 The measures in this LTP seek to improve environmental sustainability. The Partners are currently undertaking detailed evaluation using a variety of models to understand which combination of measures produces the best and most cost-effective outcome. The SEA and HRA will be used to inform the final choice of options.

7.27 Most of these measures already feature elsewhere in this plan and would be worth doing for their social, environmental and economic benefits irrespective of their contribution to reducing CO_2 emissions. It is recognised that some measures, such as fuel duty increases and road user charging, would be more controversial. The partners will leave them as long-term options to consider further if more immediate and more easily implemented measures are not effective.

7.28 A House of Lords Science and Technology Select Committee report from January 2011 has advised that interventions to change peoples' travel behaviour to more sustainable modes do not appear to have been successful in most instances and have not resulted in a significant reduction in CO_2 emissions from transport. The report states that, whilst technological measures are important in reducing transport-related emissions, they will not be sufficient to achieve target reductions in carbon emissions over the short-term. If these aims are to be met, individuals will need to considerably reduce their levels of car use.

7.29 Public transport will play its part in dealing with climate change. Measures which could be introduced include:

- Introducing new hybrid buses into the fleet;
- Accelerating the take up of cleaner, new vehicles into the taxi fleet, including introducing age-based limits for taxis;
- Encouraging taxi sharing opportunities;
- Encouraging the use of ultra-low sulphur diesel and cleaner technologies on passenger ferry services; and
- Developing a low emissions strategy for all of Tyne and Wear's public sector vehicles.

7.4.2 Aviation and shipping

7.30 The table included in Figure 7.1 of North East CO_2 emissions shows that, by 2020, emissions from aviation and shipping are likely to outstrip emissions from road transport, owing to an expected major expansion of port facilities (primarily Teesport).

7.31 The North Eastern LEP will work with central government, European institutions and port and airport operators to ensure that those facilities located in Tyne and Wear, Northumberland and Durham contribute to climate change objectives, based on the guidance given by the UK's Committee on Climate Change.

7.32 In the case of aviation, the UK's Committee on Climate Change has produced a report[30] setting out how the UK's aviation sector can address the government's target that UK aviation emissions of CO_2 by 2050 should not exceed 2005 levels. Amongst its recommendations are the development of high-speed rail (covered in 14.3.4 'Rail') and constraining national aviation growth to a maximum of 60% by 2050 (compared with predicted growth of up to 200% if not constrained).

7.33 The Government intends to create a sustainable framework for aviation in the UK, which supports economic growth and helps to address aviation's environmental impacts. A draft policy framework will go out to consultation in March 2012 followed by formal adoption of the framework in March 2013.

7.34 There is currently no policy framework to reduce international shipping emissions and significant uncertainty exists over the methodology of how emissions should be allocated to individual nations. Ships arriving in the UK may have called at numerous ports en-route, unloading and loading cargo along the way. As a result of this, it is unclear within which nation's waters emissions have been produced.

7.35 The Government is pursuing global action on shipping through the International Maritime Organization (IMO), which is considering a range of mechanisms to reduce international shipping emissions.

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30 Meeting the UK Aviation target – options for reducing emissions to 2050 – December 2009

7.36   Ports and airports are key regional gateways and crucial to our economic regeneration, but need to play their part in the delivery of our exacting targets for reducing CO_2 emissions and this is something that will need to be progressed at a sub-regional level, working with national and European policy-makers. At a more local level we will encourage more sustainable access to ports and airports and liaise with their operators to this end.

7.37   In terms of aviation and shipping, whilst recognising the limited scope for local action in respect of carbon emissions, LTP3 will therefore:

- Support the promotion of high-speed rail to the region;
- Work with Newcastle International Airport, the Port of Tyne and the Port of Sunderland on developing surface access strategies that encourage sustainable travel for air and ferry passengers and for the staff working at the terminals; and
- Through the Tyne and Wear Freight Partnership's various mapping initiatives, we will continue to encourage freight vehicles travelling to / from the ports to use the safest and most appropriate routes that minimise congestion and emissions.

Supporting safe and sustainable communities

Chapter 8 Supporting safe and sustainable communities

Goal: to contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security

Goal: 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

Goal: to protect, preserve and enhance our natural and built environments, improving people's quality of life and creating high quality public places

8.1 Enhance social inclusion by improving accessibility

Challenge: Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.

8.1   There are varying definitions of social exclusion. Most refer to a situation in which an individual is prevented from participating fully in the society in which they live and thereby suffers a reduced quality of life in which they are unable to fulfil their full potential. The Social Exclusion Unit's 2003 report "Making the Connections" sets out the national issues surrounding social exclusion in more detail.

8.2   Improving access to key services is crucial in addressing social exclusion, particularly for disadvantaged groups and the most deprived communities. Accessibility was one of the four main Shared Priorities in LTP2 and is equally important in delivering our LTP3 objectives. Enabling people to reach jobs, education and training more easily will help the **economy.** Access to healthcare, fresh food and promotion of sustainable modes to get around is beneficial to health and in **reducing carbon emissions.** Access to semi natural green space is also beneficial to **health**. If lower-income groups can reach services more easily, this contributes to **equality of opportunity**. And all these measures, taken together, enhance the **quality of life** and will help to address the long-standing regional challenges outlined in **Chapter 4 'Context'.**

8.3   Funding was earmarked in LTP2 to help implement specific measures and, in the case of accessibility, this has helped to support the following schemes:

- Improved walk/cycle access to Cobalt and Quorum Business Parks;
- Extension of the "Walk-It" website to cover Sunderland (east of A19);

- Studying ways in which Nexus's Ticketing and Gating programme (part of the Metro Re-Invigoration scheme) can be made fully accessible to all users;
- Contributing to a "Considerate Parking" TV advertising campaign raising awareness of the problems caused by pavement parking;
- Supporting the installation of RNIB React talking signs at key locations in Newcastle city centre;
- Assisting with a Nexus "Don't Park at Bus Stops" campaign;
- Better signage at MetroCentre bus interchange;
- Helping to fund Nexus's Travel Training programme for individuals whose learning disabilities mean they lack confidence in using public transport; and
- Carrying out an audit of cycle parking at, and cycle access to, Metro stations.

8.4 As this list of schemes indicates, accessibility is a wide thematic area embracing the following issues (often referred to as the five 'A's of accessibility):

- **Accessibility** – physical access to transport systems
- **Availability** – whether transport services are available at times and frequencies that meet user needs
- **Affordability** – can users on low incomes afford to use transport services?
- **Acceptability** – Do issues like quality of service or security concerns deter users?
- **Awareness** – Are users aware that the service exists?

8.5 In **Chapter 1 'Introduction'**, we referred to transport being a cross-cutting issue and accessibility is a good example of this, joining up many different public policy agendas - for example, encouraging young people to participate and stay on in education, reducing health inequalities and helping people move from welfare into work. There are immense long-term social (and financial) benefits for the community if these goals are achieved, but the challenge lies in capturing these benefits now, so that funding can be sought to deliver our accessibility measures. Close engagement with the third sector and other partners in education, health and employment is a prerequisite of a successful approach to accessibility.

8.6 Sophisticated accessibility planning software is available that can be used to inform decisions about the location (or re-location) of key services across Tyne and Wear. Useful though these tools are, however, they cannot address all the qualitative issues that determine whether an individual feels that a service or site is "accessible" to them – there is an ongoing challenge to raise the quality of our transport networks, to keep fares affordable and to ensure they are safe (and perceived to be safe) to use.

8.7 It is necessary to investigate whether high frequency feeder bus services can be provided between residential areas and the nearest relevant public transport interchange point, including during off peak times. This would would greatly enhance the accessibility opportunities for many people in reaching key destinations. It would also reduce the need for people to travel by car.

8.8   One fundamental issue that will affect all our strategies is the fact that we have an ageing population - In 1982, 30 per cent of people in the UK were over the age of 50; in 2009 it was 34 per cent, and by 2026 it will be 40 per cent. [31]

8.9   Transport and accessibility issues are of particular importance to disabled people and careful consultation with groups representing users with a range of impairments is essential to help create a genuinely inclusive transport system. The Shopmobility service, providing battery powered scooters and wheelchairs for all people with mobility difficulties, is of particular importance especially in providing access to pedestrianised shopping centres or shopping malls where it is not physically possible to reach shop entrances by motor vehicle. Nationally, around 200,000 disabled people complete 1.5 million trips per year using the service [32] and the Disabled Persons Transport Advisory Committee recommends that such schemes form part of Local Transport Plan strategies.

8.2 Road transport accidents

Challenge: Reduce the risk of death or injury due to transport accidents.

National Road Safety Policy and Targets

8.10   Road accidents have huge social and economic costs, affecting those directly involved, their friends and family and the emergency services who suffer the trauma of dealing with the consequences of accidents. In LTP2 we set challenging targets for reducing the number of people injured in road accidents and the Delivery Plan reports on positive progress towards achieving these.

8.11   In April 2009 the Department for Transport consulted on "Safer Way: Making Britain's Roads the Safest in the World", a strategy that set out the Government's proposed vision, targets and measures for improving road safety in Great Britain beyond 2010. The Department's Business Plan for 2011-2015 includes an action to develop a new strategic framework for road safety by the end of April 2011.

8.12   The significant reduction in casualties in recent years has been as a result of setting demanding targets and a clear strategy to achieve them, supported by measures such as speed cameras, traffic calming, road safety audits and school safety schemes. Campaigns for seat belts and drink driving legislation have cut the number of deaths by around 8,000 per year from the 1960s. During LTP3, we need to deliver smart, creative solutions making full use of engineering, enforcement and education (in the form of communications and marketing).

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31   Source: "Under Pressure" – Audit Commission, February 2010
32   Source: Disabled Persons Transport Advisory Committee

Partnership Work within Tyne and Wear

8.13   One of the key strengths of our region is the willingness of many partners to work together and to disseminate good practise to achieve our shared goals. Tyne and Wear LTP partners, the Northumbria Safer Roads Initiative, the Traffic and Accidents Data Unit (TADU), North East Regional Road Safety and Road Safety GB (North East) all worked in partnership to develop a Road Safety Communications and Education Plan - "Driving Towards a Safer Future". Education, training and marketing are the essential tools towards behavioural change.

8.14   Launched in 2006 and targeted particularly at younger drivers, the "Road Respect" campaign has been successful in establishing many dangerous driving behaviours as anti-social, whilst informing the public about penalties and speeds. Market research has demonstrated the success of the campaign both in terms of brand recognition (a 45% level of recognition amongst those surveyed) and, more importantly, drivers' response to advertising. More than one in four people say the Road Respect campaign specifically has a positive effect on their driving, encouraging them to drive slower, safer and more respectfully. This provides a solid platform for LTP3 to build on.

Accident monitoring and analysis

8.15   Jointly funded by the five Tyne and Wear districts, the Traffic Accident and Data Unit (TADU) manages two key data sets:

- Road traffic accident data in Tyne and Wear and Northumberland; and
- Traffic flow data in Tyne and Wear.

8.16 TADU plays an essential role in supporting the delivery of the LTP through the provision of accident data and traffic count data to Partners. It verifies accident data and fulfils the statutory requirement to provide this data to the Department for Transport for both Tyne and Wear and Northumberland. TADU manages a countywide network of automatic traffic and cycle counters; this resource is one of the most dense networks of monitoring in the country. Accident and count data is supplied to the partners on request and through local versions of the relevant databases and annual reports. These can be found at: http://www.northeast-tadu.gov.uk/

Road Accident Patterns

8.17 TADU provides an overview of road accidents in Tyne and Wear, reviewing accidents by accident type; month; road conditions and light; casualty age; road classification; junction type which is available via their website. [33]

8.18 The North East Regional Road Safety Resource produced a "Regional Hotspots" report in July 2010 with an overview of collision/casualty hotspots within the region. The term 'hotspot' refers to an area of the region where there is a high density of collisions/casualties per square kilometre. The data used to produce this report is based on the project database of Stats 19 provided by Cleveland, Durham, and Northumbria police forces. Using GIS software it is possible to conduct density analysis based on the location of each collision. The areas with the highest density are predominantly urban in nature, which is unsurprising as these areas accommodate the largest population numbers and make up the largest proportion of the road network in the North East. Newcastle city centre (including the Tyne Bridge area), central Gateshead, and Sunderland are showing the highest casualty density levels, i.e. the highest levels of casualties per square kilometre. The project has a website containing reports and mapping at http://www.neroadsafety.org.uk

8.19 **Adult Pedestrian Casualties:** Newcastle city centre is the major area for adult pedestrian casualties.

8.20 **Child Pedestrian Casualties:** Most of Tyne and Wear is showing as a regional hotspot for child pedestrian casualties, especially the busy centres where pedestrian flows are high.

8.21 **Under 125cc Motorcycle Casualties:** Tyne and Wear, as a whole, is an area which is flagged up as a specific hotspot for under 125cc motorcycle casualties.

8.22 **Over 125cc Motorcycle Casualties:** The main hotspot for over 125cc motorcycle casualties is in Newcastle and Gateshead, an area which sees high flows for both vehicles and pedestrians.

8.23 **Adult Cyclist Casualties:** Adult cyclist casualties are highest in the Tyne and Wear area and there is a clear hotspot in central Newcastle.

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33   http://www.gateshead.gov.uk/Transport%20and%20Streets/planning/TADU.aspx

8.24 **Child Cyclist Casualties:** The spread of child cyclist casualties is smaller than that observed for adult cyclists. Casualties are concentrated in urban areas only. Research shows that most children primarily use their cycles for leisure purposes only and are often injured very close to their home address.

8.25 **Speeding:** There are several notable hotspots for speeding collisions within the North East region. Newcastle/Gateshead (in the vicinity of the River Tyne) has the highest collision density for speeding in the region. However, Sunderland, is also showing as a smaller hotspot for speeding collisions.

8.26 **Drink Drive Collisions:** The main hotspot for drink drive collisions is Newcastle city centre. However, Newcastle as a whole features quite strongly, as do areas such as Sunderland and South Shields.

Issues

8.27 Based on our research, we identified four main issues during LTP2, these being:

- An increase in child pedestrian casualties;
- Motorcycle collisions;
- An increased in accidents involving buses; and
- Management of occupational road risk (driving in the course of employment).

8.28 To address the concern about motorcycle accidents, a research presentation was carried out by Bluegrass Thinking in June 2008, attended by a range of motorcyclists, road safety officers, police from four force areas, the fire services, motorcycle dealers, trainers, IAM, Rospa and NewcastleUniversity. Further work will be carried out during LTP3.

8.29 Supplementary to these issues, it was also necessary to review concerns regarding:

- Young Drivers (16-25 years);
- Business / Fleet Drivers; and
- Drivers of two wheeled vehicles (powered and non-powered).

8.30 Four key driver behaviour themes were targeted:

- Speed;
- Use of Seat Belts;
- Impairment through Drugs and Alcohol; and
- Distraction caused by Mobile Phone Use.

Key results from the 2010 Public Satisfaction Survey for Tyne and Wear:

- 61% of residents are satisfied with road safety overall;
- 57% of residents are satisfied with road safety environmental measures; and
- 54% of residents are satisfied with road safety education.

8.3 Air quality

Challenge: Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations.

8.31 Air quality has impacts on our health and wellbeing, and it also has a substantial economic cost. In 2007 a Defra report [34] on low emission strategies emphasised the serious health impacts and costs of poor air quality. The report suggested poor air quality may contribute to 50,000 premature deaths per year in the UK, more than passive smoking, traffic collisions or obesity and it reduces life expectancy in the UK by an average of seven to eight months. In 2009 a Cabinet Office report [35] estimated the national cost of poor air quality at £4.5 to £10.6 billion per annum.

8.32 Air quality is measured in terms of the amount of pollutant that is present in the air that we breathe. The main pollutants of concern in the UK include lead, benzene, all oxides of nitrogen (NO_x) and two sizes of particulate (PM_{10} and $PM_{2.5}$). In some locations across the country (including six within Tyne and Wear), air quality fails to meet national air quality standards and therefore an Air Quality Management Area (AQMA) has been declared.

8.33 Vehicle engine emissions and tyre and brake wear are the main contributors to particulate matter emissions while motor vehicles are one of the two main sources of nitrogen dioxide emissions, the other being heating systems. Particulate matter aggravates respiratory and cardiovascular conditions while long term exposure to nitrogen dioxide can affect function and respiratory symptoms, as well as worsening asthma.

8.34 The Coalition Government's Public Health White Paper [36] identifies pollution, air quality, noise and climate change as health issues, stating that the DCLG will support local areas with streamlined planning policy that aligns social, economic, environmental and health priorities.

8.35 The Partners are currently working in partnership through an Air Quality Steering Group, looking at ways to ensure that air quality has a higher profile across Tyne and Wear; and to identify opportunities to link up with wider initiatives to quantify the health implications of poor air quality.

8.36 Traffic emissions are the main reason why the majority of AQMAs are declared and so transport planning has a major impact on air quality. The opportunities offered by Local Transport Plans are vital for bringing about air quality improvements across Tyne and Wear. In addition, Strategic Planning and Development Management (or Development Control) functions should give material consideration to air quality in

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34 Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Defra 2007
35 Analysis of Urban Transport, Cabinet Office 2009
36 Healthy Lives, Healthy People: Our Strategy for Public Health in England, November 2010

recommending where to locate different types of development and for the determination of planning applications. The location of future developments can influence the need to travel, road congestion and the type of transport that is used, with significant impacts on air quality.
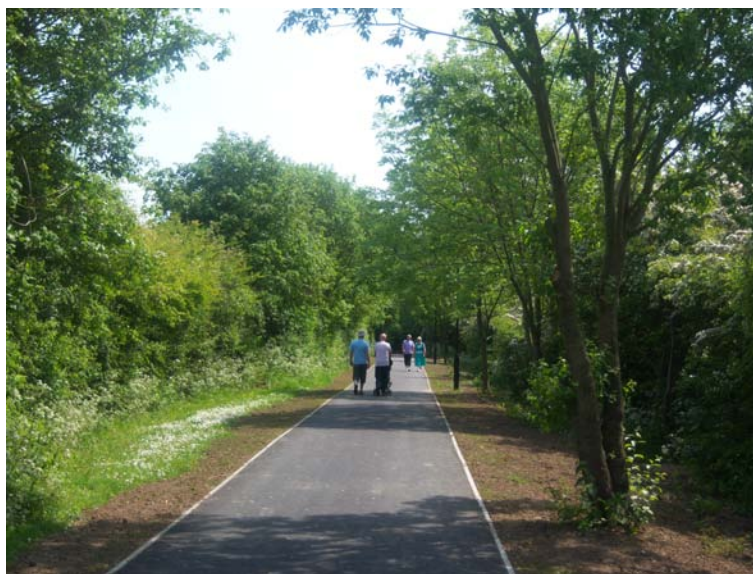
8.37 A number of initiatives have already been introduced to help address poor air quality, including action to encourage walking and cycling, as well as the Smarter Choices and Be Air Aware campaigns that aim to influence the choice of travel modes and make people more informed on the need to improve air quality. However, more still needs to be done to ensure that Tyne and Wear continues to comply with local and national requirements. There are now AQMAs in Newcastle, Gateshead and South Tyneside, where co-ordinated action is being taken to ensure air quality meets the required standards.

8.38 The key challenges for LTP3 in terms of air quality include:

- Emissions management: to continue work to promote and improve the efficiency of vehicles and reduce their emissions both in terms of air quality and carbon;
- To continue to work with bus and fleet managers to encourage the uptake of low emission vehicles;
- Ensuring, through co-ordinated working with planning colleagues, that future development will only take place in suitable sustainable locations. Housing should be close to existing services and amenities, where there is already good transport infrastructure, while the type of development in a locality should not create a large increase in the need to travel by motor vehicle;
- Making the most efficient use of the existing highway network and ensure that air quality and carbon emissions are considered in all highway proposals;
- Promoting and enhancing the quality of alternative modes of transport to the private motor car, such as walking, cycling, and public transport so that their use is significantly increased;

- Educating all transport users on how their choice of transport impacts on emissions and how using more sustainable forms of transport can help improve air quality, health and the quality of life; and
- To improve air quality, especially in the designated AQMA areas.

8.4 Active travel

Challenge: Improve the health of individuals by encouraging and enabling more physically active travel.

8.39   The Government's Active Travel Strategy published in 2010 (produced jointly by the Department of Health and the Department for Transport) notes that cycling currently accounts for less than 2% of trips in Britain [37] – a very low proportion compared with most European countries – and aims to significantly increase this. It notes that "the actual risk of cycling is tiny" compared with the 50,000 people killed annually by heart disease, and that the health benefits of cycling outweigh the risks involved by around 20:1.

8.40   It also notes the results of a Cabinet Office Strategy Unit report on Urban Transport which found that, in terms of economic impact, the annual costs of congestion (£10.9bn), road casualties (£8.7bn), air quality (£4.5 - 10.6bn) and physical inactivity (£9.8bn) were all of a similar magnitude. The report calls for action to promote walking and cycling as a highly cost-effective way to address all four objectives.

8.41   The Active Travel Strategy was also accompanied by reports documenting the successes achieved by the Cycling Demonstration Towns (CDT) and the Sustainable Travel Demonstration Towns (STDT) programmes, both of which benefited from specific government funding for their measures. Among the first tranche of CDTs, there has been an average increase in cycling of 27% and a 10% reduction in the proportion of their populations who are classed as physically inactive. The programme's health benefits alone outweigh the costs by 2.59:1. Meanwhile the STDTs have increased cycle use per resident by 26-30% and reduced car trips per resident by 9%. Darlington (which is both a CDT and a STDT) has increased cycle use by 113% in 3 years.

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37   In Tyne and Wear, it accounts for 1% of all trips

8.42 The Active Travel Strategy aims to build on these successes and notes that "fewer cars and more pedestrians and cyclists can make the roads safer and for all users". Key measures include:

- Getting the built environment right
- More 20mph schemes
- Promotion of cycling through schools and colleges
- Joint work with the health sector
- More cycle training

8.43 Getting the right mix of modes of transport for local trips matters. Walking or cycling can be a quicker and lower cost alternative to the car or public transport for many short trips, and are often the easiest ways for most of us to get more physically active.

8.44 More walking or cycling for short journeys has benefits for individuals in terms of their health – they are more likely to achieve a healthy weight and to have better mental well-being. There are benefits for communities too with safer and more pleasant streets, better air quality and lower carbon emissions, and reduced congestion.

8.45 The Active Travel Strategy states that regular physical activity, such as walking and cycling, can bring about major health benefits and an improved quality of life. People who are physically active reduce their risk of developing major chronic diseases such as coronary heart disease, strokes, and type 2 diabetes by up to 50 per cent, and the risk of premature death by about 20-30 per cent.

8.46 Another joint report by the Department of Health and the Department for Transport [38] confirmed the likely health benefits of regular walking, cycling, and use of public transport. Walking can aid in significantly reducing the prevalence and treatment costs for a wide range of key physical health issues in the UK, including levels of obesity, type 2 diabetes, cardiovascular disease, cancer, and osteoporosis. Additional benefits of walking are that it promotes social inclusion, can reduce crime and

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38 Transport and Health Resource – Delivering Healthy Local Transport Plans, January 2011

perceptions of crime (through more people walking and watching over neighbourhoods, which discourages opportunities for crime and anti-social behaviour) and has no direct environmental impact.

8.47   The Transport and Health Resource also advises that cycling promotes good health and wellbeing, and aids in significantly reducing the prevalence and treatment costs for a wide range of health issues in the UK. It states that modelling work carried out by Cycling England estimated that a 20 per cent increase in cycling by 2015 would result in decreased mortality valued at £107 million. The report notes that public transport typically encourages environmental and health conscious transport behaviour. For example, on average, walking to and from public transport can contribute towards 66 per cent of the recommended daily level of moderate physical activity necessary to promote good health.

8.48   More active travel can bring business benefits – a healthier, more active workforce means reduced absenteeism and increased productivity, and reduced congestion means better journey time reliability. It can benefit less active groups in particular – walking and cycling are simple, low-cost and effective ways for some of the most inactive people in society to incorporate physical activity into their daily lives. And it can be good for the environment – journeys made on foot or by bike rather than car will reduce emissions, and can make for a more pleasant local environment. In partnership with the health sector, local Walking the Way to Health initiatives have been carried out and we would wish to continue these activities in the future.

8.49   The green infrastructure network and ROWIP play a role in supporting active travel. There are opportunities to improve accessibility to and within the natural environment taking account of the needs of disadvantaged groups and communities, particularly in relation to health and obesity through the creation, management and enhancement of the green infrastructure network, and the public rights of way network, both within urban areas and linking to more rural areas.

8.50   Our specific proposals to address this challenge are set out in 14.2 'Active travel'.

8.5 Crime and fear of crime

Challenge: Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks.

8.51   Personal safety and security on public transport is a complex issue. There are few reported incidents of crime and anti-social behaviour on public transport, however a small number of high profile cases over the last 10 years have contributed to an overall perception that public transport is not safe, particularly amongst non-users.

8.52 Regular public transport users tend to have a better perception of overall safety and security on public transport. Nexus research suggest 99% of passengers feel safe when travelling on buses during the day, however this falls to just 56% in the evenings. Less than 1% of users claim to have witnessed any sort of serious incident whilst travelling on public transport.

8.53 Non users tend to have a worse perception of safety and security on public transport. Around 20–30% fewer non users feel safe when travelling on public transport compared to users. This perception is in common with other views held by non users of public transport. Generally non users have consistently and substantially lower perceptions of public transport than regular users. In referring to public transport, we must include not only the actual bus or rail journey itself, the wait at the bus stop/station, and also the walk to or from it. The latter may actually be the most hazardous part of the journey, but lies outwith the remit of the operator.

8.54 While figures suggest a low level of crime on public transport and a high degree of satisfaction among users, there is anecdotal evidence that a lot of low level anti-social disorder goes unrecorded on the network. According to the British crime survey, 80% of respondents claim to have witnessed some form of criminal or antisocial behaviour on public transport, but have not reported it to the authorities, the bulk of this being low level disorder such as putting feet on seats.

8.55 This suggests that public transport passengers have a high degree of tolerance of low level anti-social behaviour, possibly because they are afraid to report incidents or because they suspect no action will be taken against the perpetrator. Victims of racist, sexist or homophobic verbal abuse in particular are reluctant to report these incidents to the police.

8.56 This lack of reporting in turn generates an impression among the police and law enforcement agencies that there is no problem on public transport, and consequently little time and resource is invested in policing the network, other than the bespoke resource that is currently procured by Nexus for the Metro system.

8.57 So to summarise:

- Serious criminal incidents on public transport are rare;
- Users by and large feel safe on public transport;
- The walk to or from the public transport service may also be a source of anxiety;
- Feelings that public transport is not safe are concentrated in the evenings;
- Non users perceive public transport as being unsafe;
- Public transport users and staff tolerate low level anti-social behaviour;
- The police do not perceive there to be a problem on public transport.

8.58 In commenting on public transport in this way, we should avoid suggesting that public transport is "unsafe" and other modes are "safe". Addressing crime is an issue for all modes of travel, embracing safe and well-lit car parks, secure lorry parking facilities, reducing bicycle theft and ensuring pedestrian links are safe to use (such as through wide paths, good natural surveillance from adjacent buildings, and appropriate street

lighting). Having more people around adds to the feeling of security so, by encouraging more use of sustainable modes, this should make them appear more welcoming to travellers.

8.59   Our proposals for dealing with this are outlined in 11.2 'Crime and fear of crime'.

8.6 Noise

Challenge: Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.

8.60   Defra's (the Department for the Environment, Food and Rural Affairs) Noise Policy Statement for England published in March 2010 set out the long term vision of central Government's noise policy as "Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."

8.61   The Noise Policy Aims are through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

Noise Mapping

8.62   Defra has produced strategic noise maps for some major agglomerations in England. These urban areas were defined by population size and density. Tyneside was one of the areas covered by the first round of mapping. Wearside is not yet mapped. The maps show estimates of noise levels from the following sources:

- major roads - roads with more than 6 million vehicle passages annually;
- major railways - railways with more than 60,000 train passages annually;
- major airports - airports with more than 50,000 aircraft movements annually (except for training on light aircraft): and
- other roads, railways, aircraft movements and industrial premises.

8.63   Through Defra's noise mapping work they have identified the approximate number of people and dwellings which are exposed to high levels of noise from our road and rail networks. Of the 6950 dwellings which have been identified for investigation due to noise from roads, 400 will be prioritised. The majority of these are in Gateshead and Newcastle. Of the 150 dwellings identified for noise from rail, 50 will be investigated as a first priority. These are within South Tyneside and Durham only. Figure 8.1 'Noise Action Plan Priority Locations' shows these priority locations. It is

the intention of the Tyne and Wear plan partners to investigate noise levels in each of the locations identified by Defra. The timetable for the noise action plan process is given in the Table 8.1 'Noise Action Plan'.

Figure 8.1 Noise Action Plan Priority Locations
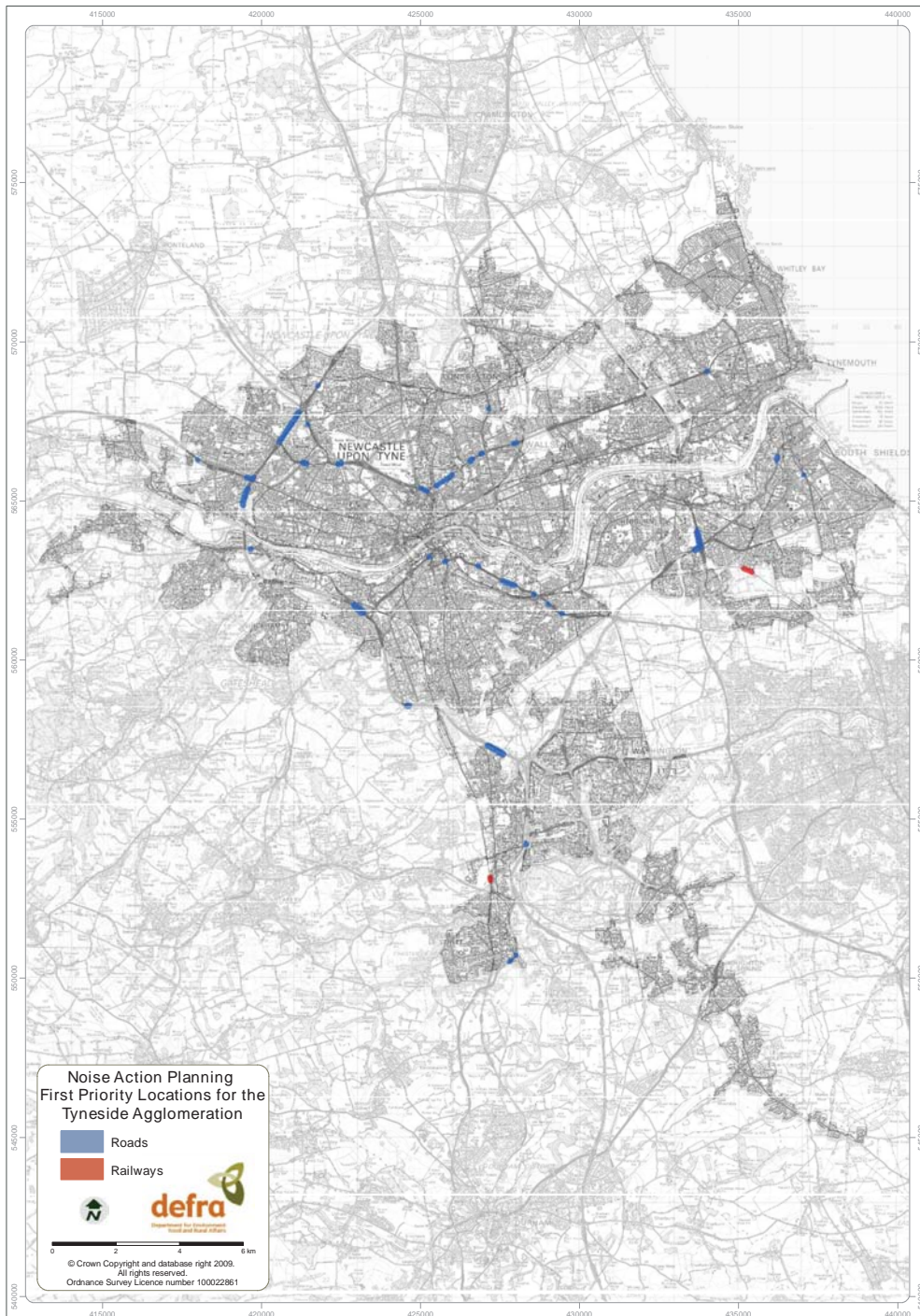
Table 8.1 Noise Action Plan

Action	Date
Competent Authority identifies Important Areas (IAs) and First Priority Locations (FPLs)	2009/10
Competent Authority liaises with relevant highway authorities	April 2010 onward
Competent Authority issues guidance regarding the process for investigating IAs	July 2010
Local highway authorities (other than the Highways Agency) investigate IAs (giving priority to those containing FPLs)	July 2010 - June 2011
Highways Agency investigates IAs (giving priority to those containing FPLs)	April 2010 - October 2011
Relevant highway authorities implement any actions or secure budget for actions	April 2011 onwards
Relevant highways authorities investigate remaining IAs and implement any actions or secure budget for actions	April 2012 onwards
Competent Authority undertakes second round of noise mapping	During 2012

8.64 Newcastle University is currently collecting data in terms of electric vehicles and in the future will have have the capability to quantify noise reduction on roads from a certain percentage of these electric vehicles. In progressing electric vehicle use in Tyne and Wear it is important to bear in mind that they can be a safety hazard for people who are blind or partially sighted if they are too quiet when in motion.

Key Actions for Partners

8.65 These include:

- Implement the Low Carbon Vehicles programme (see 14.1.3 'Emission management');
- Develop consistent criteria for consideration of noise in planning applications across the Tyne and Wear authorities;
- Ensure noise levels are considered in planning applications and that appropriate mitigation measures are put in place;
- Improving the movement of freight through the work of the Tyne and Wear Freight Partnership (see 14.5 'Freight') e.g transfer of freight from road to rail, routing of heavy goods vehicles by suitable roads[39];

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39   Results from the NHT Public Satisfaction survey show that around 53% of Tyne and Wear residents are unhappy with the routes taken by heavy good vehicles

- Ensure traffic calming measures do not increase noise levels by encouraging 'stop/go' vehicle movements;
- Noise management schemes through engineering and maintenance, including working with Defra on implementation of noise action plans; and
- Maintaining the highway to a good standard, including quieter road surfaces where appropriate.

8.7 End to end journeys

Challenge: Improve the experience of end-to-end journeys for transport users.

8.66   An advantage of car journeys is that they are relatively seamless from point A to point B: regardless of the journey time, a change of vehicle is not required. In order to ensure that public transport can be competitive with the car, it is necessary to ensure that the elements of the journey are as integrated as possible.

8.67   The journey experience starts the moment people leave their front doors, and ends when they reach their destination, often involving more than one mode of transport. It is therefore important to consider the whole journey experience within transport schemes; for example the walk to reach the stop. Furthermore, if there is one element of this 'chain' that is deemed unrealistic, often the journey may not be made. For example, if a journey involves waiting after dark at an unlit bus stop, this can be expected to act as a deterrent to travel and can be exclusionary.

8.68   For public transport users, providing a good journey experience will include elements such as high quality, integrated public transport, personal security, good interchange facilities and smart through ticketing. Similarly for cyclists and pedestrians, high quality dedicated routes, accompanied by good maps and signage, can enhance the journey experience.

8.69   It is important that the needs of all users of the transport network are considered when seeking to improve the journey experience, including those with physical or sensory disabilities.

8.8 Green Infrastructure, Landscape and Townscape

Challenge: Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment.

Streetscape

8.70   Streetscape is the visual elements of a street, adjoining buildings, street furniture, trees and open spaces which combine to form the area's character.

8.71 In progressing transport proposals in Tyne and Wear consideration needs to be given to how it will impact on the character and appearance of a locality or street. For example, excessive use of guard railings, street bollards and signs can cause clutter and make it more difficult for pedestrians and cyclists to get to their destination by the most natural route. It can also make specific parts of the highway unusable for people with disabilities or pushing buggies. This can encourage people to use their cars, leading to increased traffic and noise. Furthermore, attractive features such as historic buildings and street furniture are detrimentally impacted by insensitively designed transport changes.

8.72 The importance of streetscapes is now identified through national planning guidance such as Planning Policy Statement (PPS) 1 – Delivering Sustainable Development, which recommends that all future developments should be sustainable and protect and enhance the natural and historic environment, the quality and character of the countryside, and existing communities. It is supported by the Coalition Government, who are concerned that the character of England's urban spaces is being damaged and have asked Councils to reduce the amount of street clutter, including keeping the amount of signs to a minimum. Transport Secretary Phillip Hammond stated that unnecessary street furniture "leaves our streets looking more like scrap yards than public spaces". [40]

8.73 There have been a number of national initiatives in recent years that have sought to improve the appearance and design of streetscapes, such as the 'Save Our Streets' and 'Streets for All' campaigns by English Heritage, the ongoing work of 'Living Streets' and the Department for Transport's 'Manual for Streets'. The Commission for Architecture and the Built Environment (CABE) gives design advice on reducing clutter and creating the best possible public spaces.

8.74 These campaigns aim at creating an environment that is hospitable to all and not dominated by vehicle use. Advice given includes that:

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40   www.communities.gov.uk, 26 August 2010

- streetscapes should be designed so that vehicle speeds used are appropriate to their surroundings;
- legibility should be improved so the need for signs is minimised and so sight lines are not impaired;
- streets and roads should be well-lit in order to provide security for pedestrians, cyclists and vehicle drivers;
- people should be able to move along footways without being hindered by street clutter, poor quality materials and other obstacles;
- signs should be restricted to those which convey essential information only;
- necessary signage should, where possible, be located on existing lamp posts, columns or buildings;
- there should be a common design code that is simple, elegant and appropriate to context;
- local designs and authentic materials should be respected.

8.75 Benefits of improving the streetscape can be seen through Kensington High Street in London, where reducing street clutter has helped to reduce accidents by up to 47 per cent.[41]

Protecting and enhancing the natural environment in developing transport proposals

8.76 Protection of the natural environment is important for the local economy, and in particular tourism. In progressing transport proposals, consideration needs to be given to potential impacts on the landscape character, biodiversity, geodiversity, soils, the coast and green infrastructure (along with air and noise pollution (loss of tranquillity) as well as impacts on the townscape (locality or streetscape as described). There is a need to ensure the highest level of protection for designated landscapes, habitats, sites and species. Policies and decisions about major transport proposals should safeguard important natural assets.

8.77 Transport schemes should not only avoid and reduce impacts on the natural environment but also consider/provide opportunities for enhancement such as habitat restoration and creation schemes. Schemes should seek net environmental gain from necessary transport development whilst avoiding, mitigating or compensating for negative impacts.

8.78 There are also positive opportunities for creative design to improve the environmental performance of existing and new transport infrastructure in all landscapes – for example 'green' bridges and tunnels to reduce habitat fragmentation and the removal, reduction or better design of signs and lighting, environmentally friendly roadside verge management etc.

8.79 The green infrastructure network and the rights of way network play important roles in the overall sustainable transport system in Tyne and Wear.

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41   Ibid

Part 3: Developing and delivering the strategy

Delivering the vision

Chapter 9 Delivering the vision

9.1 To deliver our vision for transport in Tyne and Wear, we have set out a 10-year strategy from 2011 to 2021, supported by an initial three-year delivery plan from our Partners. In LTP2, we wrote that "transport is said to be a means to an end, not an end in itself", and this maxim has assumed even more importance in developing LTP3. We have sought to adopt a holistic approach that attempts to set out the role of transport in addressing the long-standing social, economic and environmental challenges facing the region, challenges identified in more detail in Chapters 6 to 8. Spatial planning policy will be as important as transport policy in meeting some of our transportation objectives, especially given that there is limited funding for major new transport investment in the short term.

9.2 Our demanding challenge is therefore to deliver an LTP strategy that helps to meet the region's economic and social aspirations, but which is at the same time cheaper and greener. An old maxim states that a period of crisis may also be a time of opportunity and we have therefore used this difficult scenario as an opportunity to adopt a radically new approach that recognises the need to assess and prioritise all our proposed measures to improve transport in Tyne and Wear against a backdrop of:

1. Substantial funding reductions;
2. Demanding carbon reduction targets;
3. The need to assist in meeting local objectives; and
4. Compliance with national DaSTS goals.

9.3 The approach we have adopted is to establish a strategic framework based on three broad intervention types; (i) managing demand for travel; (ii) managing and further integrating existing networks; and (iii) targeting new investment at top priority challenges. This approach is illustrated in Figure 9.1 'Our approach'.

9.4 Given funding constraints (at least in the short term), it is important that we first explore whether journeys need to be made at all (thus reducing cost and demand on our transport networks); then making the optimum use of those networks to ensure we get maximum value for the money already invested in them; and only then should we consider new infrastructure investment, targeted on schemes that promote economic growth and carbon reduction or where existing provision is clearly inadequate. This approach is consistent with DaSTS goals and climate change objectives and also minimises expenditure by prioritising lower-cost interventions.

9.5 Underpinning the measures are three key priorities: providing high quality information, improving safety on all modes, and maintenance of our assets.

9.6 Our delivery mechanisms must reflect the circumstances we face and the need for strategies to address the wider issues affecting travel demand. With limited resources, it will be even more crucial to achieve cross-cutting service delivery in order to ensure that we meet the aspirations of communities and businesses for access to services, without placing undue demand on transport networks. This will require partnership working and co-ordinated planning across many agendas including education and skills, housing, healthcare, regeneration and infrastructure planning and development.

9.7 Our proposals are set out in more detail in the following chapters (three key priorities followed by measures). In each section the main policies are highlighted by use of colour- they are the ones we intend to monitor via the Delivery Plan.

Figure 9.1 Our approach

INFORMATION, SAFETY, MAINTENANCE

INFORMATION, SAFETY, MAINTENANCE

INFORMATION, SAFETY, MAINTENANCE

Investing in our networks

Managing demand for travel

Managing and integrating existing networks

INFORMATION, SAFETY, MAINTENANCE
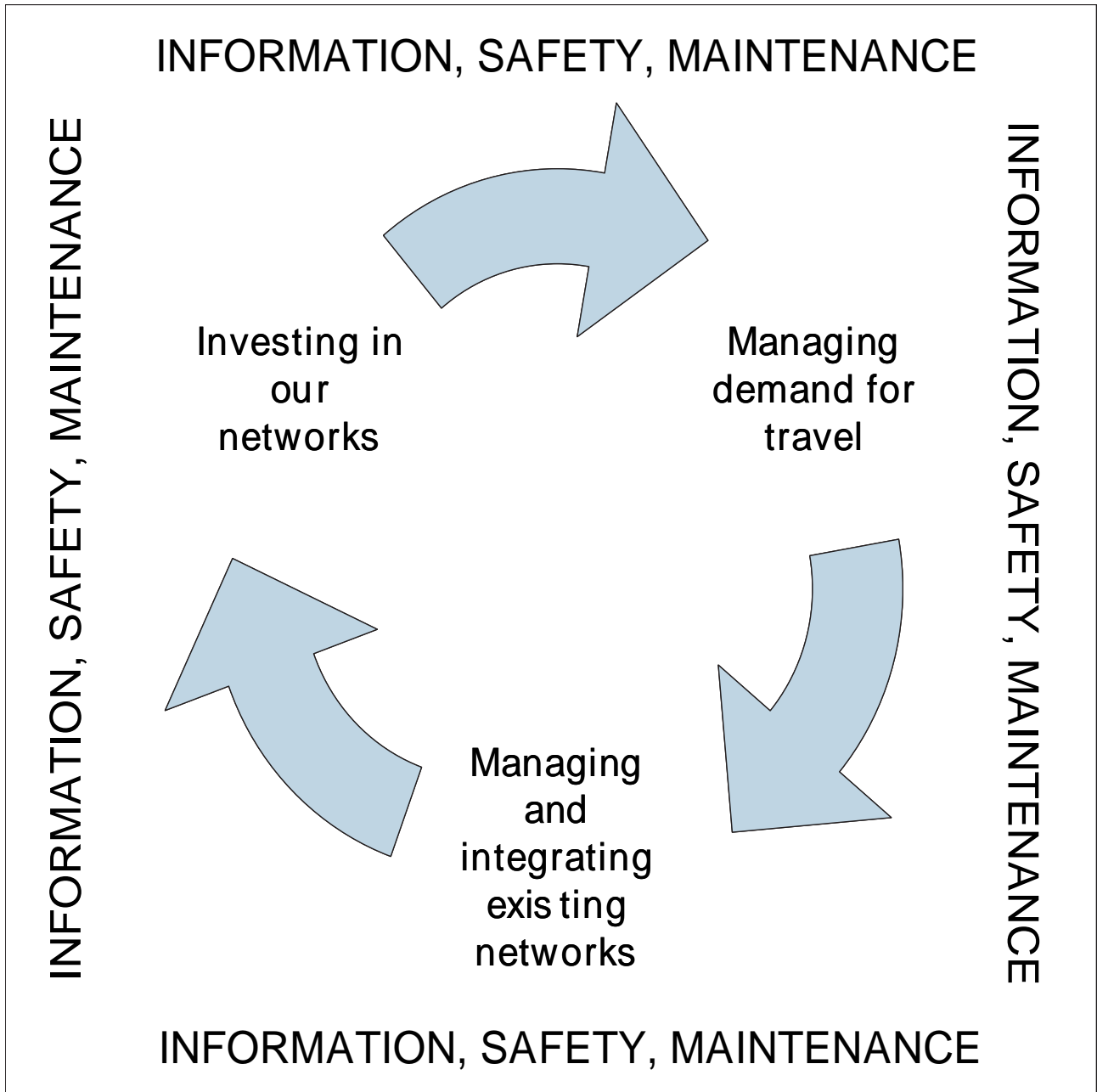
Improving information

Chapter 10 Improving information

<div style="background:#fce0b0">

Policy 1

We will help people make informed travel choices by giving them accurate information.

</div>

10.1 Technology already exists to allow the Plan Partners to enable a step change in the availability of user-friendly and accurate two-way information, e.g. details of public transport services and fares and the ability to feed back easily on the quality of service; advice on cycle training; information on walking and cycling routes and the ability to provide feedback on use and condition of these routes.

10.2 Passenger requirements vary. It is vital that information is able to meet the needs of all customers. Therefore, information needs to be available in a variety of formats and from a number of outlets encompassing various languages and catering for all disabilities, upon request.

10.3 Passengers require different types of information depending upon the stage of their journey. For example, before making a public transport trip, customers need information on times, fares, ticketing products, and real time information online or at the bus stop or Metro station. During the journey, information regarding next stops is important in maintaining customer confidence. After their journey, customers may wish to obtain information on how to provide feedback, or make a complaint. The customer may also wish to register to receive information on changes to services or tickets in the future.

10.4 Nexus research has found that a significant number of respondents were unsure how to obtain public transport information. Uncertainty was greatest amongst non-users. If new customers are to be attracted to public transport, they need to know how to find information. Increased awareness could be achieved through advertising campaigns publicising the different ways in which information can be accessed.

10.5 At present the telephone enquiry service Traveline is available from 0700 until 2100, seven days per week, as is the telephone number for the Nexus Customer Service Centre. Passengers have stated that they experience difficulties obtaining public transport information outside of these hours and have requested that enquiry lines are open throughout the period of public transport operation.

10.6 Real Time Information is being rolled-out at bus stops across Tyne and Wear on a phased basis. Research shows customers welcome an increase in Real Time Information and it is envisaged that the presence of this facility, along with the introduction of smart ticketing, will greatly enhance the image of travelling by public transport.

10.7 Future Proposals include:

- Expansion of Real Time Information in the region;
- Increased opening hours for Traveline and Nexus Customer hotline;
- Nexus Customer Service Centre (one stop shop);
- Improved relationships with bus operators to ensure that disruption information is received;
- Ensuring that electronic information displays are installed at all interchanges and major bus stations;
- Public transport information to be available in the region's most widely spoken, non-English, languages;
- Maximising the use of new technologies to improve information provision - eg, Smartphones;
- Increasing information provision through 13.2 'Smarter choices';
- Adoption of a twin track approach whereby there is an automated approach for the majority and targeted assistance for smaller groups or individuals; and
- Increasing the level of resource invested in personalised travel planning.

10.8   Information does, of course, entail more than public transport. It embraces PROW, walking and cycling routes (covered in more detail in 14.2 'Active travel') and more generic guidance about the availability of more sustainable forms of transport - as in the Smarter Choices programme outlined in 13.2 'Smarter choices'.

Suite of cycle maps
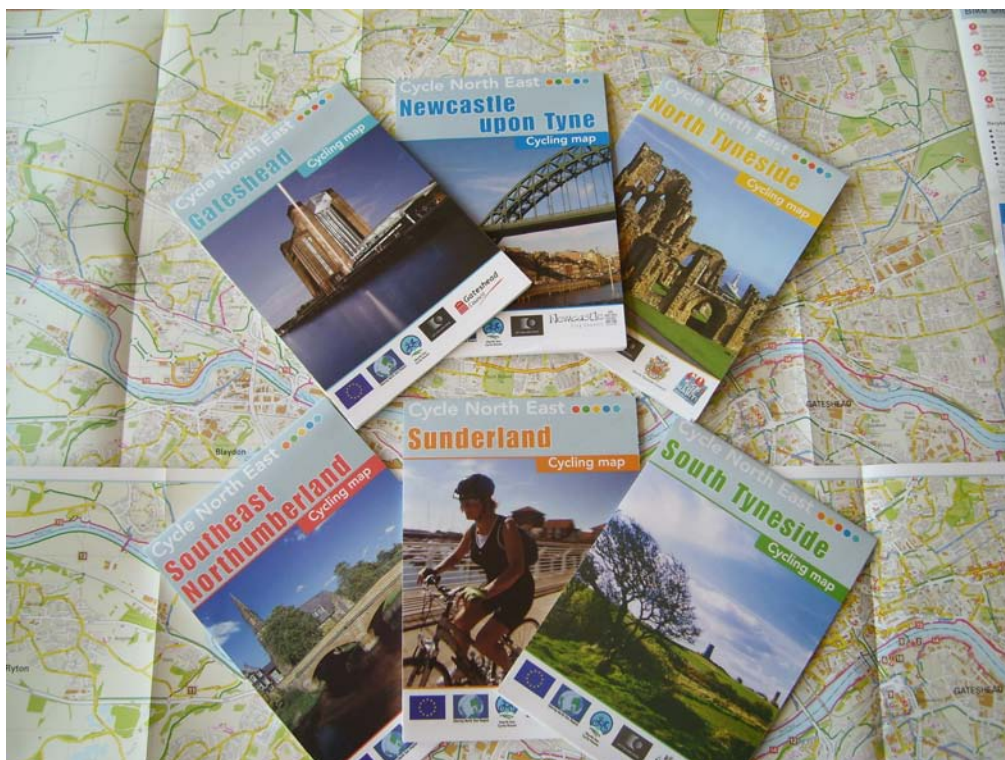
10.9   For road journeys, the UTMC system being developed by Plan Partners (see 14.1.2 'UTMC') will help drivers to make more informed choices about the most suitable routes to take. In the case of road freight traffic, this is complemented by the work

of the Tyne and Wear Freight Partnership (see 14.5 'Freight'), with its wide range of mapping aimed at ensuring goods vehicles take the most appropriate routes for their journeys.

10.10 Other information campaigns relevant to transport movement in Tyne and Wear include the work of the Northumbria Safer Roads Initiative (especially the "Road Respect" campaign) and the "Be Air Aware" campaign.

10.11 Given the travel to work patterns in the area, Partners will explore links/integration/co-ordination of travel information with Northumberland and Durham.

10.12 In summary, the need to provide accurate and accessible information, through a variety of media, is a key policy and the Delivery Plan sets out how we will monitor implementation of this policy.

Improving safety

Chapter 11 Improving safety

11.1 Road safety

Policy 2

We will work to improve road safety.

Policy 3

We will seek to reduce road casualties.

Policy 4

We will seek to curb excessive road speeds.

Policy 5

Where there is support from residents and where resources permit, we will seek to introduce a 20 mph speed limit in residential areas.

11.1   Road casualties, whilst considerably reduced in recent years, remain a major concern across Tyne and Wear. Road casualties amongst children and in disadvantaged areas are a particular concern. Fast-moving traffic can be intimidating and may contribute to social exclusion and isolation.

11.2   Our road safety strategy is based on the three 'E's of Education, Engineering and Enforcement and is set out in the following vision, to be delivered in partnership with the Northumbria Safer Roads Initiative (NSRI):

Our Vision for Road Safety

We will combat casualties by every available means including education and training, publicity, engineering measures and enforcement. We believe the most effective approach is an integrated and holistic one using a strong mix of education, engineering and enforcement.

11.3 Our **Education** strategy will build on the achievements of the successful 'Road Respect' campaign, which has achieved 45% brand recognition across the region. We will continue to focus on young people, seeking to identify many dangerous driving behaviours as anti-social and giving information about penalties and speeds. Other targeted areas will include motorcyclists and business fleets, based on intelligence-led data.

11.4 We will also use **Engineering** measures and 20mph zones, following public consultation, to make our streets safer and reduce the dominance of traffic, improving the ease and safety of pedestrian access and access to public transport, especially for people with limited mobility. Research from the Department for Transport indicates that a cut in speed to 20mph has a dramatic impact in making areas safer for cyclists and pedestrians. One in 40 pedestrians struck by a car at 20mph dies, compared with one in five at 30mph. This should not only improve road safety but should also assist our goal of promoting healthier and more active modes of travel.

11.5 The third component of our strategy is to work with the police on **Enforcement** of speeding laws (including the continued use of safety cameras) and to target dangerous and illegal driving behaviour. The widespread introduction of Civil Parking Enforcement has helped us to devote more resources to tackling illegal and dangerous parking.

11.6 We believe partnership working is crucial to prevent casualties. We will work in partnership with anyone who will help combat casualties.

Infrastructure and training

11.7 Local authority staff carry out road safety training in schools across the Plan area, helping to build children's confidence in travelling independently on foot and by bike.

**Educating young people about road
safety is a key part of our strategy**

11.8   For example, North Tyneside hosts a multi-modal travel training area at Beacon Hill
School in Wallsend, where young people with learning and physical disabilities from
across Tyne and Wear can learn to use zebra, Pelican and Puffin crossings and use
public transport, including buses and the Metro using a replica Metro station on site.
It is intended that during the LTP3 period, training for adults using mobility scooters
will be offered at the site.

Key Measures

11.9   We will:

- Review our road safety strategy, in response to new government targets for
2020, in conjunction with internal and external partners;
- Develop a children's and young people's road safety strategy in partnership with
the key stakeholders and school safety projects;
- Review the speed management strategy in partnership with the police;
- Develop and implement a strategy to introduce more widespread 20 mph speed
limits or zones using the results of the 20 mph sign-only speed limit trial in Tyne
and Wear, as a supplement to the speed management strategy to improve safety
and the perception of safety within communities;

- Produce an action plan which will be reviewed regularly to assess the success of our interventions; and
- Support the work of the Northumbria Safer Roads Initiative in development of communications and marketing programmes and events.

11.10 Further interventions for safer travel that Partners will consider for inclusion in the delivery programme could include:

- Driver training;
- Targeted road safety publicity campaigns;
- Extended coverage of road safety training; and
- Motorcyclist training.

11.2 Crime and fear of crime

Policy 6

We will enhance personal safety and security for all transport users.

Background

11.11 Personal security is an issue that is relevant to all modes of transport, whether it involves walking or cycling, travelling by bus or Metro, visiting a transport interchange or using a car park.

11.12 Fortunately, a large majority of journeys pass without incident and research by Nexus suggests that most people feel safe travelling by public transport, with very few reports of people witnessing anti-social behaviour. Whilst this is encouraging, the British Crime Survey suggests that many crimes may go unreported.

11.13 Even if no crime actually occurs, the fear of crime can be a deterrent to use of public transport, especially at night. Market research continually shows that perceptions of crime and disorder on public transport do not match the reality.

11.14 Journeys can be divided into three sections: "travelling to" the transport facility (this would also encompass car parks as well as walk trips without a public transport journey involved); "waiting at" the transport facility; and "travelling on" the particular mode of transport used for the journey. Each conveys its own challenges and each requires partnership working to address issues about personal security.

11.15 Transport operators have more control over the latter two elements of the journey and can take action to ensure that facilities are well-lit and well-maintained, and that larger stations or interchanges have staff available or passenger help points. However, with 60 Metro stations and over 6,000 bus shelters in Tyne and Wear, there are limitations over what can be done, especially when budgets are constrained. Major stations and interchanges are staffed for all or some of the day and all Metro stations are covered by CCTV although coverage at interchanges is more limited.

The Strategy

11.16 The Strategy is based on four key objectives:

- To reduce tolerance of crime and disorder affecting transport users;
- To reduce levels of crime and disorder affecting transport users;
- To improve the image of public transport and ensure it is perceived as a safe and secure way to travel; and
- To make better use of resources – by partnership working between transport operators, local authorities and the police, there will be more of a visible staff presence to help reassure travellers.

Proposed Measures

11.17 **Better Reporting of Incidents**

- Encouraging passengers and staff to report all incidents and making it easier to do so. In the West Midlands the 'See Something, Say Something' campaign logged over 1,700 incidents in its first year of operation. This has enabled the Safer Travel Partnership in the West Midlands to target resources more effectively;
- For "hate crime", providing a contact number on every public transport vehicle where complaints about abusive behaviour can be logged and responded to in a sensitive manner;
- Working with operators to inform staff about what can constitute "hate crime"; and
- Developing a simple and easy reporting tool so that staff can report all incidents they observe.

11.18 **Reduce Crime and Disorder Affecting Transport Users**

- Working with Neighbourhood Policing Forums to identify approaches to bus stops or stations which seem particularly unwelcoming and then liaising with local authorities to plan improvements at these locations;
- Seeking to bring car parks (including those at Park and Ride sites) up to the SafePark standard;
- Ensuring any new designs for waiting facilities comply with Police "Design-Out Crime" standards - for example, the recent major upgrade to Sunderland station has made it more brightly-lit, providing more safety and security;
- Investing in, and promoting the existence of, CCTV in bus shelters, taking into account experience gained from the current bus shelter CCTV pilot schemes;
- Continue with taxi marshalling schemes to reduce late night disorder at taxi ranks; and
- Introducing 'Community Payback' schemes whereby offenders assist with improvements at or close to transport infrastructure.

Waiting room at Sunderland station before improvement....

...and after improvement

11.19   Improve the Image of Public Transport as a Safe and Secure Means of Travel

- Carry out a programme of audits of existing waiting facilities in conjunction with vulnerable user groups, in order to highlight any small scale improvements that could increase perceptions of safety;

- Continue to develop Real Time Information at bus stops, as accurate information about when a bus is due can reduce anxiety for passengers, particularly late at night; and
- Remind and encourage police officers to make use of their existing entitlement to free travel on public transport when in uniform.

11.20 Make Better Use of Existing Resources

- It is proposed that Nexus explore the possibility of working with Northumbria Police and bus operators to launch a group that can co-ordinate policing around public transport – similar to the West Midlands "SaferTravel" brand that co-ordinates action by police, Centro and public transport operators;
- Nexus's market research team is to establish a baseline position for bus journeys that determines the percentage of travellers that have seen a police officer or other uniformed personnel (excluding the driver) while making their journey; and
- Nexus will Increase the number of their staff who have received training in the protection of the public in general and, in particular, children and vulnerable adults.

Cycle Theft

11.21 The issue of cycle theft is a concern for many cyclists. Apart from encouraging cyclists to use good-quality locks, the main role of Partners is to:

- Site cycle parking so that it is in high profile sheltered locations and/or areas overlooked by public access areas – often these criteria are met by locating it conveniently at the entrances to buildings;
- Consider the provision of cycle lockers; and
- Co-operate with the Police in initiatives to promote cycle security (for example, 'invisible marking' of cycles at bike events).

Key routes / footpath safety issues

11.22 Key route/footpath safety issues (underpasses, lighting, vandalism etc) need to be addressed through LTP3. Improving the condition or management of existing rights of way where these are currently perceived not to be safe or attractive routes should also be considered.

Car Parks

11.23 Fear of crime may occur in car parks, particularly out of town car parks; suitable lighting and security presence may be suitable forms of mitigation.

Maintaining infrastructure

Chapter 12 Maintaining infrastructure

> ### Policy 7
>
> **We will keep all our transport networks in good condition.**

Transport Asset Management Plans

12.1 The Chartered Institute of Public Finance and Accountancy (CIPFA)'s review of the accounting and finance arrangements for local government transport infrastructure assets found that comprehensive transport asset management could help deliver both efficiency gains and service improvements. The Department for Transport considers that a way to achieve this is to develop a Transport Asset Management Plan (TAMP).

12.2 Transport Asset Management Plans are about far more than just the maintenance of the assets. The plan/document will cover all aspects of transport asset management e.g. Maintenance, Improvement and Interaction with other transport operators. RoW and definitive maps should be included as part of the TAMPS.

12.3 The successful pilot approach to developing Highways Asset Management Plans (HAMPs) across Tyne and Wear has been adopted for the development of the TAMPs. Newcastle have commissioned consultants to assist with the development of a TAMP that will, in part, review and update the current HAMP to reflect the aims and objectives of developing local priorities such as climate change strategy and the five goals of LTP3.

Climate Change Adaptation

12.4 The requirement to maintain the quality of infrastructure assets and ensure that transport networks are safe and in serviceable condition will consider climate change adaptation (e.g. selection of materials that can withstand higher temperatures).

Promote prudent use of natural resources, waste minimisation and movement up the waste hierarchy

12.5 The SEA notes that the policy relating to management and maintenance has an important role in promoting efficient use of resources and reducing waste. The requirement to maintain the quality of infrastructure assets and ensure that transport networks are safe and in serviceable condition can promote the adoption of materials with a high recycled content, identify opportunities to recycle components and reduce the demand for materials through improved design and retrofitting.

12.6 Our policy is therefore to:

- Ensure the efficient use of materials and resources in maintenance programmes.

- Use Best Practice in waste management for maintenance activities, where appropriate.
- Promote the adoption of materials with a high recycled content, identify opportunities to recycle components and reduce the demand for materials through improved design and retrofitting.

12.1 Highway maintenance

The Strategic Approach

12.7   It is widely recognised that transport infrastructure assets are an authority's largest and most valuable fixed asset both financially and to the community. The highway is the only infrastructure asset used by everyone in their day to day activities.

12.8   While the basic duty of a highway authority is to maintain the highway in a safe and serviceable condition, it is recognised that a well maintained, high quality highway provides a strong contribution to the local environment and quality of life in the neighbourhoods and is also vital for economic prosperity.

Highways Asset Management Plans

12.9   The Tyne and Wear partners have recognised for some time the potential benefits of a strategic asset management approach to highway maintenance.

12.10   Newcastle prepared and published the first Highways Asset Management Plan (HAMP) as a pilot for the Tyne and Wear partners in 2006. The lessons learnt from the pilot were used to inform and assist with the development of the HAMPs in the other authorities.

12.11   The development of fully integrated highway asset management is a staged process with the first draft of the HAMP being a statement of current practice and identification of improvements. The second HAMP will be far more focussed on how information is being used to identify appropriate and affordable levels of service, how the decisions for investment are made and will also enable reporting of the benefits achieved for the money spent. Eventually highway asset management will be embedded into the organisations as a series of continuing processes and practices.

12.12   All the Tyne and Wear local authorities have made progress and are near to completing their first HAMPs. The continued development of these will eventually enable the Councils to meet their strategic goals in the most effective manner within the constraints of statutory requirements, customer expectations and funding limitations.

12.13   The plans include a number of programmes for future works with associated costs for varying levels of service to improve the condition of the highway network. They also contain an asset information strategy that identifies specific gaps in the asset information held and define the actions required to fill these gaps.

12.14 Life cycle plans have been developed for individual asset groups containing more detailed information with regard to the day to day maintenance and management of the assets.

12.15 The introduction of the HAMPs, and more importantly the implementation of the asset management process, will lead to a significant improvement in strategic, long-term decision making. This in turn will enable the authorities to make better use of the budgets available and provide a more robust and efficient service to road users and residents, ensuring efficient, appropriately targeted maintenance and improvements of the existing assets.

12.16 The implementation of the asset management approach has produced tangible benefits.

12.17 One authority has experienced significant reductions in 3rd party accident claims together with a reduction in both the cost and number of repairs to the highway and the insurance premiums. Increased investment in planned maintenance over and above the traditional capital and revenue budgets has led to significant improvements in the condition of the roads.

12.18 The HAMPs, once approved, will be available on each local authority's website.

Highway Asset Inventory

12.19 The Tyne and Wear authorities have recently invested in collecting more detailed and up to date inventory information by video survey, as a direct response to the asset information strategies mentioned above, to enable further improvements in the management of the assets.

12.2 Bridge maintenance

Introduction

12.20 The majority of maintenance to highway structures is based on statutory duties and powers contained in legislation.

12.21 The Highways Act 1980 sets out the main duties of Highway Authorities in England and Wales. These include a duty to maintain highways and associated structures, which are maintainable at public expense.

12.22 Authorities have a general duty of care to users and the community to maintain the highway and associated structures in a state that is safe for use and fit for purpose. This strategy (and the phrase "highway network" when used within this strategy) specifically excludes bridges on the public rights of way network which are managed separately.

12.23 Our policies and methods of working are in accordance with national, regional and local policies. The Tyne and Wear partners have adopted the recommendations of Management of Highway Structures: A Code of Practice.

12.24 The Plan Partners have a total of over 1,200 bridges and other structures.
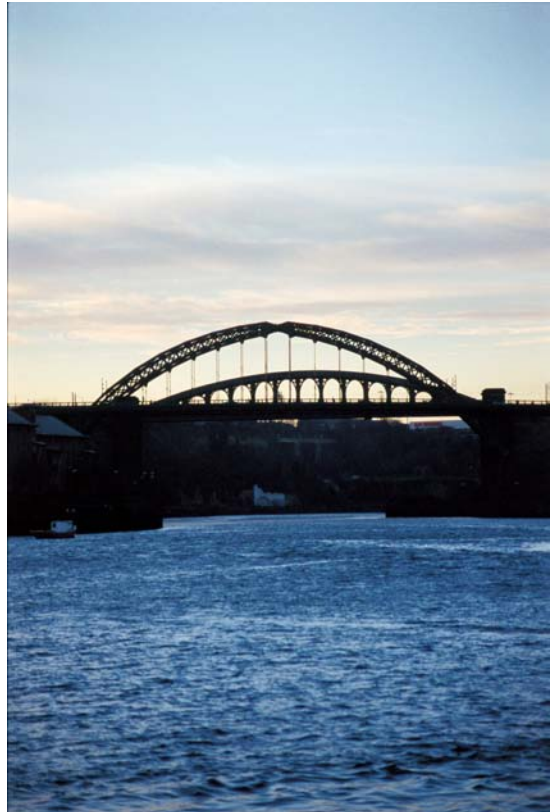
Challenges and Opportunities

12.25 The main challenges in relation to the bridge stock are to:

- Minimise the deterioration of ageing structures exacerbated by increased traffic, particularly heavy goods vehicles;
- Manage the impact of increases in permitted vehicle weights since design and construction, which means that certain bridges are weak in relation to current traffic loading;
- Prevent or minimise penetration of water into and around structures particularly with the presence of road de-icing salts, leading to accelerated deterioration;
- Prevent impact damage by vehicles;
- Prevent vandalism and graffiti;
- Prevent or protect against undercutting of foundations or flood damage; and
- Prevent damage caused by overgrowing vegetation.

12.26 Our programmed approach to maintenance, in line with Asset Management best practice, proposes:

- Opportunities to group similar repairs and to address more than one defect during the same works;
- To improve safety on and around structures; and
- To plan inspection or testing to correspond with planned closures to the highway.

The Strategy

Objectives

12.27 This strategy supports the principles of asset management and broader objectives for a transport system, which promotes a more inclusive society and a sustainable economy with minimum environmental impact. Our specific objective is to avoid any deterioration in the bridge stock.

Themes

12.28 The main themes of bridge maintenance strategy are:

12.29 Overall - To maintain bridges and other highway structures generally in accordance with the new Bridge Management Code of Practice.

12.30 Quality Assurance - Generally bridge maintenance activities are covered by a BSI registered QA scheme and are regularly audited both internally and externally

12.31 Database – The Tyne and Wear partners hold summary information including photographs for highway structures and are working towards implementing an appropriate database of Bridge Management Systems. All bridge record drawings are retained and all historic drawings have been converted to electronic format.

12.32 Inspections - All structures have regular inspections undertaken to monitor their condition and to detect any abnormal deterioration. There is an annual programme of underwater and confined space inspections. Further and more detailed inspections are carried out as required.

12.33 Assessments - The majority of structures have now been formally assessed for their suitability to carry current highway loading. We will complete the outstanding assessments. The assessments are reviewed and, for those structures found to be weak in some respect, appropriate action is taken, which may include strengthening, closure, re-building, restriction on use or further testing /monitoring.

12.34 Weight Restrictions – The Tyne and Wear partners aim is to ensure that all bridges on the road network are capable of carrying 40 tonne vehicles. We avoid the imposition of weight limits wherever possible. A weight limit is generally only considered appropriate if a bridge is located:

- On a minor road where a suitable alternative route is reasonably convenient (5km or less); or
- On a minor road where a suitable alternative route is longer than 5km but the numbers of HGVs affected are less than 10 in a 12-hour day.

12.35 The Tyne and Wear partners will ensure that signing regarding weight limits and height restrictions will be implemented in accordance with the authorities' policy entitled 'Signing for Bridges of Sub- Standard Headroom'.

12.36 Bridge Strengthening - In determining priorities for strengthening, the authorities takes account of:

- The degree of structural inadequacy and the level of risk presented to highway users;
- The importance of the route and the availability of suitable alternatives;
- The views of the local community and users;
- The consequences of permanent or temporary weight restrictions; and
- The need for co-ordination with other highway or related works.

12.37 This ensures that routes are fit for purpose i.e. available to the traffic permitted to use them.

12.38 In developing such schemes, potential environmental impacts such as disturbance to river sediments, biodiversity etc also needs to be taken into account.

12.39 Ancient Monuments and Listed Structures - Works are undertaken to conserve those bridges which form a vital part of our cultural heritage unless such works would be prohibitively expensive or impractical.

12.40 Other Ownership – The authorities maintain a dialogue with owners of other structures and seek the most favourable terms for agreements to carry out bridgeworks, subject to:

- The achievement of national and corporate aims; and
- Existing national agreements.

12.41 Vehicle Incursion: Roads over Rail and Adjacent to Rail - The authorities have completed a risk-ranking of all relevant structures and will continue to work with Network Rail to promote and implement safety schemes on a cost-sharing basis.

Policies

12.42 The authorities will prioritise maintenance and strengthening work on bridges and other structures based on:

- Tyne and Wear and wider national transport objectives;
- Engineering assessment;
- Bridge Condition Indicators;
- Specific inspections of reported problems;
- Consultation; and
- Available funding.

12.43 Procurement: Maintenance works are either carried out by a term contractor appointed on the basis of competitive tender of rates or via individual competitive tenders using a select list of contractors and the select list is regularly reviewed.

12.44 Appropriate versions of the NEC (New Engineering Contract) with the emphasis on partnership and co-operation are the norm.

12.3 Public transport infrastructure maintenance

Metro maintenance

12.45 The existing Metro system was planned over 30 years ago and opened in stages during the early 1980s. In 1991 it was extended to Newcastle International Airport and in March 2002 to Wearside. The Metro system is more similar to a traditional railway than a tram or light rail system. It was designed to operate on former 'heavy rail' lines and has many attributes of the main line railway. It has a mixture of Victorian railway infrastructure together with 1970s construction and 2000s equipping works for the extension through Sunderland on Network Rail infrastructure. Many of the operational structures and systems are reaching the end of their useful life.

12.46 Partners were successful in securing funding from Government for a detailed business plan to 're-invigorate' Metro over the next 10 years. Investment of more than £300m in this plan, called "Metro: All Change" will see Nexus refurbish all 90 Metrocars, modernise 45 stations, install a new communications system between trains and the Gosforth control centre, undertake a programme of overhaul and maintenance for structures such as bridges and tunnels, the overhaul of track and overhead power lines and modernisation of other infrastructure and technology.

12.47 Funding through the LTP process provides the necessary local funding contribution to guarantee the secured investment from central government.

Bus infrastructure maintenance

12.48 There are a number of bus stations and public transport interchanges across Tyne and Wear as well as a significant number of bus shelters provided by the public sector. Ensuring a modern, clean and safe waiting environment with good information for bus users is important in encouraging bus use within the overall quality of the bus journey experience. Partners recognise the merit in investing LTP funding in the maintenance and upgrade of these passenger facilities.

Managing the demand for travel

Chapter 13 Managing the demand for travel

13.1 The Partners recognise that people have a free choice of where, when and how to travel and wish to provide a wider range of travel choices, with more easily accessible information on each option, to facilitate people's choices and promote the benefits of travel by more sustainable modes.

> There is a role in economic and environmental terms from looking at whether we have to go from A to B at all. If we are going to encourage home working, even if 1 in 10 days are spent at home, think of the difference that would make in terms of congestion on the roads for those who are left on the roads. If we can get people video conferencing for when they are talking to businesses in America, or wherever it happens, think of the carbon that can be saved and the time that can be saved for business by not having to fly from Heathrow across the pond.
>
> ***Norman Baker MP, Minister of State for Transport***

13.1 Integrating transport and land use planning

Policy 8

We will 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.

Policy 9

We will promote developments which reduce the need to travel, allow low car dependency and are accessible to existing walking, cycling and public transport networks or where effective new connections could be made to the existing sustainable transport network.

13.2 In a period of constrained funding, it is essential to ensure that, when new development takes place in or to our towns and cities, it is designed in a way that encourages safe and sustainable transport modes, without the need for major investment. For example, new housing should be located on sites which are close to existing services and amenities, where there is already good public transport provision and opportunities to walk or cycle safely, or else these should be provided at the start of the new development.

13.3 Significant physical and economic-led regeneration proposals are proposed for all five districts of Tyne and Wear, with major schemes planned for Newcastle and Sunderland, as well as the redevelopment of Gateshead town centre. This presents a great - if challenging - opportunity to re-design areas in a way that will be sustainable, safe and attractive to residents, businesses and visitors for decades to come, learning from the lessons of the past.

13.4 Many of our present town and city centre streetscapes were formed at a time when walking was the main means of travel. The mass suburbanisation that took place from around 1890 to 1939 was made possible by advances in public transport, such as the growth of the tram and the motor bus. Laid out in an era that preceded mass car ownership, the suburbs, by necessity, reflected the more sustainable forms of transport that were then the only travel options.

13.5 In their traditional form, our towns and cities were characterised by features such as:

- Shopping and leisure facilities focused in town and city centres, together with smaller retail parades in other district centres (e.g. Shields Road in Newcastle or Saltwell Road in Gateshead) within easy walking distance of local communities;
- Housing designed on a densely-packed grid pattern that promoted permeability and neighbourliness;
- Key services, such as hospitals, located in or close to city centres;
- Large employment sites with thousands of workers, often close together, such as the factories along Scotswood Road in Newcastle and the shipyards on the Tyne and Wear

13.6 The 1960s and 1970s saw some significant changes in local highway networks, made with good intentions of promoting regeneration and catering for increased car use, but often with the effect of worsening accessibility. These included:

- Major new roads that created problems of severance between communities on either side of the road and increased noise and disturbance for those living close by;
- The introduction of subways and footbridges, intended to safely separate pedestrians from traffic, that made walking and cycling less attractive by creating longer routes often with no natural surveillance;
- Emphasis on the primacy of the car in designing new roads and estates.

**Swan House roundabout in Newcastle - a 1960s project
designed to cater for growing car traffic but which relegated
pedestrians to subways beneath the road**

13.7   During the 1980s, there was an acceleration in out-of-town development for housing, retail and office use, with a design that was dominated by vehicle parking areas and often unsuited to more sustainable forms of transport. The region's major cities have succeeded in retaining an attractive city centre retail offer, although the dominance of large retail chains has raised concerns about the homogenisation of our high streets.

13.8   Traditional neighbourhood shopping centres have declined – for example, the Church Walk shopping centre of Walker has declined from 40 shops in 1962, to 15 in 1985, to 6 now (a trend compounded by population reduction in the area). [42]

13.9   Private housing built in recent decades has sometimes been designed in a way that reduces permeability by foot or cycle and discourages through traffic, making it difficult to serve such developments by bus. The aim for new housing developments should be to create a safe family-friendly setting, taking account of best practice advice, but design-related planning guidance has not always been followed, often resulting in a sterile, car-dominated environment. By contrast, the traditional Tyneside and Wearside terraces were laid out in a way that promoted neighbourly interaction and provided easy access by bus.

13.10   Even where a new development appears conducive to sustainable travel modes, there can be problems in securing delivery of the necessary works and the quality of the work, when complete. Schemes are sometimes not totally completed or not

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42   Source: Walker Riverside Area Action Plan, 2006

done in accordance with the planning approval - for example, Home Zones might not be fully implemented, lighting columns might not be provided, parking provided in incorrect locations.

13.11   Although car ownership in Tyne and Wear is less than the national average (and in some of the more deprived wards, only a minority of people own a car), there has nevertheless been a consistent growth in car use. The growing volume of vehicular traffic and the measures taken to provide for it, can create problems with community severance (for example, in Gateshead the A184 Askew Road dual carriageway effectively cuts the Teams community in two) and fears about road safety. Well-intentioned efforts to address these fears, by the use of barriers, pedestrian refuges and segregated links across busy roads tend to reinforce the view that the car has primacy and other road users must be kept apart from it, or forced to modify their route.

Centrelink route in Gateshead

13.12   It is difficult and expensive to retro-fit developments sited in unsuitable locations with high-quality sustainable transport provision. 25% of visitors to Gateshead MetroCentre use public transport, a figure considerably higher than most other out-of-town shopping centres in the UK. However, this has followed a long period of sustained investment by both the private and public sectors (in particular, the CentreLink scheme featured in LTP1 - pictured), on a scale unlikely to be matched elsewhere. In the constrained financial climate of LTP3, it will be more cost-effective to locate new development in the most accessible locations.

13.13   There is a strong consensus across Sustainable Communities Strategies in all five districts of Tyne and Wear in favour of revitalising town and city centres, focusing development on accessible locations and improving the public realm to make it more walk-and cycle-friendly. The Committee on Climate Change have also advised that:

Analysis suggests that there is an opportunity to significantly reduce emissions by up to 2MTCO$_2$ in 2020 by better integrating land use planning and transport policy, so that decisions made are taken in consideration of the transport emissions that will be produced. [43]

43   Source: Committee on Climate Change

13.14 There are aspirations to remove road capacity in a number of locations - for example, to remove motorised traffic on Neville Street in Newcastle, reduce traffic on Askew Road in Gateshead and remove the Gateshead flyover. The latter is seen as the necessary precursor to development on Gateshead Boulevard, which is presently blighted by the flyover above, showing that removing traffic can be a spur, not a handicap, to regeneration.

Neville Street in Newcastle, outside Central Station. Newcastle City Council has aspirations to reduce the amount of traffic here and create a more fitting gateway to the city

13.15 Whilst there are always short-term pressures to promote economic growth, spatial planning is a long-term instrument. The Commission for Integrated Transport state that:

The cumulative effect of land use decisions over recent decades has had a profound effect on travel patterns, and has the potential to have an equally significant effect, positively or negatively, in the future. [44]

13.16 The spatial planning decisions we make now will have an effect long beyond the lifetime of this strategy. Working with housing, regeneration and planning colleagues (to ensure LTP3 is consistent and aligned with the emerging and adopted Local Development Frameworks), as well as private sector stakeholders, LTP3 will therefore aim to encourage:

- Development focused on town and city centres or transport hubs, providing maximum accessibility without the need for costly additional investment in new public transport provision;
- Developer contributions, where appropriate, to provide for public transport, community transport, pedestrian and cycling facilities, traffic management measures and Travel Planning resources to serve new developments;
- Mixed-use developments that enable individuals to carry out multiple activities in one trip, thus reducing the need to travel;
- Urban centres that prioritise sustainable travel modes and exclude unnecessary through traffic, whilst retaining essential access for buses, taxis, delivery vehicles and the mobility-impaired;

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44 Source: Planning for Sustainable Travel Summary Guide, CfIT, October 2009

- A high-quality public realm that is attractive to walk and cycle through, and which promotes social interaction;
- Walking routes that follow natural pedestrian desire lines;
- Residential areas that are child-, play- and family-friendly, where car dominance is curbed through 20mph zones, Home Zones and filtered permeability for sustainable modes;
- A presumption in favour of the retention of local facilities (e.g. shops, libraries, Post Offices) to avoid increasing the need to travel;
- Stronger enforcement of planning conditions and Travel Plan requirements, ensuring that developers fully deliver the promises made when planning permission is granted;
- Ensuring that employment opportunities, including areas of future growth are well connected to areas of joblessness, to give people living in these localities the chance of obtaining good quality jobs and to help break the cycle of deprivation;
- Making employment sites accessible by a wide range of sustainable travel modes so they can be easily reached by people who do not have their own vehicle;
- Refurbishment and upgrading of existing lower grade housing stock, often in inner city-locations, with an enhanced public realm, and a better choice of local services and amenities. Although these changes would be dependent on funding being available they would help make these areas into places where people wish to live and work, helping to reduce the volume of people relocating to more outlying areas; and
- Informing jobless people of public transport services that can enable them to access employment or training opportunities. This is vital in order for them to be prepared to travel beyond their local area for employment or training. Access from rural areas to services and amenities also needs to be enhanced.

**Cyclists at the National Glass Centre
in Sunderland**

13.2 Smarter choices

Policy 10

We will continue to invest in and promote a range of Smarter Choices measures.

13.17   Smarter Choices (SC) is the name given to a series of measures and techniques which seek to encourage a change in travel behaviour, away from car use to others modes of travel amongst the target population. Examples of other Smarter Choices programmes across the UK and elsewhere in the world demonstrate the proven success of such measures in achieving a change in the mode of travel. Used in combination, SC techniques can close the gaps that exist between the public's perception of sustainable modes and the reality of the performance and cost of the private car.

13.18   Monitoring of schemes in other parts of the UK reveals that levels of single-driver car trips typically decrease between 10% and 20%, with commensurate increases in walking, cycling, and public transport use. Value for money from Smarter Choices measures is typically much higher than for more conventional measures such as road schemes which involve high capital costs.

13.19 There is also great potential for Smarter Choices measures to be used to make the best use of new infrastructure. The Department for Transport have indicated that it is appropriate to include Smarter Choices measures (normally regarded as revenue) within major capital bids, as long as they are related to the scheme. This is likely to increase the Benefit-Cost Ratios of individual schemes and further reinforces the fact that Smarter Choices is not just a 'softer' alternative to new infrastructure, it should underpin all measures that we introduce to enhance their value and sustainability.

Outcomes of the Sustainable Travel Towns programme

Between 2004 and 2008, the Department for Transport funded Smarter Choices schemes in Darlington, Peterborough and Worcester. Some key results were as follows:

- Car use fell by up to 9%
- Nearly 53m miles of car travel were taken off the roads, with annual savings of more than 17,000 tonnes of CO_2
- Levels of walking increased by more than 10%
- Bus use grew by more than a third in Peterborough and by a fifth in Worcester
- Levels of cycling more than doubled in Darlington

Source: Department for Transport 'Smart Moves', number 7

Smarter Choices banners at a promotional event

13.20 Smarter Choices measures had not been widely implemented in Tyne and Wear until LTP2, when the benefits of such actions was locally recognised. In late 2008 the Partners started a programme of Smarter Choices projects in Tyne and Wear. Measures created include a car-sharing database, project website and e-marketing facility, travel plan monitoring software, extension of walking journey planner, travel plan 'pack' for employers, and a variety of information resources. Several successful top-level marketing campaigns have taken place.

13.21 Personalised Travel Planning (PTP) is now a key activity for the Partners. The concept, whereby an area or group of people is comprehensively surveyed, information provided and follow-up communication maintained, is resource-intensive, but delivers effective

returns if followed through. It is proven that individuals respond better, and are more likely to change their behaviour, if the approach to them is more personalised to their location and circumstances. Past campaigns have shown that car use in urban areas can be reduced by between 7 and 15%. Many of the obstacles to information-gathering and provision can be reduced or removed by the intelligent application of the methodology underpinning Smarter Choices: personalised attention, site-specific travel plans, and direct communication with employers and service providers. The level of resources invested into the concept should increase to reflect the new information paradigm: more help for those who need it, greater process automation for those who can navigate their own course.

13.22   In late 2009, Partners undertook a pilot Personalised Travel Planning (PTP) project in Gateshead, which was successful in its own right but also provided useful lessons and experience for the team. Building on the pilot, PTP activities continued in 2010, targeting wards in North Sunderland, involving improved joint working with like-minded bodies, particularly collaboration with the health sector. In Autumn 2010 Partners undertook a successful PTP exercise at a large employment site at Benton Park View, engaging over 1000 employees.

13.23   Building on lessons learnt locally, and from an increasing knowledge base nationally on what works best with Smarter Choices, the Smarter Choices agenda for LTP3 will focus on:

- Maintaining and enhancing the top-level marketing campaigns and individualised e-marketing;
- Phased approach to targeting wider application of PTP in additional residential areas and workplaces across Tyne and Wear;
- Wider-scale and more intensive targeting of employers with general Smarter Choices measures and incentives, using innovative practice where possible;
- Embedding appropriate monitoring and evaluation of all projects, measures and campaigns;
- Working with partners to ensure better integration and reduced overlap between various Smarter Choices initiatives;
- Seeking agreement to bring as many Tyne and Wear Smarter Choices activities as possible under one brand umbrella, and working to increase brand recognition and respect; and
- Working with Planning Departments to ensure that the importance of Smarter Choices measures is recognised in in both planning policy and implementation.

13.24   Positive partnerships will be established between staff working on Smarter Choices measures and the Health sector, particularly related to Active Travel (cycling and walking). Cost-effective pooling of project budgets will be sought, where jointly beneficial outcomes can be identified. Collaboration and support will be given to the NEAT (North East Active Travel) project and any similar or successor groups.

13.3 Travel planning

Policy 11

We will seek to achieve greater uptake and delivery of effective Travel Plans.

Background

13.25   A Travel Plan is a strategy and action plan for improving accessibility to a site by a range of modes and, in particular, for reducing single occupancy car travel. Travel Plans were first produced for offices and other workplaces, but are increasingly produced for a wider range of destinations including retail developments, educational establishments and rail stations. Opportunities will be sought to introduce travel plans for key tourism and leisure attractions. Implementing a Travel Plan is recommended as best practice in the national Planning Policy Guidance note PPG13.

13.26   The traffic generation effects of expanding highway capacity – known as induced traffic – have been recognised since 1994; however, even schemes which succeed in taking motorised traffic off the roads also risk freeing up road space for further induced traffic. Improvements to sustainable transport may not be taken up by all those who would benefit if potential users remain unaware of the improvement, or are not motivated to change their habitual travel behaviour.

13.27   Travel planning and Smarter Choices are not therefore simply stand-alone projects, but are complementary to other projects, making it possible to lock in the benefits and hence to achieve best value for money outcomes. Travel planning acts as a complement, not only to transport schemes, but to investment in other sectors such as health promotion and business advice.

13.28   The ROW network should be considered as part of the travel planning and safe routes to school initiatives.

13.29   Table 13.1 'The benefits of travel planning interventions' demonstrates how the benefits of travel planning interventions span the full range of the Local Transport Plan's aims.

Table 13.1 The benefits of travel planning interventions

Goal	Examples of the contribution of travel planning and travel awareness
Support national economic competitiveness and growth	• The economic advantages of other transport schemes are swiftly eroded by the increased traffic which results, in the absence of travel planning measures to lock in the benefits • Tyne and Wear has benefited from having less congested transport networks than other urban areas:

Goal	Examples of the contribution of travel planning and travel awareness
	given rising car ownership, travel planning contributes to maintaining the area's competitiveness by limiting the rise in car use
Reduce emissions of carbon dioxide and other greenhouse gases	• Travel planning promotes modal shift away from single occupancy car use, with consequent savings on CO_2 emissions • Travel plans include the appraisal of fleet and deliveries and can promote the use of lower-emission vehicles, including electric vehicles, or consolidation of journeys • Travel plans encourage the substitution of pool vehicles at a workplace or Car Club vehicles at residential developments: these are generally more modern vehicles with lower emissions than individuals' cars
Better safety, security and health	• Encouraging active travel, e.g. walking, running and cycling, promotes an active lifestyle and has broader health benefits • The promotion of active travel both includes direct safety advice and raises awareness and consideration of other road users • Promoting the range of modal choices for the journey to work, and alternative ways of working such as teleconferencing, improves businesses' ability to operate normally in the case of disruption to the wider transport and communications networks
Greater equality of opportunity for all	• Travel planning can overcome barriers to accessing employment and other key services
Improve quality of life and promote a healthy natural environment	• Active travel improves personal fitness and has wider health and quality of life benefits • Travel planning measures can facilitate the reallocation of road space and broader public realm improvements which improve quality of life

Travel Plans during LTP2

13.30   Tyne and Wear has numerous examples of good practice in travel planning, not only at individual workplaces but also at retail destinations such as Eldon Square in Newcastle and the MetroCentre in Gateshead; and educational institutions such as Newcastle and Northumbria universities.

13.31 In North Tyneside, the developers of Cobalt and Quorum business parks have made the commercial decision to employ Area Travel Plan co-ordinators to develop accessibility to the site and promote sustainable travel for both existing and new employees. On Doxford Business Park in Sunderland, EDF Energy, whose Travel Plan measures have focused mainly on car sharing, now has 70% of its car park allocated to car-sharers and has been able to grow and expand without the need to add a single extra parking bay.

Case Study: Newcastle University is an example of an organisation which sees their Travel Plan as a long term strategy and investment. Over a four year period, the University almost halved the number of car parking spaces to enable further development of its city campus site and provided infrastructure to enable staff and students to travel by sustainable means. As a result of this investment, they have achieved the lowest mode split for single occupancy car use as a result of travel planning across Tyne and Wear, with only 25% travelling by this method.

13.32 Examples of best practice and modal shift levels, such as those demonstrated by Newcastle University, illustrate the results which can be achieved from travel planning.

13.33 Private sector investment is also being secured through developer contribution, to ensure buy in and long term delivery of travel planning. Newcastle City Council secured Section 106 funding from Newcastle United Football Club, providing an extensive financial resource to be established for the implementation of travel planning measures to address match day travel issues.

13.34 **Good Practice Guidelines: Delivering Travel Plans through the Planning Process** (Department for Transport, April 2009) notes that travel plans need to be 'living' documents, which should be regularly updated and monitored to stay relevant and remain effective. For a travel plan to be effective there needs to be a small number of targets, which should be easily understood and measurable. To ensure actions take place, the travel plan needs to detail when they need to happen by, what will be done, by whom and who is to pay for it. Planning obligations provide the opportunity to agree default mechanisms. Sanctions that could be used include payments, access controls and/or implementation of additional measures, including infrastructure. The aim of any default mechanism should be to secure long-term sustainable access to developments.

Essential Components of a Travel Plan

A travel plan is deemed to meet the basic quality standards if it is a written document containing:

- An assessment of the site, including the transport links to the site, on-site facilities (e.g. car parking, cycle parking etc), any transport issues and problems, barriers to non-car use and possible improvements to encourage walking, cycling and bus use;
- The results from a travel survey, including details of means of distribution, number of surveys distributed and response rate, and analysis of the results;
- Clearly defined objectives, targets and indicators;
- Details of proposed measures;
- An Action Plan for implementing the measures, each of which has a deadline and responsibility allocated to a specific person (see example below);
- Clearly defined senior management and staff responsibilities and roles, staff (and, if applicable, union) participation;
- Details of the budget available for the implementation of Travel Plan measures;
- A plan for monitoring and reviewing the effectiveness of the travel plan, including mitigation proposals for remedial actions in the event that targets are not achieved;
- Proposals for maintaining momentum, publicising success and setting further targets once initial targets are achieved; and
- Name and contact details of the Travel Plan Co-Ordinator or (in a smaller development) Travel Plan contact person, including what percentage of their full-time role they will spend on Travel Planning for the site.

School Travel Plans

13.35   During the lifetime of LTP2, School Travel Planning became an important tool for reducing unnecessary car travel to school sites. All schools were expected to have School Travel Plans (STPs).

13.36   At the same time STPs have become valuable sources of information for, and contributors to, other national and local strategies including the Sustainable Communities and Obesity Strategies. Sustainable travel and school travel planning are highlighted in the government's Active Travel Strategy and mentioned in the Chief Medical Officer's Report. The new Enhanced Healthy Schools programme requires schools to have reviewed their STP in the previous three years.

13.37   The information contained in school travel plans informs an authority's 'Sustainable Modes of Travel Strategy' which is now a legal requirement under the Education and Inspections Act 2006. The Strategy provides an opportunity to assess the travel and transport needs of all children and young people and to consider how transport infrastructure can be planned to meet their individual travel needs, whilst maximising the potential to promote and utilise sustainable and active modes of travel. The

publication of the Strategy summary provides the opportunity to promote sustainable travel options to parents so that they can make informed travel choices when choosing a school.

13.38　The School Travel Plan programme was supported in each local authority by School Travel Advisors funded under the Travel To School Initiative (TTSI). Although the TTSI was originally due to finish in March 2010, the Department for Transport and Department for Children, Schools and Families provided an additional year's funding for School Travel Advisors and made recommendations, endorsed by the Department for Health, about consolidating the work already done. In the spirit of the new strategic priorities, particularly the 21st Century Schools agenda, they suggested the way forward lies in School Travel Advisers working with others to build partnerships both inside and outside the authority: Primary Care Trusts (to underpin the relationship between health and travel, particularly obesity and physical activity), sustainability (particularly air quality and climate change issues) and traffic congestion.

Key challenges for LTP3:

13.39　Key challenges are to:

- create the momentum which will radically **expand** the number of organisations actively implementing travel planning measures;

- provide targeted support which encourages the **mainstreaming** of travel planning within organisations;

- make travel planning and travel awareness measures an **integral** part of other transport schemes so as to obtain the best value from LTP capital spend; and

- lever in funding from other sources in support of schemes which achieve **wider outcomes** than simply those of transport, e.g. health or business development.

13.4 Parking

Policy 12

We will seek to coordinate the provision and pricing of publicly-owned car parks.

Policy 13

We will ensure that (in publicly-owned car parks) disabled parking bays are available.

Policy 14

We will seek to identify suitable sites for off-road lorry parking provision.

Policy 15

We will use a combination of engineering, education and enforcement to curb illegal (including pavement) parking.

Introduction

13.40   Levels of demand and car parking provision vary across the five districts of Tyne and Wear according to circumstances. Each district has its own parking strategy, which reflects local needs, and this will continue to be the case during LTP3. At the same time, however, there is a recognition that parking policies must be consistent with wider LTP objectives.

Car Parking Issues and Challenges

13.41   The level and conditions of parking provision have a bearing on the economic competitiveness of a town, district or shopping centre. While some car parks in Tyne and Wear are operated commercially, many car parks are operated by the local authority, who also operate on-street parking bays. In some cases parking charges are levied, some of which are used to cover the costs of enforcing parking restrictions, e.g. on the use of disabled parking bays and waiting on yellow lines.

13.42   Where completely unrestricted parking is provided, this is often used as all-day commuter parking. Hence in many areas, whether or not a charge is made, parking is limited to a shorter period such as two hours to promote turnover and support retail vitality.

13.43 Car parks are costly to build, visually unappealing and take up large areas of land, often in prime city centre sites, that may have potential for retail or leisure development. In recent years, Newcastle has removed the Green Market car park to make way for an extension to Eldon Square Shopping Centre, and Gateshead has demolished their iconic multi-storey town centre car park to facilitate regeneration of the town centre.

Gateshead car park undergoing demolition

13.44 Given the need to focus development on those sites best located for public transport accessibility (usually in town or city centres) and our aspirations for urban realm improvements, it may be that this trend will continue, with large car parks being re-located to the periphery of towns and the encouragement of Park and Ride or Park and Walk options. From an environmental point of view, consideration will be given to noise and light pollution that may be introduced at out of town car parks.

13.45 Outside town and city centres, parking pressures can still arise, sometimes due to the presence of a large attractor, such as a school, hospital or major employer. Motorists might choose to park in nearby residential streets, either to circumvent on-site charges or simply because of insufficient space. This can lead to tensions with residents and demand for residential parking permit schemes, although sometimes these only displace the problem to other nearby streets not covered by the permit scheme.

13.46 Recent changes to PPG13 (Planning Policy Guidance Note 13 – Transport) have removed the requirements to set maximum parking levels for certain classes of development such as housing and give councils freedom to set parking policies and charges that they feel are right for their own areas.

13.47 Fear of crime may occur in car parks, particularly out of town car parks; suitable lighting and security presence may be suitable forms of mitigation.

13.48 A cause of frequent complaint is pavement parking, which can arise out of a lack of alternative on-street parking spaces, a misguided desire to avoid blocking traffic by parking on the carriageway or simple lack of courtesy on the part of the driver. The problem has tended to worsen in recent years, reflecting increased car ownership and low levels of enforcement, the latter partly due to the legal complexity of the issue where responsibility is divided between the local authority and the Police. Nevertheless, it is an issue that needs to be addressed, as pavement parking

damages footways, obstructs pedestrians, especially those in wheelchairs or with children in prams, and generally gives the impression of an environment dominated by the car and not by people.

13.49   In 2010, the Local Transport Plan helped to fund an advertising campaign promoting Considerate Parking - and in LTP3 we will continue to address this issue through a mixture of education and enforcement. In February 2011, the Department for Transport introduced new measures to make it easier for local councils to tackle pavement parking.

Considerate parking campaign at Silksworth Infant School

Parking Strategy

13.50   In response to the above issues and challenges, the key elements of Tyne and Wear's car parking strategy are as follows. These broad principles are intended to complement the more detailed local strategies in each district.

- Parking will not be considered in isolation, but as part of an overall transport strategy, and due regard will be had to its wider economic impacts;

- Pavement parking will be discouraged wherever possible and a combination of education and enforcement will be carried out to ensure that pedestrians can use pavements safely and without obstruction; and

- Park and Ride or Park and Walk provision will be encouraged as a means of reducing congestion and pricing policies will be adjusted as necessary to encourage these options.

13.5 Car clubs

> ### Policy 16
>
> **We will encourage the development of Car Clubs.**

What is a Car Club?

13.51 The basic idea of a Car Club is that members can have access to a car in their neighbourhood without having to own it. Members (individuals or businesses) pay a joining fee to an operator who provides and maintains a number of vehicles. They then pay by the hour and mile for each trip that they undertake. The combined costs of membership and use are intended to be cheaper than personal car ownership.

13.52 Car Clubs decouple car use from ownership, by providing members with cars when they need them. As Car Club members have to book and pay for a car for each trip, it encourages individuals to consider the most efficient form of transport to be used for each individual trip. Research has shown that Car Club members walk, cycle and use public transport significantly more than non members.

13.53 Alongside the benefits of the Car Club principle to consumers, recent research from Transport and Travel Research (2010) has indicated that Car Clubs can offer individuals a low carbon choice, as Car Club vehicles are 33% more efficient in terms of CO_2 emissions than the average car. On an individual basis, research has indicated that Car Club member vehicles only emit around 25% of the carbon emissions generated by full British licence holders. Furthermore, Car Club membership has been calculated to save individuals up to £3,500 a year in tax, MOT, fuel, servicing, repairs, depreciation and parking.

Growth of Car Clubs

13.54 At present, there are over 100,000 members with access to over 2,000 vehicles in around 40 locations across the UK. With new Car Clubs emerging weekly, accessibility to and the use of Car Clubs are set to continue to rise. Using the TTR statistic of each Car Club vehicle replacing 24.5 privately owned vehicles, the current number of Car Club vehicles indicates a replacement of 55,345 privately owned vehicles across the country.

The Strategy for Car Club Development in Tyne and Wear

13.55 In order to establish a strategy for Car Club roll out across Tyne and Wear, an understanding of the localities best suited for early uptake of members needs to be ascertained.

13.56 It is well established that Car Clubs attract "early adopters" as the club becomes established in a given area, and this broadens to include more mainstream members over time. Early adopters tend to join as they are already aware of the environmental issues surrounding car use, may be active in their local community groups, and may have reduced their personal car use while still owning a car [45].

13.57 By utilising Smarter Travelstyle groupings, together with Census and Household Travel Survey data, priority locations for the roll out of Car Clubs across Tyne and Wear have been identified. Car Clubs work well in areas where:

- There is a parking problem, level of restriction or control of parking;
- There are good alternative transport options; and
- They can be designed in at an early stage of residential development planning.

13.58 Typical locations for Car Club vehicles are therefore:

- In close proximity to transport hubs to allow for interchange between Car Club usage and public transport e.g. Bus, Metro or rail stations;
- In town centres to enable mixed-member use; and
- In residential areas.

13.59 An efficient and self sustaining Car Club maximises utilisation to its full potential by incorporating a different range of users. Carplus (2009) identified the main users as:

- **Private residents:** those who move into a new residential development where a Car Club has been designed-in, or those living in neighbourhoods where a club has been introduced, possibly to tackle parking problems
- **Business users:** these may be large organisations who have a club car reserved for staff use or employers who use local Car Club vehicles by the hour. Many SMEs, including law firms, independent consultancies etc, are also benefiting from Car Club facilities, which offer practical benefits, for site visits etc., as well as being good for their public image and travel plans.

13.60 As demand from residents tends to be during evenings and weekends, and that from business users tends to be weekday day time, designing a Car Club so that the two can share vehicles locally optimises utilisation and hence assists in making the Car Club viable in the longer term.

13.61 Based on the above data, transport officers will work with Car Club promoters to target those areas best-suited for Car Club uptake, to address the following key objectives:

1. The need to contribute to developing an integrated transport strategy, by offering an alternative to private car ownership;
2. The need to address traffic volumes, in particular limiting the growth in car journeys into the core centres during the morning peak. A Car Club which encourages commuters to travel to work by sustainable transport, but then to

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45   Carplus, 2009

have a Car Club vehicle available for essential business journeys during the day, should contribute to reducing congestion;

3. The need to address rising parking demand ;

4. The need to complement parking policies in each district; and

5. The potential to enhance investor/occupier confidence in urban centres by adding to the total transport/environmental offer.

Car Clubs in practice

Case Study: Newcastle and Commonwheels

In early 2009, Newcastle City Council signed a 7 year contract to appoint a Car Club operator for the City. *Commonwheels* (http://www.commonwheels.co.uk/), a North East based company, were appointed to be the sole operator. This allows Newcastle City Council to be in an ideal position to share best practice and promote the development of Car Clubs in the other partner authorities in Tyne and Wear.

The standard Car Club model sees vehicles being provided by the operator into an identified 'Car Club' for use by residents, businesses and students. Commonwheels have recently introduced a new innovative opportunity for people, enabling their own vehicle to become a Car Club car through a member car scheme.

Commonwheels wish to see Car Clubs in as many places as possible, and have now launched an innovative 'member car scheme', in which members convert their own cars into Commonwheels cars. The operator take on the costs and hassle of maintaining the car and in return, the member gets free use of the car.

Better management and integration of existing networks

Chapter 14 Better management and integration of existing networks

14.1 Network Management

14.1.1 Network Management Plans

> **Policy 17**
>
> **We will manage our networks to provide for the safe and efficient flow of travel by all modes.**

Introduction

14.1   In March 2007, when the Tyne and Wear Partners produced their first joint Congestion Reduction Plan, it was highlighted that the Partners would continue to enhance their efforts and target resources, in order to ensure that we can continue to improve journey times per person for all traffic on the strategic road network across the whole of the Tyne and Wear conurbation and into the wider City Region, and minimise the growth in congestion.

14.2   Under the Traffic Management Act 2004, each local authority must designate a Traffic Manager and must comply with the Network Management Duty, to 'secure the expeditious movement of traffic' (including pedestrians and cyclists) on its own road network and those of neighbouring authorities. Each local authority has produced a Network Management Plan to demonstrate how it complies with this duty. We believe that clear, focused and targeted network management improves network performance, and that our co-ordinated efforts can make a significant contribution to the overall aims and objectives set out in the Local Transport Plan and key transport-related objectives set by the Coalition Government.

14.3   Links across boundaries, supported by effective monitoring, enable the Partners to demonstrate the positive impacts of their efforts to manage congestion and improve the reliability of journey times across Tyne and Wear and the wider travel to work area.

Future Challenges and Opportunities

14.4   It is planned to put in place a Tyne and Wear Urban Traffic Management and Control (UTMC) system (see 14.1.2 'UTMC'). In time this would replace existing systems including those for the control of traffic lights and variable traffic information signs such as those for car park occupancy.

14.5   Recognising the need to improve public transport and promote sustainable travel alternatives, Traffic Managers will work with the Tyne and Wear ITA to seek to better accommodate buses, cycles and pedestrians, through appropriate priority measures (14.1.4 'Priority lanes'), improved on-road cycle facilities and giving due attention to the needs of pedestrians (14.2 'Active travel').

14.6   Traffic Managers also recognise the need to work in partnership to help deliver our aspirations to be a UK leader in Electric Vehicles.

Enforcement

14.7   In recent years, all Partners have introduced Civil Parking Enforcement, which means that unlawful parking, instead of being an offence enforced by the police, is instead enforced directly by local councils. During the period of LTP3, it is proposed to extend this to include enforcement of moving traffic offences.

14.1.2 UTMC

What is UTMC?

14.8   Urban Traffic Management and Control (UTMC) is an electronic system based around a central database designed to integrate current systems of traffic management and information more efficiently in order to better manage traffic flow and congestion, and make best use of our existing highways assets.

Benefits of UTMC

- The ability to utilise information to inform interventions, particularly in the areas of car parking, network management and air quality;
- Better management of incidents affecting the transport network;
- Sharing of information with other organisations, for example the Highways Agency or academic bodies, for mutual benefit;

- Improved data collection;
- Provision of integrated real time information to improve reliability that can be easily accessed by a wider range of officers, allowing better knowledge of network conditions;
- Capacity to store car park occupancy data, road traffic flows, road network conditions, journey time data and air quality data on a common database; and
- Potential to include Tyne and Wear wide parking management data, to further develop Real Time Passenger Information Systems and to enhance strategic information provision (VMS) to reduce congestion.

An example of a UTMC control room in Leeds

Development of UTMC in Tyne and Wear

14.9   The second Tyne and Wear Local Transport Plan (LTP2) proposed the development of UTMC within Tyne and Wear as an important element in improving traffic management and information. Work carried out under Tyne and Wear's 'People in Motion' project, studying the feasibility of demand management for the region, and a review of current traffic signal control provision, emphasised the need to develop a system that will assist in managing congestion and improving journey time reliability by all modes.

14.10   As a result of this the Partners developed a phased approach to UTMC implementation for Tyne and Wear.

14.11   Phase One – The Development of a Vision Document and full functional specification for a Tyne and Wear UTMC system (Completed).

14.12   Phase Two – The integration of all existing Intelligent Transport Systems (ITS) onto a common database and establishing a single control facility. This will be located in the Stephenson Building at Newcastle University and is due to become fully operational in June 2011. ITS that will be integrated will include:

- Asset Management Systems;
- Parking Guidance Systems;
- RMS and newly procured UTC systems;
- Vehicle count and classification data;
- Air Quality measuring equipment;
- CCTV where the camera is primarily focused on the road network;
- Ice detection systems; and
- Feeds from the National Traffic Control Centre and (when deployed) Tees Valley UTMC.

14.13   Further development and expansion of the UTMC system is envisaged for the third phase of delivery, with further enhancements to the system, such as:

- Increased CCTV coverage of the strategic road corridors;
- Strategic Variable Message Signs to communicate information to the travelling public;
- Real Time Passenger Information; and
- The development of ways to disseminate timely information regarding local travel matters to allow the travelling public to make informed decisions over their travel choices via the Internet and smart phone applications.

14.14   In addition to establishing a UTMC facility, the current system for controlling Traffic Signals on key routes is being upgraded, starting in April 2011. This will deliver a fully UTMC compliant back office system which will allow for signal timing plans to be implemented to cope with specific events and incidents on the road network.

14.15   There will also be opportunities to upgrade and rationalise the existing telecommunications infrastructure using the latest IP technologies and mesh networks.

14.1.3 Emission management

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Policy 18

We will seek to improve air quality.

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Policy 19

We will support low-carbon transport initiatives.

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Introduction

14.16   Carbon dioxide emissions contribute to the greenhouse effect, widely believed to be a cause of climate change, while emissions of other gases create air pollution. The likely impacts of climate change are referred to in Chapter 7 'Addressing climate change' while the impact of air pollution on health is outlined in Chapter 8 (Supporting Safe and Sustainable Communities - section 8.3 'Air quality').

14.17   The main ways that gas emissions can be reduced are by:

1.   Reducing the need for travel;
2.   Increasing participation in sustainable forms of transport (walking, cycling and public transport);
3.   Addressing road congestion; and
4.   Reducing emissions from vehicles.

Reducing the need for travel

14.18   The easiest method of reducing transport related emissions is to **reduce the need for travel,** particularly by motor vehicle. Ways that the need for travel can be reduced are:

- Ensuring future developments are suitably located so communities have easy access and are near to services and facilities; and
- Increasing opportunities for home working, such as by creating home working hubs in community locations like libraries and community halls.

Increasing participation in sustainable forms of transport

14.19   Transport related emissions can be further reduced by encouraging the uptake of **sustainable forms of transport.** This could be done by methods such as:

- Making sure future developments are located so that good pedestrian, cycle and public transport access is provided to services and facilities for communities. This includes maintaining and improving the infrastructure of these forms of travel and enhancing the 8.8 'Green Infrastructure, Landscape and Townscape' so that streets are uncluttered and so direct routes can be facilitated;
- Raising awareness and promoting low or zero emission forms of transport (walking and cycling), as well as public transport (including rail) and car sharing. This could be through Smarter Choices type initiatives (see 13.2 'Smarter choices') and also includes informing people about the impact of different forms of transport (including private car use, air travel, and rail) on climate change and air quality;
- Encouraging staff travel plans for large employers and new business developments;
- Information about journey planning systems and travel information, including details on air quality;
- Promoting active travel by working with doctors' surgeries, pharmacies and other health professionals on advertising campaigns to increase awareness of the need to stay healthy (particularly amongst the most vulnerable groups) and the impact driving has on air quality; and
- Providing better integrated transport such as through provision of Park and Ride sites close to key public transport hubs, and partnership working to ensure public transport service operations are linked.

Addressing traffic congestion

14.20 Making the existing road network **operate as efficiently as possible** will further reduce emissions, such as by:

- More efficient traffic management at junctions;
- Introducing highway measures to promote the efficient operation of buses; and
- Encouraging third parties to provide real time disruption information to car drivers to enable them to better plan their journey.

Reducing emissions from vehicles

14.21 The above three measures will have an impact on emissions from vehicles. It is recognised, however, that there will still be demand to travel by motor vehicle for journeys, even if enhancements are made to other transport modes. Therefore **reducing emissions** that are produced by vehicles is vital. Methods which could be used to do this include:

- Supporting the uptake of low emission vehicles, such as electric cars, cycles and vans, hybrid buses and encouraging the use of low emission vehicles within the public sector fleet;
- Enhancing on-street infrastructure to support electric cars or hybrid vehicles or Car Clubs (see 13.5 'Car clubs');
- Implementing Low Emission Zones;

- Introducing a low emission strategy for Taxis and Private Hire Vehicles operating in Tyne and Wear. This could be through having a requirement for all new taxis entering the fleet to meet a minimum Euro 5 standard, for age-based limits to be introduced, encouraging new technologies to reduce the need for taxis to run empty or idle, and the adoption of 'no-idling zone' areas. Effective enforcement would be needed for this;

- Developing Consolidation Centres for freight vehicles, which will make distribution more efficient, reducing the overall mileage covered for freight journeys. Encouragement should also be given for the uptake of cleaner freight vehicles through green procurement standards and ensuring freight operators give consideration to air quality in route planning;

- Developing scrappage schemes targeted on the most polluting vehicles on the road (generally the oldest vehicles) so people are persuaded to scrap them and, where necessary, replace them with much cleaner vehicles;

- Supporting and implementing eco-driving training for bus, taxi and local authority drivers, as well as members of the public. Through more efficient driving, fuel consumption can be reduced considerably. The Government has recently announced plans to work with industry to encourage greater uptake of eco-driving training and fuel efficiency measures for bus, coach and lorry drivers and the wider freight sector, and intends to review progress made through such measures, reconsidering the case for government intervention in 2012); and

- Having differential parking charges based on carbon dioxide and air quality pollutant emissions.

14.22 To manage the emissions of carbon dioxide and air quality pollutants effectively there needs to be co-ordinated working between development planning, transport planning and environmental health. This will ensure that future developments provide the infrastructure for emission reductions to be realised, such as through the suitable location of developments, effective travel plans and section 106 agreements (for example getting developers to pay a community levy to support air quality strategies). Alignment is also necessary so that there are tailored action plans for air quality hotspots.

Low Carbon Vehicles

14.23 The development of low carbon vehicles will play a key role in reducing gas emissions on the road network.

Tyne and Wear's Vision for Low Carbon Vehicles

- To become a low-carbon region enabled by renewable energy, intelligent networks and design
- To see car owners, businesses and freight and public transport operators make the mode shift from conventional internal combustion engine vehicles to low carbon vehicles

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What is a low carbon vehicle?

14.24 Low carbon vehicles (hybrid, electric, hydrogen/fuel cell) deliver significant reductions in the emission of pollutants, particularly NOx and CO_2, when compared with conventional internal combustion engine vehicles.

Why focus on electric vehicles?

14.25 As the UK's Low Carbon Economic Area for Ultra Low Carbon Vehicles, the region's focus is on electric vehicles (EVs). This also extends to advancing related technology including electrical networks, informatics and charging infrastructure, in order to support the automotive industry in making the transformative shift to a post-carbon future.

14.26 Currently, electric vehicles offer consumers the closest 'near to market' green technology. The range of the vehicles is now in excess of 100 kilometres and they are becoming more cost-effective to operate over their life cycle. Other technologies, such as hybrid and hydrogen/fuel cells will have a role to play, and the Partners will explore opportunities to trial technology associated with these types of vehicle production.

14.27 Low carbon vehicles and related infrastructure are part of an overall commitment to speed up the development of the North East as the world's first truly low carbon and smart region. The term 'electric vehicle' is used to refer all vehicles that are powered entirely or in-part by a mains rechargeable battery that drives an electric motor. The

Department for Transport forecast that, in the medium term (up to 2020), if current initiatives are left in place and no additional action to incentivise consumers takes place, there will be 70,000 electric cars on British roads.

The need for an infrastructure platform

14.28   As electric vehicles have a shorter range than conventional vehicles, the availability of a comprehensive charging infrastructure is critical in creating a viable environment for operation. In the immediate future, it is envisaged that the majority of private electric vehicle owners will mainly charge their vehicles at their domestic property overnight.

14.29   From a user perspective, is almost inevitable that some electric vehicle drivers will not be able to charge their vehicles fully at a domestic property. It is therefore critical that top up locations are provided, not least to overcome anxiety about the perceived range of the vehicles.

14.30   An accessible charging network providing charging infrastructure with high visibility may generate interest amongst consumers and encourage uptake. The accessible charging network will be available through a balance of private and public access.

Electric vehicle charging point at Gateshead Civic Centre

14.31   Domestic properties form part of the private network, alongside workplace charging. Residential and workplace recharging points have been shown[46] to be technically capable of providing the majority of EV accessible passenger-km at a much lower cost than publicly available recharging solutions.

14.32   Workplace parking provides an appropriate location to incorporate charging infrastructure: seven hours provides almost 100% charge from flat to full battery capacity.

14.33   The publicly accessible network will comprise of retail/leisure, transport hubs and urban centre locations. Transport hubs are particularly viable locations to provide effective park and ride solutions as cars will be parked for several hours at a time.

Case Study: Newcastle City Council pilot site

In 2009, Newcastle City Council began one of the first EV infrastructure pilots in Europe as a result of award funding to install posts in the city. Newcastle installed and now maintains 39 plug-in energy points.

The pilot project has helped to inform the development of an electrical charging infrastructure scheme for Newcastle City Centre and also provides an evaluation platform for other local authorities across the North East.

Plugged in Places

14.34   In December 2009, the Department for Transport, through the Office of Low Emission Vehicles, announced a funding opportunity of around £30m, titled "Plugged in Places". This funding is focused on developing a charging infrastructure for electric vehicles. All 12 local authorities in Tyne and Wear committed funding to assist the regional bid. Alongside this there were 28 partners representing a consortium of around 40 organisations.

14.35   The North East were successful in the bidding process and were only one of three areas in the country to receive funding. The bid, worth £7.78m, aims to deliver over 1,300 plug in energy points across the North East region. The project involves the design and installation of electrical charging infrastructure options and innovations at key nodes within the region. This includes charging points, battery exchange stations, customer payment systems, information systems and potentially distributed renewable generation and alternative low carbon transport technologies. The project will also include research and a detailed review of any social changes that may occur as a result of changes to users' travel and lifestyle patterns.

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46   Element Energy Limited (2009) Strategies for uptake of electric vehicles and associated infrastructure implications for The Committee on Climate Change

Other Low Carbon Vehicle Projects

14.36 The **Low Carbon Vehicle Public Procurement Programme** was developed in 2007/08 with the aim of using the public sector's purchasing power to accelerate market introduction of lower carbon vehicle technologies. Newcastle and Gateshead, by participating in the programme, have been provided with access to vehicles that offer significant improvements in terms of average carbon emissions compared to conventional models available in the UK market, as well as subsidy towards the additional costs for procuring such vehicles. The **EVADINE Switch EV Project** fleet is a consortium led by Nissan UK that is funding the deployment of 35 EVs in the North East, to trial their suitability for use in everyday life. Vehicles will go to companies and individuals for six-month trial periods, with one vehicle allocated to Newcastle's Car Club as well as five electric taxis. Projects of this kind help to ensure that our strategy is aligned with consumer needs.

The Coalition Government's Approach to Low Carbon Vehicles

14.37 The Government will be producing a strategy by June 2011 setting out how it will promote the provision of a nationwide recharging infrastructure for electric vehicles. It will also ensure that a framework is in place for the investment needed in the UK's grid infrastructure, including work on connecting new forms of electricity generation, so the grid has the capacity and capability to deal with energy demand and changes to the way energy is generated. The National Policy Statements that will be submitted to Parliament for approval by May 2011 will support the development of electricity networks and aim to minimise unnecessary delays in connecting up the new energy infrastructure. The Government will also work with the EU to ensure the early adoption of new common standards for charging infrastructure.

14.1.4 Priority lanes

Policy 20

We will support the use of priority measures on key road corridors to encourage the use of sustainable modes.

14.38 Improving bus services is crucial for our aspiration to reduce town and city centre congestion. However, for this to be effective, the services offered must be of a sufficiently high standard in terms of quality, reliability and availability. If those with access to a car can be persuaded that the bus will get them to where they want to go reliably, quickly and safely, then experience shows that car users will turn to the bus in increasing numbers.

14.39 Priority lanes have been a feature of Tyne and Wear's transport system for many years. Their aim is to assist in the efficient management of the highway network by giving priority to more sustainable modes of travel. They enable buses, in particular, to operate more quickly and reliably and thus help to make public transport an attractive alternative for passengers. In addition, other sustainable travel modes,

such as cycles and taxis, also benefit from being allowed to use priority lanes. As well as reducing congestion, they help to curb carbon emissions and address social exclusion, thus contributing to some of our key strategic objectives.

14.40 There are varying types of priority lane in use throughout Tyne and Wear, with differing hours of operation and various types of vehicle allowed or not allowed access. This causes potential confusion and, more seriously, Northumbria Police have indicated that, due to the apparent inconsistencies across the conurbation, they find priority lane enforcement more difficult than it needs to be across the region.

14.41 In LTP2 we indicated our wish to rationalise this system and, during LTP3, we will introduce an approach that favours the use of either No-Car Lanes or Bus Lanes (which may also permit use by bicycles/taxis).

14.42 Where there is more than one priority lane along a particular length of road or within the same geographical area, Plan Partners will seek to ensure that, wherever possible, the type of priority lane, the permitted exemptions and the time of operation are consistent.

14.43 No-Car Lanes offer the benefit that they permit access by the key sustainable travel modes, buses, cycles and taxis, together with freight vehicles whose efficient movement is important for the regional economy. However, they are not necessarily the solution in all locations and the flexibility to introduce the appropriate option for local conditions will remain.

14.2 Active travel

Policy 21

We will give priority to and invest in walking and cycling.

14.2.1 Streets for everyone

Policy 22

We will seek to reduce car dominance in residential areas.

14.44   Walking is the oldest and most basic form of transport. It is the starting-point and the conclusion to almost all public transport journeys and to many car journeys. Moreover, although cyclists and pedestrians can sometimes conflict, streets which are safe and attractive to walk along are usually cycle-friendly also. Improving walking routes delivers improvements to accessibility at relatively low cost.

14.45   It is fundamental to LTP3 that we encourage safe, attractive and enjoyable streets where people want to walk. Not only does this help to reduce car use and congestion but it also promotes good health and community cohesion, helping to deliver a better quality of life for everyone. Research conducted in San Francisco and Bristol illustrates what we intuitively know - that heavy traffic reduces social interaction. Calming traffic and designing streets for people can create stronger, happier communities.

14.46   We wish to rebalance our streets, especially in residential areas, so that they prioritise sustainable modes rather than motorised traffic. We have set out how our towns and cities can be made more family-, child- and pedestrian-friendly, without affecting essential access for public transport, taxis and people with reduced mobility. At the heart of this vision lies the need for joint working between transport, planning and development colleagues, so that new developments are located in the most appropriate places and are based on Manual for Streets principles. Excellent accessibility is essential from the very start. Developers must be aware that "green" planning conditions will be enforced and the adoptions process of handing over responsibility for streets from the developer to the local authority should not delay the completion of footpath and cycle path work that is necessary to encourage these modes of travel.

14.47   In many respects, the Staithes South Bank development in Gateshead (shown below) illustrates best practice in these areas and the commercial success of this development shows that giving priority to non-motorised travel does not deter potential residents.

14.48 Whilst large new road or public transport schemes attract most attention, there are a number of smaller low-cost measures that can be taken to make walking more pleasurable and our streets more attractive. These include:

- Reducing street clutter and unnecessary signage
- Providing more benches for people to sit on
- Improving cleaning and enforcement of dog fouling
- Better maintenance of pavements
- Planting more trees and flower beds
- Traffic calming features making it easier to cross the road at any point

14.49 The suggested physical actions proposed to make walking more attractive will be supplemented by other actions to encourage behaviour change (such as Smarter Choices work, travel planning etc) and schemes such as health walks, green exercise programmes etc.

14.50 At a more strategic level, there is widespread support for a default 20mph speed limit in residential areas and councils are working towards this goal. There is also strong support for more concerted and co-ordinated action to address the obstruction and inconvenience caused by pavement parking. Some organisations have proposed that enforcement of the laws on pavement parking should be carried out by local authorities and not the police, who sometimes view it as a low priority.

14.51 Partners are considering the development of a walking vision / strategy to match that on cycling. This would be linked to ROWIP and Green Infrastructure Strategies.

14.52 Encouraging walking to school is also a key goal and one that is addressed in section 13.3 'Travel planning'.

Home Zone in Westoe, South Tyneside

14.2.2 Cycling

14.53 Cycling is one of the most sustainable transport modes and offers tremendous potential for improving our society's health, environment, economic efficiency and mobility. Yet Britain lags behind other European countries in the support it gives for cycling. By investing in cycling growth, the Tyne and Wear authorities can tap into the broad range of social, economic and environmental benefits this can bring, all of which are local and national priorities, not least of which are the sustainable transport system goals set out by the Department for Transport for LTP3.

14.54 The Partners are committed to growing the proportion of daily cycling journeys in Tyne and Wear and emphasising that cycling is not a specialist activity for the very fit; we wish to assert that, in common with other parts of Europe, cycling is for everyone and can be a routine part of everyday life, catering for journeys to work, education, shopping or leisure (around two-thirds of the journeys we make are under two miles).

14.55 Since 2000 the Partners have worked together to align area wide and authority specific investment priorities for cycling in order to support network coherence and continuity. Over the course of LTP3, the Tyne and Wear authorities will employ the following over-arching approaches to ensure that opportunities for growing levels of day to day cycling are maximised:

- Collaboration with Partners, Government agencies, NGOs and representative community groups to ensure appropriate alignment and co-ordination of approaches to cycling as part of wider sustainable travel planning;
- Development of a strategic regional cycle network plan, broken down to independently important sections, to ensure best targeting of available budgets, strengthened backing for funding applications, and rapid confirmation of necessary infrastructure contributions required from developers;

- Consistent application of locally relevant best practice in network design, audit, promotion and cycle skills training (for example Bikeability training);
- Maximising use of available data to support network management and promotion decisions; and
- Promotion of a safer cycling environment and cyclist practices by a range of media, to reduce KSI rates whilst increasing levels of day to day cycling.

Cycling Vision – what cycling in Tyne and Wear will look like in 2021

- A completed network of direct strategic on and off-road cycle routes across the area, connecting key hubs and trip generators within the five local authorities and into neighbouring areas;
- Good quality, well-located cycle parking facilities exist at all principal trip generators;
- Neighbourhood streets are designed with cyclists in mind, with 20mph restrictions as standard (unless otherwise justified), and where feasible (and where funding allows) designed with features that encourage priority for walking and cycling;
- Local cycling routes have been created to connect neighbourhoods with local services and facilities, using a varied range of infrastructure (including advisory signs, cycle lanes and off-road provision);
- The National Cycle Network routes are very high quality and legible routes that provide an important tourism product to Tyne and Wear, supported by facilities that attract tourers and day-trippers to the area. The cycle network overall has promoted many more sustainable trips to local tourist and recreational destinations;
- A majority of schoolchildren in Tyne and Wear walk and/or cycle to school;
- Travel to work schemes have been highly successful, and attract a significant percentage of overall trips by cycle;
- All cycle routes are maintained to agreed high standards across the area - routes are clean, and complaints are low;
- The increased levels of cycling have had a marked positive contribution to the health of people in Tyne and Wear;

- Cycling accidents (by overall trips) have reduced relative to numbers of cycle trips, as a result of improved facilities, training, awareness and wholesale 'normalisation' of an expanded cycling culture;
- Agreed standards in off-road cycle route design (including lighting of urban routes, drainage control, removal of physical barriers) have been a factor in encouraging growth in cycling;
- The quality of Tyne and Wear's cycling vision for the future has helped to attract external and partnership funding to the area network. The quality of the network has been recognised as providing a valuable contribution towards city greening and encouraging inward investment to Tyne and Wear;
- Excellent and comprehensive cycle monitoring across the area has enabled Local Authorities to prioritise improvements where needed, and has successfully supported funding bids;
- A wide variety of information is available to users of the network, from cycle maps to events brochures and journey planners; and
- Partnership work with the health, education and private sector has facilitated enduring growth of a sustainable travel culture that includes cycling for day to day travel needs.

14.56 Cycling officers will continue to participate in, and liaise with, the Tyne and Wear Local Access Forum as part of a wider agenda to map strategic equestrian, cycling and walking networks and to develop Non-Motorised User (NMU) upgrade options for key transport and congestion corridors.

14.57 Good quality cycle parking is vital in order to create a cycle friendly environment and for it to be seen as a viable transport option for a greater percentage of the population. Opportunities should be sought to provide cycle parking at major destinations such as public buildings, schools and colleges, hospitals, large employment sites, public transport interchanges and leisure venues. Providing such parking at more local venues such as community shopping centres, health clinics, and supermarkets would also improve the travel opportunities for cyclists.

14.2.3 Rights of Way / Green Infrastructure Network

14.58 The PROW network is an integral part of the transport system. It provides a means of sustainable, active travel, particularly for short journeys, in both urban and rural areas, and can play a significant part in reducing traffic congestion and harmful emissions, providing safer routes for vulnerable travellers.

14.59 There is a need to ensure delivery of green infrastructure in the LTP as a important contributor to sustainable active travel options. A green infrastructure network of existing and new RoW, quiet lanes and greenways, and other green spaces and corridors provides an essential framework for an effective non- motorised transport network threading through an urban area, linking homes to schools, places of employment, recreational areas and the countryside. Green Infrastructure (GI) strategies are in preparation for all Tyne and Wear local authorities. There are also opportunities to link to the emerging G I strategies in Northumberland and Durham which will enhance overall connectivity of the green infrastructure network.

14.60 There are opportunities to improve accessibility to and within the natural environment taking account of the needs of disadvantaged groups and communities, particularly in relation to health and obesity through the creation, management and enhancement of the green infrastructure network, and the public rights of way network, both within urban areas and linking to more rural areas. There may also be opportunities to improve and promote information on footpath accessibility through signage, publications and on the web.

14.61 Part 9 of the Marine and Coastal Access Act 2009 places a duty on Natural England to improve access to the English coast through creation of a continuous long-distance walking route around the coast and a margin of accessible land along it. Work is underway to deliver this for Tyne and Wear.

14.2.4 Local Access Forum

Policy 23

We will continue to support the work of the Tyne and Wear Joint Local Access Forum.

14.62 The Tyne and Wear Joint Local Access Forum is a partnership between Gateshead Council, Newcastle City Council, North Tyneside Council, South Tyneside Council and Sunderland City Council to provide independent advice on matters associated with public access to land. Although its main remit relates to the rural parts of the region, it also supports access by sustainable modes in more built-up areas.

14.63 The Forum monitors how the local authorities manage rights of way in their areas, and puts forward ideas about how things can be improved - recognising that the region's countryside is a resource for all, wherever they live. The Forum also seeks to influence national government proposals where relevant. The Forum's members are all volunteers, representing both land managers and users, whether on foot, cycle, horseback or wheelchair.

14.64 The Tyne and Wear Joint Local Access Forum was established in November 2003 following a duty set by the Countryside and Rights of Way Act 2000. The Forum meets on a quarterly basis at Gateshead Civic Centre. Meetings are held in public, but public participation is at the discretion of the meeting Chair.

14.65 One of the key duties of the Forum is assisting with the production of the Rights of Way Improvement Plan (ROWIP), which for Tyne and Wear is integrated with the Local Transport Plan, in accordance with the statutory guidance. The first such Plan was produced in 2008 and an updated ROWIP is included as an appendix to this document (see Appendix D 'Rights of Way Improvement Plan'). The ROWIP sets out how the local authorities in Tyne and Wear aim to improve management, provision and promotion of public access to the countryside.

14.66 The success of the first Tyne and Wear Rights of Way Improvement Plan, the production of which was greatly assisted by the Forum, was nationally recognised in 2009, with the receipt of two out of eight national awards from Natural England. The ROWIP gained 'Best Local Access Forum Involvement', and 'Best Horse Riding', with both categories being testimony to the work of Forum members, particularly for the Forum equestrian advisers who substantially contributed to an equestrian access strategy.

14.3 Public transport

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Policy 24

We will give priority to and invest in public transport.

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14.3.1 Smart ticketing

What is a smart ticket?

A smart ticket is a credit card sized plastic smart card that includes information on what tickets or value of travel the user has preloaded onto the card. When the traveller uses a public transport service, instead of purchasing or displaying a ticket, the smart card checks entitlement to travel or reduces the value on the card for the journey taken.

14.67 NESTI (North East Smart Ticketing Initiative) is a programme to establish a smart ticketing infrastructure covering the North East region, jointly funded by the 12 Local Authorities in the North East, the Tyne and Wear Integrated Transport Authority (ITA), and Nexus.

14.68 Each operator's range of single, return, day and season tickets are known as 'products'. The smartcard will hold specific 'products' rather than a sum of money.

14.69 Working with public transport providers in the region, NESTI will deliver the following infrastructure to the North East:

- Smart ticket machines on all buses in the region and at Metro stations;
- A smart back-office available for use by any local authority to process its Concessionary Travel Scheme; and
- An e-purse.

14.70 The delivery of smart ticketing will:

- Make it easier for customers to buy operators' smart ticketing products and load them to a smartcard;
- Introduce an 'e-purse' product which allows customers to pay as they travel using a smartcard; and
- Enable interfaces to other smartcard schemes.

The benefits of smart ticketing

"Smart ticketing offers huge potential benefits for passengers, local authorities and operators. We underestimate potentially the value of getting ticketing right in terms of securing modal shift."

Norman Baker MP, Local Transport Minister, July 2010

14.71   Wherever smart ticketing infrastructure has been paid for by NESTI (wholly or in part) or uses NESTI infrastructure, the scheme symbol will be displayed on it. Customers will know that their smartcard will be accepted for travel wherever they see the logo displayed (however, they will have to have loaded products to the smartcard that are valid for travel on the service they are using).

14.72   As part of the introduction of smart ticketing, Nexus launched its own smartcard - branded 'Pop' - on 14 February 2011. This started a phased programme to introduce Metro and public transport users in general to the benefits of smartcard technology.

14.73   In the longer term, provided that the available funding is sufficient and as long as the right commercial partners can be found to develop an 'electronic purse', it will also come to mean 'pay as you travel'. It will tell customers that, as long as they have loaded enough money to their smartcard, they can travel on any public transport service in the North East without having to pay with cash.

14.74   Concessionary travel is an important element of smart ticketing. All CT cards in the North East are already 'smart' – but there is no smart infrastructure on which to use them. Smart technology can help to make reimbursement significantly more efficient, and reduce administration costs. It will also provide much more information about CT journeys than is available today, helping with forward planning of budgetary requirements. It will help to quantify the number of trips made by CT passholders from outside the region, for which local Travel Concession Authorities are liable.

14.75 In future, smart ticketing infrastructure may allow local authorities to join up existing smartcard products (such as library cards) with transport applications, making services easier for people to access and sometimes adding to efficiency by sharing space on a single card. It will also potentially allow new local authority applications to be developed at a reduced cost.

14.76 Smart ticketing is intended to make public transport more attractive and easier to access. When accompanied by effective products and backed by marketing, we anticipate that it will attract new passengers to public transport.

14.3.2 Metro

> **Policy 25**
>
> **We will work to ensure delivery of the Metro Re-Invigoration project.**

> **Policy 26**
>
> **We will examine ways in which Metro can better accommodate the needs of cyclists.**

14.77 For 30 years, Metro has epitomised public transport provision in Tyne and Wear: a modern, accessible, integrated, green urban rail network competitive with the private car, and a powerful player in the area's economic renaissance. It is testament to the proposition that well executed bold plans can leave a lasting legacy of transport benefits. The vision of the designers, in creating a fully-accessible network with low-floor access to Metrocars, has also enabled many different categories of users to travel on the system, making it truly a "People's Railway".

14.78 This position of strength has been maintained through the announcement that government funding will be made available to enable the comprehensive re-invigoration of Metro to take place. Over the next two decades civil engineering, signalling and station upgrades will combine to transform the current network, and at the end of this period, the current fleet of trains will be retired and replaced by new vehicles.

14.79 Therefore much of the medium and long term future of Metro is secured. Nexus has agreed the nature and scope of the refurbishment works, and the operation of the system has been let, via a concession, to DB Regio Tyne and Wear which will run services until 2019, subject to performance. The challenge and the opportunity for LTP3 in respect of Metro is three-fold: to exploit this stability and service improvement to align changes and improvements in other areas with the Metro network, to continue to improve integration between Metro and other transport modes, and to give a view on the long-term direction for the wider concept of Metro into the 2020s and beyond.

14.80 Both Nexus and bus operators acknowledge the mutual benefits of effective integration between modes where the strengths of each mode combine to deliver a high quality travel experience. All aspects of the interchange experience - Metro, bus and public realm - need to be planned well and to function properly, in order that people changing between modes can do so safely and easily. On the Metro network the emphasis will be on meeting and exceeding performance targets, providing real time information at all stages of the journey, maintaining operational safety, improving personal security and continuing to improve accessibility. With passenger numbers expected to resume an upward course following the current hiatus, there will be the challenge of accommodating rising demand with finite resources.

14.81 In the long-term, additions to the Metro network alongside complementary non-Metro measures will be evaluated as a means of extending the reach of Metro across a wider area of Tyne and Wear. A number of potential corridors where Metro could potentially be introduced have been identified for further examination and stakeholder discussion. As described in the 14.3.4 'Rail' chapter, the distinction between Metro and heavy rail operations has become less rigid. It may be possible, for instance, to institute joint running of Metro and local rail trains over the northern section of the disused Leamside rail corridor, with Metro services operating from Pelaw to South Hylton via Washington, and diesel trains connecting Durham Belmont and Fencehouses with Gateshead Baltic Quays and Newcastle.

14.82 With finite capacity on the existing Metro network, the feasibility of running direct from city centres to a number of new corridors and destinations will need to be examined. In this respect, recent improvements in the technology of street-running trams and tram-trains may allow a more diverse rail-based network to be introduced, with more emphasis on the penetration of smaller communities and those where gradients would militate against the operation of current rolling stock. Nexus is currently producing a long term Metro Strategy which will examine worldwide best practise, focus on individual areas of Tyne and Wear, and initiate a robust conversation with passengers and stakeholders to gauge what Metro needs to achieve in order to continue to provide high quality rail-based transport, as well as providing an informed technical discussion of the art of the possible. There will be a particular focus upon the environmental performance of Metro, both in its own right and relative to other modes. As plans for new rolling stock are developed, the case for carriage of bicycles on Metro will also be examined, reflecting the significant demand from local cycle groups for this to be addressed.

14.83   Metro matters to Tyne and Wear. It delivered an immense competitive advantage to the area upon its opening and even today the distinctive Metro brand remains an iconic feature of the region. Without Metro, it is likely that substantial urban road construction would have been necessary to attempt to provide sufficient capacity for road-based travel. It is therefore vital that the role of Metro remains at the forefront of the region's forward planning. For the present, its future is secure following the £580m funding awarded by government in 2010, and the establishment of the operating concession. To remain the premier mode of local transport beyond this requires a full appraisal of where Metro should be the intervention of choice, and also where other actions may prove to be more appropriate.

14.84   Nexus is currently preparing a strategy for the long-term future of the Metro network. It will examine options for fleet replacement, network extensions and funding options during the 2020s and beyond. Technological and environmental developments are being considered, alongside case studies of best practice in metro operation worldwide. The strategy will be available for public consultation to allow a full debate over the way ahead for one of Tyne and Wear's most important transport assets.

14.3.3 Bus

Policy 27

We will seek to increase bus use.

14.85   Buses are the most-used form of public transport in the region and delivering higher-quality bus services, carrying more passengers, will be fundamental to achieving LTP goals.

14.86   Until recently, bus use in Tyne and Wear had been in long-term decline. Investment and better marketing, by operators, local authorities and Nexus, has helped to stabilise passenger numbers and, for some categories of passenger, bus usage is growing.

14.87   Nevertheless, despite this positive progress, more still needs to be done to meet rising customer expectations. Passengers' perceptions of value for money, punctuality and reliability remain mixed; the impact of traffic congestion continues to affect daily operations in some areas; and concerns persist that operators are continuing to focus upon a core of high-frequency commercial routes at the expense of the wider network. This has led at national level to the establishment of the Local Transport Act 2008 which gives transport authorities the opportunity to enter into more substantive Quality Partnerships with operators, and also the establishment of a Quality Contracts Scheme, if it is deemed the most effective means of meeting passengers' needs across a defined area.

14.88 The Tyne and Wear ITA and Nexus will examine the ramifications of the Local Transport Act powers as a parallel process alongside the implementation of LTP3. The ITA's vision for the development of the bus network is captured in Bus Services in Tyne and Wear: Charter for Growth, the current bus strategy. Its vision is that of an affordable, accessible, easy-to-use network which encourages a transfer from car use, and has a net environmental benefit. The strategy subdivides into ten main elements encompassing all aspects of bus use, from improved accessibility to enhanced passenger facilities. The ten key actions of the ITA's bus strategy are to:

- Make bus services operate to timetable and reduce journey times
- Deliver the right service frequency
- Operate a network which gets customers to where they want to go
- Give customers accurate information when they need it
- Offer simple and affordable fares and ticketing
- Make customers safe and secure when waiting and travelling
- Deliver a high quality on-board experience for all passengers
- Give customers a high quality waiting facility
- Market bus services more effectively
- Minimise harmful emissions

14.89 An important subset of the Bus Strategy is the Accessible Bus Network Design Project, a comprehensive overhaul of the secured bus service network, comprising the 15% of services specified and paid for by Nexus. The outcome of this process will be a revised non-commercial network which concentrates on achieving access to key services in an efficient and cost-effective way.

New Electric Buses for Newcastle

A new £5m fleet of state-of-the-art greener hybrid electric buses are to be introduced in Newcastle by Stagecoach North East. This follows the award of £2.2 million in support funding from the Government's Green Bus Fund, one of the most successful bids outside London. A fleet of 26 new Enviro400H Euro5 double-decker buses, which will have 30 per cent less carbon emissions than standard vehicles, will be manufactured and go into service in 2011.

14.90   The three processes listed above – the Local Transport Act, the Bus Strategy and the Accessible Network Design Project - set the scene for many of the expected operational changes to the bus network over the coming years. The role of the LTP is also to provide complementary improvements to bus facilities, and to help to secure a longer term vision for buses across the conurbation.

Improving Services

14.91   Physical interventions favouring buses (supported by investment in modern buses) fall into three main categories: interchange and other passenger waiting facilities, traffic flow measures, and the more widespread introduction of bus-based park and ride schemes.

14.92   The standard of bus stations and interchanges has continued to increase, as has the level of passenger expectations. Effective CCTV provision and real time information alongside passenger-focused staff will be the expectation at larger interchanges, tailored accordingly to smaller sites and individual bus stops. In terms of highway measures, many of the easier congestion bottlenecks have now been tackled, with those still causing delays to buses likely to be more difficult and costly to solve. Our Urban Traffic Management Control system (see UTMC) may be able to improve reliability, along with the implementation of existing and future bus-based major schemes, and further highway capacity reallocation in favour of buses. As before, these will tend be focused on major bus corridors to ensure maximum benefits to users.

14.93 In terms of retaining and increasing the passenger base, Smarter Choices initiatives will play an important function, as many people tend not use buses through lack of knowledge rather than any antipathy towards the mode. By use of a detailed, personalised approach, it is expected that this method will prove successful in increasing bus use.

New Innovations

14.94 Park and Ride served by buses is currently an under-developed resource in Tyne and Wear. LTP3 will examine the potential for further sites and bus links to add to those in long-term planning for Follingsby and Whickham Highway, as well as the existing site at Newcastle Great Park. A complete network could incorporate a Park and Ride site alongside each major road corridor entering the Tyne and Wear conurbation.

14.95 LTP3 should consider the possibility of more radical interventions over the longer term. The construction of Bus Rapid Transit (BRT) schemes in the Cambridge and Dunstable areas raises the question as to whether one or more of the former rail or waggonway alignments across the conurbation could lend itself to a similar function. With capital expenditure opportunities expected to be restricted for the foreseeable future, the lower overall costs of BRT relative to rail-based interventions suggest the potential for further study.

14.96 The network-wide introduction of smart ticketing will also bring new opportunities in terms of better value for money and greater simplicity for passengers changing between buses or other travel modes, reducing the need to carry cash, and making journeys on the services of more than one operator simpler and often cheaper. Partners also need to develop more closely the relationship between transport planning and land-use planning. Not all development sites across Tyne and Wear can be served by rail, so the early identification of the need for bus links and their subsequent funding and implementation need to be a pre-requisite of a sustainable forward planning system.

Quality Partnerships, Statutory Quality Partnerships and Quality Contracts

14.97 Powers given to Local Transport Authorities under the Transport Act 2000 were amended by the Local Transport Act 2008. There are four types of arrangement:

  i.   The status quo;
  ii. Voluntary Partnership Agreements, where districts, Nexus and operators identify and include various aspects of service quality, infrastructure and other matters as appropriate which the parties can agree upon - for example the continuation of the existing voluntary partnership in East Gateshead;
  iii. Statutory Quality Partnerships, a legal agreement between a transport authority and one or more bus companies where the contents of the partnership agreement are open to negotiation by both sides, but then have legal force, with a transport

iii. authority having the power to impose a scheme on an area which could potentially exclude the operations of bus companies not party to the agreement; and

iv. A Quality Contracts scheme made by the ITA in which it effectively suspends the deregulated bus market in an area, and instead defines the local bus network and lets a contract or multiple contracts to deliver it.

14.98 We have experience of working in Tyne and Wear to develop and deliver bus partnerships. Whilst they can be a mechanism for improvements for bus users, voluntary partnerships are not always accompanied by the levels of resource and commitment required to deliver the successful outcomes required. In cases where voluntary partnership arrangements have not been successful in delivering the anticipated benefits for passengers, to deliver an effective partnership a Quality Contracts Scheme is an option to ensure local bus services meet the objectives of the Bus Strategy and LTP. The ITA has authorised Nexus to undertake exploratory work to establish the potential benefits to bus users of introducing a Quality Contracts Scheme for the Tyne and Wear area. The mandate to undertake this work was included within the ITA Bus Strategy. The outcomes of this work will help to provide strategic direction for the future provision of bus services across the conurbation

14.3.4 Rail

Policy 28

We will seek to develop and improve local rail services.

Local Rail

14.99 The future of Tyne and Wear's heavy rail network is largely outside the control of Partners, as it is currently administered nationally through the Office of Rail Regulation, the Department for Transport and Network Rail; nevertheless, there is a desire amongst Partners to utilise that network to the maximum possible extent, and to explore the potential for extending it.

14.100 In Tyne and Wear, the majority of local commuter rail services are provided by Metro. Because of this, and the practice of joint running for Metro and Northern Rail services between Pelaw Junction and Sunderland, it is important that there is complementarity between LTP strategies for rail and for Metro.

14.101 In the short term, station facilities will be key to the LTP's aims. They are important interchanges within and between modes, and are a crucial part of the overall journey experience. Improvements to passenger facilities at Newcastle and Sunderland stations are therefore an important element of proposals to improve rail travel in Tyne and Wear, involving improvements to interchange facilities and better quality station buildings. Greater local control of station facilities and management would allow a closer focus on the needs of passengers, especially those changing between modes of public transport, and this will be explored during the next few years. More use of

Smarter Choices methodology (see 13.2 'Smarter choices') should also boost rail travel by highlighting the benefits of travelling by train to businesses and individuals with easy reach of rail stations.

14.102 Over a longer period the Partners will seek significant improvements to the rail network to ensure that rail plays its full part in providing sustainable travel opportunities within Tyne and Wear and beyond. These will include:

- The introduction of additional rolling stock to reduce overcrowding and allow new services to be operated;
- Use of electrically-powered trains on local services on the East Coast Main Line and infill electrification schemes;
- Use of the Leamside rail corridor for freight, local passenger and/or Metro services in the Pelaw, Washington and Fencehouses areas;
- Improving the train service to Cramlington and Morpeth;
- Developing better rail links between Tyne and Wear and the Tees Valley;
- Fully integrated smart ticketing products across the city region allowing interchange between rail and bus; and
- Increase the number of cycles carried on-board trains to improve integration and cycling.

14.103 Discussions with the Department for Transport and with train operating companies will continue at times of franchise renewal and during franchises to influence the quality of services provided. We will also draw on the enthusiasm and knowledge of local rail user groups.

14.104 Radical options for rail service provision will also be evaluated, including the potential for tram-train operations and /or street-running trams as appropriate, to extend the reach of rail throughout the conurbation to increase levels of accessibility.

14.105 In respect of freight, switching freight traffic from road to rail can have significant environmental benefits and the Tyne and Wear Freight Partnership is studying the potential for modal shift in the region.

14.106 It is recognised that the costs of rail infrastructure are normally higher than for other transport modes. The Plan will therefore set rail proposals within the context of other potential interventions, and supply a robust evidence base to justify where rail presents the preferred option. Such evidence will include current and predicted demands for rail travel and the land-use proposals of local authorities, in determining affordability and value for money.

14.107 The potential role of Community Rail Partnerships will be examined. They provide a forum for a variety of stakeholders (such as community groups, businesses, development and tourism agencies) and other parties who are interested in participating in the development of rail services that are better matched to the needs of local people.

High Speed Rail

14.108 Partners will work with ANEC, the North East Local Enterprise Partnership, Network Rail and the Department for Transport to build a strong business case for the future extension of High Speed Rail (HSR) into the region. In the interim, we will work to secure continued investment in the East Coast Main Line including the modernisation of rolling-stock such as the High Speed Train fleet.

The UK Vision for High Speed Rail

"This Government's vision for high speed rail is of a network that is truly UK wide, with seamless links to Heathrow, and connections to Europe. Such a network will have the potential to increase capacity, improve connections and encourage a modal shift from long road journeys and short haul flights –stimulating economic growth and contributing to our climate change targets. High speed rail has the power to transform the economic and social geography of our country in the 21st century – just as the coming of the original railway did in the 19th century. It will transform the prospects of our regional cities and the powerhouse of the London economy. It will help to close regional pay and wealth differentials as we literally shrink our country into a single travel to work area."

Secretary of State for Transport Philip Hammond speaking to the National Rail Conference in July 2010

14.109 The Government has confirmed that their preferred option for High Speed Rail north of Birmingham is for the so-called "Y" option, with two separate corridors. One corridor will go directly to Manchester, and then connect onto the West Coast Mainline, and the other will be via via the East Midlands and South Yorkshire – with stations in both areas – before connecting to the East Coast Main Line north of Leeds. A consultation exercise on these proposals was taking place at the time this document was being prepared and Partners will be making representations via the ITA on the need for High Speed Rail to serve this region.

14.110 When proposals for High Speed Rail were first announced by the previous administration, it was noted that this core "Y" network: "Would also be consistent with a longer-term aspiration to see the network extended further to link directly to the cities of the North East and Scotland, and to other major destinations. If such extensions are to progress, it will be vital that the necessary planning work does not wait for the initial 'Y'-shaped network to have been constructed."

14.111 Partners strongly support the development of a full national network of High Speed rail routes and the economic and environmental benefits that will result from providing a more sustainable alternative to domestic air travel. A national HSR network will help to opening up economic potential across the UK, support regional competitiveness and inward investment opportunities and, by creating additional capacity on the existing classic main lines for passenger and freight traffic, will improve the regional economy.

14.112 The following principles are fundamental to the development of a national HSR network:

- Station locations and routes should maximise regeneration, efficiency and productivity impacts across the English Regions;
- The timescales and programme for delivering a national network of HSR routes should give due consideration to, and minimise, distortions to market competition across the English Regions. A national network must be progressed with speed and urgency to support, and build on, the benefits of HS2; and,
- A national HSR network must be developed in the context of a national rail investment strategy; this will need to encompass the phasing of a High Speed network. In supporting the long term business case for HSR, the investment strategy will also need to encompass short and medium term investment in the classic network to ensure that locations on the High Speed routes that will be delivered later in the programme have the best levels of connectivity in the interim.

14.3.5 Ferry

Policy 29

We will examine ways to develop the Cross-Tyne ferry service and keep options for other river-based transport services under review.

14.113 Much-valued though the present ferry link is, Partners wish to see it play an even greater role in providing alternative travel choices for passengers on either bank of the Tyne. Research has been conducted to identify the peak hours of operation and to ensure that the needs of current and potential users are adequately met, and this has helped to inform Nexus's Ferry Strategy.

14.114 The second Tyne Tunnel is due to open in 2011, and, at present, it is unclear what long-term impact, if any, this will have on Shields Ferry patronage. The opening of the Mersey Tunnels resulted in a significant decrease in patronage on the Mersey Ferries and a reduction in the number of ferries operating on the River Mersey. However the proximity of the ferry and tunnels and the make-up of the ferry user base may result in a different outcome on the Tyne; the effect of the tunnel opening will be carefully monitored in the course of LTP3.

Other River Services

14.115 Proposals have been suggested for other river-based passenger transport services, such as a ferry service across the River Wear. Feasibility studies have suggested that new river services would not be viable, however we will keep the position under review.

Future Proposals

14.116 In order to ensure that river services contribute towards achieving LTP objectives, in line with the Tyne and Wear Ferry Strategy, it is recommended that the following options are evaluated during the course of LTP3:

- Inclusion of the Shields Ferry in travel planning and Smarter Choices activities;
- Improved integration with other forms of public transport;
- Consideration of the impact of the opening of the new Tyne Crossing upon Shields Ferry patronage;
- Marketing initiatives to promote the ferry;
- Environmental improvements to the ferry operation.

14.3.6 Taxi and private hire vehicles

Policy 30

We will examine ways in which hackney carriages and private hire vehicles can become a more integrated part of public transport provision.

14.117 (**Note**: **Unless otherwise stated, where the term "taxis" is used below, it is intended to refer to hackney carriages and private hire vehicles).**

14.118 As outlined in 4.2 'Transport geography of Tyne and Wear', there are widely varying estimates for the levels of taxi usage across Tyne and Wear. What is clear, however, is that taxis provide a highly flexible form of transport that is available on demand, 24 hours per day, and is of particular importance to the night-time economy in our major towns and cities. Furthermore, taxis cater for a wide cross-section of the community, including school and hospital trips, people with physical disabilities and the elderly, and so make a major contribution to accessibility.

14.119 The 2008 study [47] into the role of taxis in Tyne and Wear demonstrated a high level of public satisfaction with the service amongst existing users. In LTP3, therefore, we will continue to build on this positive record and will continue to work closely with representatives of the taxi trade through further development of the Taxi and Private Hire Liaison Group (bringing together trade representatives, officers and the police).

14.120 There is widespread agreement that there needs to be greater involvement and integration of taxis in the transport planning process and in public transport provision. To assist in this, we will examine ways of streamlining regulatory and licensing arrangements across the five authorities to achieve more consistency, especially for cross-boundary journeys, and will look to maximise the potential of new technologies to improve integration, including the use of smartcards and scheduling and dispatching systems.

14.121 In the light of budgetary challenges, accessible taxis have the potential to play a greater role in the provision of scheduled bus services, where they represent the most appropriate size of vehicle for the level of demand. They can also provide a bespoke accessible transport service for those passengers with higher levels of need.

14.122 There have been significant improvements to Tyne and Wear's public transport interchanges over the period of LTP2, with more work to follow during LTP3. It is important that taxi facilities keep pace, and we will evaluate the need for levels of infrastructure investment which more closely reflect the volume of passenger trips facilitated by taxis. Hackney carriage rank provision and facilities (such as waiting shelters) will be reviewed to ensure they are in the right locations to meet changing patterns of demand, and new ranks provided where necessary. One low-cost option

47   The role of taxis in the Tyne and Wear Public Transport network - JMP Consultants

would be to consider designating some town and city centre bus stops with a shelter and a lay-by as a taxi rank or private hire drop-off and pick-up point after the last bus service departs.

14.123 The safety of drivers and passengers is another key consideration and we will work with the police, local authority highways departments and trade representative bodies to resolve public order and safety concerns at taxi ranks and to explore the potential benefits of new technology, such as in-car CCTV systems.

14.124 In summary, our key objective is to ensure that the role of the taxi trade is fully integrated into wider transport strategy, embracing secured service delivery, information, marketing campaigns (such as 13.2 'Smarter choices') and infrastructure provision, from interchange facilities to priority lane access.

14.3.7 Community transport

Policy 31

We will examine ways in which the community transport sector can become a more integrated part of public transport provision.

14.125 Providing transport that makes a real difference to people's lives takes place at a variety of scales. In many cases, the most urgent transport needs belong to older and disabled people and those whose mobility and resources are most restricted. What for some is just a simple trip to the shop or the health centre can become a major issue for others. In situations such as this, the community transport sector has a major role to play in filling the gaps in service provision for groups and individuals which can't be met by other modes of public transport. Local Transport Plans comprise a mix of themes and interventions, large and small, which combine to improve the quality of life across the board; it is in this context that the development of community transport continues to be actively encouraged and supported.

14.126 In summary, community transport is provided on a not-for-profit basis by and for locally based third sector groups. To meet safety and legislative requirements, all operations have to meet similar standards to those applied to operators of scheduled local bus services.

14.127 Most users of community transport belong to one or more of the following categories:

- Communities of interest – people with similar interests who club together to make use of community transport facilities. Examples might include an Asian Women's group, a neighbourhood community association or individuals linked by a common factor, such as a health condition;
- Older or disabled people who need extra supported transport services, to be able to access essential services such as shops and health centres; and
- Groups who want to make use of brokerage opportunities to enjoy the benefits of use without the burdens of vehicle ownership.

14.128 Community transport providers are active across Tyne and Wear, and provide a valuable and often unseen backstop to the more visible delivery mechanisms of local authorities, the NHS patient transport service and Nexus. The main associations comprise:

- Connect, based in South Tyneside
- Compass Community Transport, based in Sunderland
- Transport Unlimited, based in Gateshead
- Community Transport Association, based in Newcastle upon Tyne

14.129 The extent of their operations and specialisms vary according to the objectives of each association. At present, work is undertaken on behalf of Nexus in two fields. The first are shopper services and pre-arranged trips for elderly and disabled people between residential areas and neighbourhood centres - often co-ordinated with help from sector specialists such as Age Concern. The second is group travel, providing access for the communities of interest described above. The sector facilitates almost 100,000 trips per year of the types described above, co-ordinated and funded by Nexus. Community transport providers are also able to provide scheduled services on behalf of Nexus, competing on equal terms with other bus operators. Connect and Compass have experience of operating public bus services in Sunderland and South Tyneside where they successfully tendered for Nexus contracts.

14.130 Vehicle brokerage, an often-studied but in practice under-exploited transport resource, continues to offer the potential to make better use of the spare capacity of assets. The community transport sector is not the only exponent of brokerage, but is a possible major player. If the concept is to work at a greater scale in the future, skills of professionalism, negotiation and trust will be required to ensure that the third sector and public sector act together to provide the greatest levels of opportunities for service users. This could, in time, become an extension of the methodology underpinning personalised journey planning and 13.2 'Smarter choices' work.

14.131 In March 2011, the Department for Transport announced £10m of new funding nationally to assist in the development of community transport services in rural areas, as well as additional funding for consultancy advice on how to establish, manage and make sustainable community transport operations within their area. The Tyne and Wear Integrated Transport Authority has received a small portion of this funding and will work in partnership with operators and local communities to examine how more flexible services might be provided, to enhance overall public transport provision.

14.3.8 Coaches

Policy 32

We will examine how facilities for coaches and their passengers can be improved.

14.132 Coaches play an important role in the movement of people to and from Tyne and Wear. The main markets for coach travel are scheduled long distance services, charters hired by businesses or individuals, and coach-based tourism. Coach travel is an efficient and economical mode of transport. It plays a valuable role in reducing social exclusion by providing affordable personal accessibility as well as stimulating economic regeneration by increasing the number of tourists visiting the region.

14.133 No detailed statistics on coach use are available, and the completely deregulated nature of the market means few operators publish detailed passenger numbers . The UK market leader, National Express, carries over 16 million people annually. Low fares and city centre pick-up points attract a different segment of the market to domestic rail or air travel.

Current situation

14.134 The only dedicated coach station in the Tyne and Wear area is the modern National Express facility at St. James's Boulevard, Newcastle that opened in spring 2003 and replaced the long-established coach terminal in Gallowgate. Elsewhere, coach services use the transport interchanges at Sunderland and Gateshead, and local bus stops in Whitley Bay, North Shields, South Shields, Washington and Houghton-le-Spring.

14.135 As a popular shopping destination the MetroCentre at Gateshead has one of the largest coach parks in the UK with a 400-vehicle capacity. Facilities for drivers are available in a purpose-built block. The park is for the use of charter trips to the centre only, and is not used by scheduled services. A dedicated coach park is available in Ord Street, Newcastle for free long term parking. No driver facilities are available. When demand exceed capacity, coaches are displaced to nearby streets or bus stops, which may cause problems for other road users. In general, there is a lack of dedicated drop-off points for coach charters in town and city centres. Bus stops tend to be used instead, causing conflict with stage carriage services and their users.

14.136 The growing status of Tyne and Wear as a short break tourism destination is resulting in a greater number of coaches using the limited facilities available. Both Wearside and Tyneside have a shortage of parking areas, drop-off points and rest facilities for drivers. Research undertaken by the Newcastle Tourist Information Centre indicates that coach operators are more willing to recommend and return to areas which cater well for the needs of coaches and drivers. Major attractors such as the Sunderland Empire, the Sage Gateshead and the Metro Radio Arena generate considerable coach traffic.

14.137 Illegal and inappropriate coach parking can create blockages and congestion on key parts of the transport network in Tyne and Wear, such as on Westgate Road and beside the Theatre Royal in Newcastle city centre. It will be important to address this situation through enforcement and through liaising with coach operators.

What we want to achieve

14.138 Consultation with the Confederation of Passenger Transport (CPT) highlights these priorities for coach operators:

- Clear and consistent signage for coach parking facilities
- Reasonable access to pick-up and drop-off areas
- Ownership of coach related issues at a local authority level
- Coaches to be allowed access to all bus lanes

14.139 The CPT highlights that coach charter operators, whilst responsive to market demands, are also pro-active in promoting destinations where decent facilities exist for coaches and their passengers. The site of the coach station in Newcastle is well-situated in operational terms, but despite being close to the Central Station and Grainger Town areas has low visibility and can be difficult for users to find. Improved signage and upgraded pedestrian links from the Central Station area have been implemented in partnership with Newcastle City Council. Coach parking facilities and drop-off and pick-up points within central Sunderland and Newcastle will be assessed in partnership with a CPT representative, in conjunction with an assessment of current and likely future demand. Recommendations for improvement will be considered for inclusion within LTP programmes.

14.3.9 Scholars travel

Policy 33

We will examine how scholars travel services can be provided more fairly and cost-effectively.

14.140 Students travel to school by a variety of public transport services, including scheduled bus routes, Metro, rail and school buses. The cost of providing the latter is often underestimated. In 2009/10 Nexus will spend over £4.5m securing 158 school bus services. To put this in context, Nexus spends a similar amount on the Children's Concessionary fare scheme, providing low cost travel on scheduled public transport for all 5 to 16 year olds.

14.141 The cost of providing school buses has increased sharply over recent years, rising by almost 24% since 2006/7. This represents 36% of Nexus's total available budget for securing socially necessary bus services, up from 29% in 2006/7.

14.142 Whilst 4% of all school children use school buses to get to school, this proportion is much higher for secondary schools, where 9% of children use them. This compares to 12% and 26% respectively for the proportion of children that use conventional or 'mainstream' public transport services. At a small number of schools a significantly higher proportion of children travel to school on school buses, in particular faith schools.

14.143 The level of revenue funding for school buses also means that there is relatively little revenue funding available to support other sustainable travel solutions.

14.144 Maintaining school buses in their current format is becoming increasingly unaffordable; if provision of services was to be scaled back then a number of policy challenges would arise, namely:

- How to maintain access to schools with fewer services?
- How to ensure fewer services does not result in more car-based journeys to and from school?
- How to ensure conventional services do not become overcrowded with displaced school children?
- How to minimise anti-social behaviour on conventional services?
- How to treat faith schools?

14.145 Dealing with these politically charged issues is not easy and school travel can be a highly emotive subject; therefore the only practical way to proceed with a wholesale review of school services is to engage with schools and encourage them to take ownership of the issue. Such a review is in progress at the time this document is being prepared and will inform our long-term strategy.

14.146 If provision of school buses could be scaled back, then the savings could be used to provide other schemes and services either at the school or the sub-regional level. Potential initiatives could include:

- Walking and cycling initiatives;
- Reduced fares for young people;
- Travel training; and
- Promoting sustainable travel via 'Smarter Choices'.

14.147 This could be achieved by integrating school transport with mainstream conventional public transport services. If additional passengers could be attracted on to school buses, then cost recovery would improve and subsidy requirement would be reduced. Integrating school services with mainstream conventional would mean taking the following actions:

- Removing services which duplicate the conventional network;
- Diverting resources towards providing 'duplicate' services where overcrowding is a risk;

- Integrating services with the mainstream network through route changes and re-numbering that encourage their use by other passengers; and
- Taking action to ensure other passengers are not inconvenienced by school children using conventional services.

14.148 A number of potential benefits would arise from freeing up the resource current devoted to school services.

- Spread funding currently used on services more widely on other sustainable transport initiatives besides public transport;
- Increase the number of schools that benefit from funding currently used for services;
- Integrating services with the conventional network would improve cost recovery and lower the subsidy;
- Increase the capacity of the public transport network for all users at peak times and possibly allow access to employment sites to be enhanced;
- Possibly allow schools to access additional resource to fund other transport initiatives (such as supporting the 14 – 19 diploma);
- Supporting a wider parental and student choice of places of education;
- Equipping young people with the skills to confidently and independently travel on scheduled public transport; and
- Encouraging young people to continue using alternatives to the car when they reach driving age.

14.3.10 Concessionary travel

Policy 34

Where resources permit, we will seek to maintain current travel concessions.

14.149 In England since 2008, free local bus travel all day at weekends and bank holidays, and after 0930 Mondays to Fridays, has been available to older people, and to disabled people of any age who qualify under the categories listed in the Transport Act 2000. The age limit for eligibility is gradually increasing, in line with the station pension age for women, to 65 years. At present, Tyne and Wear also funds concessionary travel after 11pm on scheduled services (not dedicated night services) and for hospital appointments before 9.30am. The ITA's total grant funded expenditure on Concessionary Travel in 2009/10 was more than £48m.

14.150 Concessionary bus travel is widely taken up in Tyne and Wear, with 87% of the eligible older people in possession of a pass. 46.4 million trips were made by pass holders during the 2009/10 financial year. The number of trips made has increased over each of the last three years and is one of the highest in the country.

14.151 Free Metro travel is available to eligible concessionary travel residents of Tyne and Wear who purchase a Gold Card, and discounted travel is available on the Shields Ferry. The Gold Card facility is also offered to residents of Durham and Northumberland at a higher price. People with a higher level of disability can use taxis using the subsidised TaxiCard product, and community transport services supported by Nexus.

14.152 The benefits of concessionary travel in terms of equality of access are many. However the costs of provision are high and it is therefore susceptible to reductions in revenue funding. Partners view the maintenance of travel concessions for older people and people with disabilities as a high priority going forward.

14.3.11 Park and ride

Policy 35

We will seek to increase the availability of Park and Ride sites.

14.153 The concept of Park and Ride as a relief to urban congestion is well established worldwide. It operates on the basis of providing secure and attractive vehicle parking located on the periphery of large towns and cities, accompanied by fast, high quality public transport links connecting Park and Ride sites with the central area.

14.154 Park and Ride facilities have been present on the Tyne and Wear Metro since the system commenced operations. Large sites at Heworth, Regent Centre, Four Lane Ends and Northumberland Park (*pictured below*) are complemented by a number of smaller sites adjacent to neighbourhood Metro stations. These facilities are well-used and are over-subscribed at times. There are similar sites at stations along the heavy rail lines extending to Hexham, Durham and Morpeth; reducing the volume of traffic entering Tyne and Wear from adjacent areas of the city region is an important consideration.

Northumberland Park Metro station, the system's newest Park and Ride site

14.155 In terms of bus-based Park and Ride, Tyne and Wear has historically not had the level of facilities which are found in cities such as Durham, Oxford and York. There are long-term aspirations to address this through the planned expansion of sites in Gateshead close to the A194 and A692 corridors, at Follingsby and Watergate (adjacent to Whickham Highway) respectively, once funding becomes available. These will provide facilities in areas of Tyneside which hitherto have not been served by Park and Ride. Further opportunities will be examined across the City Region, including expansion of the current Park and Ride facility at Newcastle Great Park, and identifying possible sites in Sunderland. The ultimate aim is that all major transport corridors will have easy access to Park and Ride alternatives.

14.156 The attributes of successful Park and Ride sites typically include a mixture of incentives in terms of price, convenience and security plus journey times comparable with trips made entirely by car, alongside discouragements and restraints such as traffic congestion experienced by drivers and high central area parking charges. It is in the nature of drivers to drive as close to the central area as possible before accepting a switch in modes and this predilection has been taken into account when identifying appropriate sites.

14.157 It is clear that for Park and Ride to play its full part in achieving modal shift, it needs to effectively combine expertise in public transport planning, traffic management and parking management to arrive at the best combination of factors designed to influence motorists' behaviour. If it is cheaper and/or quicker to drive into city centres to park, it is unlikely that Park and Ride will realise its full potential. In bringing forward our proposals over the lifetime of LTP3, we will therefore examine the relationship between the availability and cost of city centre parking and Park and Ride alternatives; studies have shown that the amount of parking available and the permitted length of stay exert a stronger influence over driver decisions than does cost alone.

14.158 The potential for additional Metro-based Park and Ride facilities will be examined by DB Regio Tyne & Wear, current holders of the Metro operating concession. The chief impediment to large-scale expansion is likely to be the availability of vacant sites within the necessary proximity to Metro stations; the potential impact upon the adjacent highway network also needs to be taken into account, particularly in residential areas.

14.159 The future strategy for Park and Ride will therefore be based around the following themes:

- Seeking additional opportunities to add to the stock of Metro Park and Ride provision;
- Establishing new bus-based Park and Ride sites at appropriate locations along corridors with high levels of demand;
- Including Park and Ride within the knowledge base of Smarter Choices practitioners as an option to be proactively marketed;
- Co-ordinating the above with bus priority measures and parking management strategies to ensure that Park and Ride users enjoy a positive advantage over other road users;
- Liaison with adjacent highway authorities in Durham and Northumberland to reduce the element of Park and Ride trips made by car to the lowest possible level;
- Ensuring high standards of bus, Metro and rail operations and appropriate safety and security measures at Park and Ride sites to attract car users to the facilities;
- Developing Park and Ride provision for cyclists in tandem with measures provided for car users;
- Introducing simple-to-use ticketing products and charging mechanisms;
- Expansion of rail-based Park and Ride by discussions with train operating companies, Network Rail and local authorities as appropriate; and
- Ensuring that the local bus network is not distorted by the parallel provision of bespoke Park and Ride services.

14.160 Consideration will also be given to the possibility of developing "Bike and Ride" schemes where opportunities arise. This would give quick and easy access to public transport facilities such as bus and rail stations, the Metro system and ferry landings. It should also be seen as an option for access to long distance bus and coach services.

14.161 Partners will consider the potential for "Park and Walk" schemes at appropriate locations.

14.162 There is a need to continue to raise awareness of the Park and Ride facilities available to the general public.

14.4 Powered two wheelers

> **Policy 36**
>
> **We will seek to deliver improvements to encourage responsible motorcycle use.**

14.163 The term 'PTW' is a nationally recognised phrase referring to motorcycles, scooters and mopeds (but not electric bicycles). For ease of reference, where the term motorcycle or motorcyclist has been used in this document it can be taken to include all forms of PTW or user.

14.164 A key theme of the 2005 National Motorcycling Strategy is the wish:

- *'To facilitate motorcycling as a choice of travel within a safe and sustainable transport framework.'*

14.165 The motorcycle vision for Tyne and Wear is to have: "A motorcycle friendly highway network with good access to secure on and off-road parking and interchange with other modes, which is used by informed and safety conscious road users who are aware of other's needs."

14.166 One of the biggest issues concerning PTWs and their use is the exceptionally high risk of being involved in a road traffic accident. Motorcycle use in Tyne and Wear constitutes 1% of all traffic but more than 6% of casualties. A number of policies and interventions aimed at addressing this issue have been developed, details of which can be found in the 8.2 'Road transport accidents' section.

14.167 Motorcycling can be the subject of a poor public image and negative attitudes from other road users. This has adversely affected the willingness of some people to consider using a motorcycle or moped when it could provide a viable alternative means of travel (particularly for short urban or inter-urban journeys). Reasons include:

- The effects of poor weather, including the incorrect perception that this can lead to the rider becoming wet or cold (good quality appropriate safety equipment can be warm, easily worn over normal clothing and completely weather proof);
- The limited ability to carry large loads;
- Noise;
- Occasional aggressive road behaviour from some riders, which can heighten the perception of user risk to observers;
- Motorcycles are particularly susceptible to theft, being high in value and easy to manhandle and transport; and
- The risk of theft, combined with accident risks, can make insurance costs on larger machines prohibitively expensive.

14.168 The urban areas in Tyne and Wear are subject to peak hour congestion. There is potential for a sustainable mode shift from private car use to motorcycles, so helping reduce congestion, especially if they are given full access to priority lanes (No-Car Lanes already allow use by motorcycles). The lower physical space requirements for motorcycles and reduced on-street parking demands also help in this respect.

14.169 There can be substantial environmental benefits from increased motorcycle use, compared to car use, including:

- Low emissions – Overall compared to cars, motorcycles produce fewer emissions. Generally they perform better for carbon dioxide and oxides of nitrogen, but are worse in respect of hydrocarbons. The technological stage of motorcycle development, in terms of emissions standards, is currently behind cars but caught up considerably during the life of the previous Local Transport Plan;
- Fuel consumption - when considered per in terms of average occupancy, fuel consumption is far lower for motorcycles than cars. It should be noted however that for high capacity machines fuel consumption can be equivalent to or worse than that for the average cars;
- Natural resources - vehicle life tends to be longer for motorcycles and re-cycling levels are higher. This minimises the primary demand on natural resources and energy requirements for the manufacturing process; and
- Integration with other modes and policies can be relatively easily and cheaply delivered with often only limited requirements for specific dedicated infrastructure.

14.170 In consultation with users and other interest groups, we will develop proposals and deliver improvements to address PTW concerns and issues relating to safety, parking, theft and highway infrastructure;

- Safety issues will be addressed through the development and implementation of a dedicated Motorcycle Casualty Reduction Plan as part of Tyne and Wear's Road Safety Strategy. This will tackle the education and promotion of safe riding and driving practices for PTW users and other road users, as well as safety issues relating to the highway infrastructure;
- We will aim to ensure that parking provision for PTWs meets, as far as is reasonably possible, the standards set out in Traffic Advisory Leaflet 2/02, being centrally located near the journey destination and being well signed for ease of

location. Consideration should also be given to the provision of convenient changing and storage facilities for equipment;

- Best practice and information on minimising the risk of theft will be promoted. The provision of parking facilities within the highway should be secure, having locking points and CCTV wherever feasible. Other measures and initiatives to reduce PTW theft will be investigated in liaison with the Police;

- Consideration of the needs of PTWs will be incorporated in normal highway maintenance and design practices; this will particularly focus on dealing with spillages, the location of street furniture and equipment and assessing maintenance practises in relation to the PTW accident risk; and

- We will encourage the sustainable use of PTWs and improve access to interchange with other modes.

14.5 Freight

Policy 37

We will manage our networks to provide for the safe and efficient flow of freight, by road and rail, river and sea.

14.171 Movement of goods, usually by road but also by rail and sea, is fundamental to the effective functioning of the economy. Speed of movement is, of course, not the only issue with regards to freight movement. The effects on congestion, road safety and air quality must also be taken into account, as must national government guidance, which encourages modal shift to rail, sea and, in some cases, inland waterway. It should also be noted that much freight movement is trans-national.

14.172 Tyne and Wear's main vehicle for addressing these issues is the Tyne and Wear Freight Partnership. Established in 2005, the Partnership includes operators, local authorities and other stakeholders and considers problems and opportunities arising in the freight transport sector, in order to identify a sustainable distribution strategy that meets the commercial needs of operators and their clients, whilst being mindful of wider public policy goals.

14.173 Over the next 10 years, the Partnership will continue with its established agenda of bringing together interested parties through quarterly meetings and also sharing knowledge and communicating information through regular newsletters and the Partnership's website: http://www.tyneandwearfreight.info/.

14.174 The freight sector is a highly dynamic one, that reflects changes in the economy and distribution methods, and the policy toolkit to address this will need to be flexible. A growing amount of freight is delivered by light vans (13% of traffic according to 2007 Department for Transport statistics), whilst approximately 8% of the Heavy Goods Vehicles (HGVs) on the UK's roads are registered outside the UK.

14.175 To recognise the growing number of non-UK drivers entering the region, the Partnership's website and associated publicity materials have been modified to include the two most common non-UK languages amongst HGV drivers entering the region - German and Polish. Consideration will be given to adding further languages in the future. In 2010-11, the Partnership attracted European funding for its work, including the hosting of a successful European Freight Conference in February 2011, and co-operation with European partners will continue to be important.

14.176 A number of other planned or proposed measures are outlined below, some of which will be delivered by the Partnership and some by Tyne and Wear authorities.

Mapping

14.177 In an increasingly time-sensitive business environment, accurate destination mapping is crucial to enable freight vehicles to reach their destinations by the most suitable routes. As at March 2011 there were 20 individual destination maps available complete with company names and locations. The Partnership has developed a suite of online interactive maps that list all tenants on a particular site and then display a suggested route from the origin point of the shipment to that tenant's location, taking into account height and weight restrictions. It is intended, following consultation with Partners, to add further key locations. Existing sites will also be re-visited annually to ensure that the details are correct.

14.178 In 2009, the Partnership developed a highways' restriction map and an abnormal loads route map, both hosted online and capable of zooming in to identify specific locations. It is proposed to develop these maps further to include appropriate routing guides. Periodic review of the restrictions and updating of the maps will also take place.

14.179 A possible option for the future is to produce a map that shows the locations of alternative fuel points throughout the region. Reducing emissions and promoting sustainable forms of transport are core objectives for both LTP3 and the Freight Partnership. One of the known barriers to take-up of alternative fuelled vehicles is the lack of refuelling points available to make them feasible. The aim would be to provide information about alternative fuel refuelling points to enable operators, both those based in the Tyne and Wear area and those delivering into the area, so they can make informed decisions as to the viability of these alternatives. This could also complement the region's existing status as the UK's Low Carbon Economic Area for Ultra Low Carbon Vehicles (see Emissions Management).

Signage

14.180 Important though the mapping and web-based information work is, this needs to be complemented by accurate signage on the region's road network. The Partnership will continue to work with local authorities to study existing signage and to design any new signs that may be necessary.

Truck Information Points (TIP)

14.181 The Partnership maintains TIPs at Washington Services on the A1(M) and aboard the DFDS ferry The King of Seaways. We will investigate the scope for further TIPs in strategic locations where they will be of value to freight vehicles entering the region. The information available on the TIP will be kept under review and German and Polish text has already been added to relevant sections, catering for foreign drivers coming to the region.

Lorry Parking

14.182 The lack of suitable, secure lorry parking sites in Tyne and Wear is recognised as a key challenge by local authorities and the Partnership. Lorries parking in inappropriate locations raised concerns about congestion, road safety and the safety of the driver and his/her load. The Partnership will continue to actively seek possible lorry parking sites, in conjunction with Partners. The Department for Transport are carrying out a national lorry parking survey (likely to be available in Summer 2011) and this will help to obtain a good understanding of provision and requirements.

14.183 Any site for off-road lorry parking provision would not be located in a sensitive location for biodiversity, geodiversity and would minimise loss of productive soil. Opportunities for enhancement of landscape character and the requirements of protected species will also be considered. Landscape screening measures will be used where appropriate.

Fleet Recognition Scheme

14.184 A core aim of the Partnership is to promote the use of sustainable and efficient transportation methods, with the ultimate aim of reducing transport related emissions. With this aim in mind, it has been proposed that, in association with our 8.3 'Air quality' strategy, a fleet recognition scheme is piloted. There are a number of such schemes in operation around the country, such as Eco Stars in South Yorkshire or the Fleet Operator Recognition Scheme (FORS) in London, and we will explore and identify a model that is best-suited to our local needs.

14.185 It will be the aim of the scheme to engage with freight operators and present them with the opportunity to receive some form of recognition for showcasing and detailing their current fleet's efficiency, fuel saving devices and fuel saving methods implemented, and for their environmental performance and attitude. Membership will be free and guidance and best practice advice will be provided to participants.

Freight Consolidation

14.186 There is growing interest across Europe in the potential benefits of Freight Consolidation Centres, as well as a recognition that they are not appropriate for every location. Newcastle City Council, working together with Capital Shopping Centres, has developed proposals for an FCC to serve Eldon Square shopping centre, Newcastle city centre, Gateshead MetroCentre and possibly some of the Council's own sites. It is hoped that this project can eventually be rolled out more widely across Tyne and Wear. There are long-term plans to consider the use of low-carbon vehicles for deliveries, complementing the region's aspirations to be a centrepiece for investment in low-carbon vehicles.

14.187 The key benefits of a Consolidation Centre for Tyne and Wear are as follows:

- Reduced lorry miles in town and city centres;
- Use of electric vehicles contributes to carbon and noise reduction targets;
- Improved air quality due to fewer lorry movements;
- Frees up road space for public transport; and
- Reduces costs and thus assists in maintaining a diverse retail sector.

14.188 The benefits of a Consolidation Centre for the retail sector are as follows:

- Reduced on site storage requirements within shop units and shopping centre;
- Pre-retail activities can be carried out off site;
- Use of one vehicle for inward goods delivery and outwards removal of recyclable waste; and
- Can work in parallel with Shop and Drop, Collect by Car and shopper Park and Ride schemes.

14.189 Any site for a Consolidation Centre would not be located in a sensitive location for biodiversity, geodiversity and would minimise loss of productive soil. Opportunities for enhancement of landscape character and the requirements of protected species will also be considered. Landscape screening measures will be used where appropriate.

Freight on Rail

14.190 During 2010, the Freight Partnership carried out a study into the potential for encouraging more railfreight traffic in Tyne and Wear. Although railfreight traffic has been depressed as a result of the recession, promoting modal shift to rail will have many benefits, not least reducing emissions and congestion and improving safety through the reduction in HGV movements. A working group has been established, comprising operators, local authorities, Network Rail and other stakeholder groups, to examine the issues preventing a significant shift to rail, and how they can be overcome. In the short-term, work was underway at the time this document was published to reinstate Boldon East Curve, providing a direct link between the Port of Tyne and the Durham Coast line, so that rail access to the fast-growing port can be improved. We will continue to co-operate with the rail industry and will encourage infrastructure improvements that can benefit rail freight.

Low Emission Zones

14.191 Low Emission Zones, aiming to exclude the most polluting vehicles and focusing mainly on goods transport, are common elsewhere in Europe and one has been in place in London since 2008. There are a number of Air Quality Management Areas in the region and, whilst there are no immediate plans to introduce LEZs, we will keep their potential benefits, and the effects on commercial vehicles, under review.

14.6 Integration

> **Policy 38**
>
> **We will improve integration between all transport modes.**

14.192 This Chapter has set out our aspirations to improve all forms of travel in Tyne and Wear, ranging from urban freight traffic to users of our rural footpath network, from cycling to car-sharing. However, many journeys involve use of more than one mode and integration between modes is crucial to ensure that LTP3 is more than a series of discrete strategies.

14.193 Tyne and Wear already has a strong legacy of transport integration, due to the visionary policies adopted in the 1970s and 1980s, creating a network of transport interchanges and through ticketing facilities that have stood the test of time. Over the next ten years, we aim to build on these foundations by:

- Investing in and improving our current transport interchanges to ensure they are viewed as comfortable and user-friendly places to change between modes;
- Developing more Park and Ride and Park and Walk sites;
- Improving cycle parking at key destinations and interchanges and working with cycling groups to ensure that the Metro system can better accommodate the needs of cyclists;
- Creating a Smart Ticketing product that covers all local public transport services;
- Providing better information that enables people to make informed choices about their journeys, including the much wider range of journeys that can be made by interchange between modes; and
- Improved joint working with Planning, Health and Regeneration colleagues to ensure that our respective strategies are integrated and encourage sustainable journey choices.

14.194 In Leicester a web-based travel questionnaire is being produced for households, workplaces and schools which will provide detailed information on routes made (input via a map interface), frequency of the journey during the week, modes, type of vehicle used, etc. This will help Leicester Council with finding out trends on the transport network and getting a better understanding of problems. It is hoped that something similar can be produced for Tyne and Wear which could assist with initiatives such as Smarter choices type campaigns and emissions management programmes.

Investing in our networks

Chapter 15 Investing in our networks

> ### Policy 39
>
> **We will pursue major scheme investment to improve our transport networks.**

> ### Policy 40
>
> **We will improve links to our airports, ports, rail and motorway system.**

15.1 Schemes in progress

15.1.1 The New Tyne Crossing

Introduction

15.1   The New Tyne Crossing is a major infrastructure project that is of great strategic importance, not just to Tyne and Wear but also to the whole North East region.

Route of the New Tyne Crossing

15.2   The A19 is a north-south trunk road of national importance which links the conurbations of Tyneside, Wearside and Teesside and includes the existing Tyne Tunnel, opened in 1967. At present, the existing vehicle tunnel is a bottleneck on the route, suffering severe congestion at peak times. The New Tyne Crossing project will make the route a continuous dual carriageway between North Yorkshire and Northumberland and allow local bus services to make effective use of the Tyne Tunnel.

15.3   **The New Tyne Crossing Project comprises:**

- Construction of a second vehicle tunnel under the River Tyne
- Full refurbishment of the existing vehicle tunnel
- Redesigned southern interchange at the entrance to the existing vehicle tunnel
- Development of a new tolls plaza on the new northern approach to the vehicle tunnel

Strategic Benefits of the New Tyne Crossing

15.4   **Economy - t**he new tunnel will reduce congestion on all existing river crossings and access to jobs, services and customers will be improved

15.5   **Environment - d**ispersal modelling suggests that air quality for residents living near the river crossings will be improved

15.6   **Safety -** Safety for vehicle tunnel users and maintenance personnel will be improved

Concessionaire Arrangements

15.7   TT2 was appointed in November 2007 as Concessionaire to design, build, part finance and operate the new vehicle tunnel and other developments associated with the New Tyne Crossing project, and to operate all Tyne Tunnels until 2037. More details on the project can be viewed at their website**http://tt2.co.uk/** .

Overview of the Project

15.8   Work to prepare the site began in February 2008 and construction of the new tunnel began in October 2008. Work on the second vehicle tunnel was completed in February 2011 (see photo), at which point the existing tunnel was closed for extensive refurbishment. The construction phase of the project is expected to be completed in December 2011 when both vehicle tunnels are open to traffic.

Pedestrian and Cycle Tunnels

15.9   Opened in 1951, the Grade II listed pedestrian and cycle tunnels are an important and much-loved part of our local heritage that are overseen, like the road tunnels, by the Tyne and Wear Integrated Transport Authority and are available for use free of charge. Although their heyday, associated with the extensive shipyards either side of the Tyne, may have passed, they remain a key sustainable transport link and have been incorporated into the National Cycle Network.

15.10 The lifts and escalators giving access to the Tunnel have proved unreliable in recent years. In the case of the escalators this reflects the fact that they are largely the original units that have operated almost continuously for 59 years. New investment has been agreed for 2011 that will involve the installation of new lifts and the retention of an example of the existing, wooden escalators on each side of the river, for historic and conservation interest. Measures will also be taken to better promote the Tunnel (including a new logo), to improve links to other transport services on either side of the river and to identify it as a part of Tyne and Wear's integrated transport network.

15.2 Schemes under development

15.11 In February 2009 the North East region responded to Government and outlined their regional priorities for housing, transport and economic development schemes. Existing transport commitments in Tyne and Wear included:

- A19 Seaton Burn
- A19 Testos
- A19 Coast Road
- A19 Moor Farm (in Northumberland but closely linked to the network in Tyne and Wear)
- Sunderland Central Route
- Sunderland Strategic Transport Corridor
- Local bus service improvements in Tyne and Wear (Phases 1 and 2)

15.12 In October 2010 as part of the Comprehensive Spending Review the Department for Transport published 'Investment in Highways Transport Schemes' in which it was reported that spending on a number of schemes had to be set back, to ensure they fit within a realistic budget.

15.13 The 18 schemes for potential construction in future spending review periods included A19 Testos and A19/A1058 Coast Road Junction. These have been delayed for fiscal reasons, and the Coalition Government still intends to start work in the future (subject to statutory processes). In the meantime, the Coalition Government will drive down costs and maximise value for public money.

15.14 The same report announced the cancellation of A19 Seaton Burn Interchange and A19 Moor Farm. The reason being that having analysed all schemes against a common set of criteria, and having taken into account the wider fiscal situation, the Coalition Government did not believe these schemes will be prioritised for funding in the foreseeable future.

15.15 For any scheme that requires construction, a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) will be required. Schemes will also consider climate change adaptation (e.g. selection of materials that can withstand higher temperatures).

15.2.1 A19 junction improvements

Background

In July 2006 the Department for Transport (DfT) accepted the recommendations of the interim Regional Transport Board (iRTB) and four junctions on the A19 around North Tyneside were identified in the Regional Funding Allocation.

Approved schemes not yet underway:

- A19-A184 Testo's Grade Separated Junction
- A1-A19-A1068 Seaton Burn Junction Improvement (this was cancelled by the Department for Transport in October 2010)

Indicative scheme which had not yet attained Programme Entry status (2009/10 to 2015/16):

- A19/A1058 'Silverlink' Grade Separated Junction improvements - had an indicative start date in the RFA programme of 2013/14 but no major scheme submission to date.

Improvements to the A19 junctions should help to address the issues with road safety and congestion set out below.

A19 Road Casualty History:

- From 2003 to 2008 there were 233 accidents on the A19 within North Tyneside, including 5 fatalities and a further 19 serious injuries.
- From 2003 to 2008 there were 120 accidents on the A19 within South Tyneside, including 2 fatalities and a further 8 serious injuries.

Local Network Problems:

- There are localised capacity problems in North Tyneside at peak times on Middle Engine Lane, Addington Drive and Norham Road.
- There are localised capacity problems in South Tyneside at peak times on Newcastle Road, Abdingdon Way, A194 (Lindisfarne Roundabout), John Reid Road and on the A185 Jarrow Road.

In Sunderland, capacity constraints are experienced at the A19-A1231, A19-A183 and A19-A690 junctions.

North Tyneside Council - A19/A1058 'Silverlink' Interchange

Issues

- The New Tyne Crossing will open in December 2011 resulting in significant traffic growth at the A19/A1058 Silverlink Interchange
- The average daily flow in the existing tunnel is around 31,000 vehicles per day. As a consequence of this, general traffic and public transport services are subjected to serious congestion and delays during peak periods.

- There is also clear evidence of peak spreading, reflecting the tendency for commuters to re-time their journeys to avoid congestion in the peak hour: hence the peak hour flows have remained static for a number of years as the existing tunnel has exceeded capacity. Serious delays and queueing at the tunnel now occur over extended morning and evening peak periods. These delays are highly susceptible to modest changes in traffic flows, with day-to-day fluctuations producing disproportionately large changes.
- The Silverlink interchange is currently over capacity experiencing in excess of 100,000 vehicle movements daily with significant congestion-related delays experienced over 2 hour am peak and 4 hour pm peak periods.

Interim Proposals

- The HA has installed 'MOVA' traffic signal controls at a cost of £300,000.
- The HA has completed design work on a c.£3m interim scheme to increase capacity on the Silverlink interchange - work on the Silverlink interim scheme started in January 2011.
- This will give some short-term improvement prior to the opening of the New Tyne Crossing.
- A joint project between the HA and North Tyneside Council to increase capacity at the A19-A191 Holystone roundabout was completed in 2009.
- Interim capacity improvements at the A19-A189 Moor Farm junction were completed in October 2008.
- Agreement has been reached for a joint Urban Traffic Management & Control (UTMC) project for Tyne and Wear to maximise the efficiency of existing infrastructure and improve information for road users.

South Tyneside Council - A19/A184 'Testo's' Roundabout

Issues

- The New Tyne Crossing will open in December 2011 resulting in significant traffic growth at the A19/A184 Testo's Roundabout.
- The AADT in the existing tunnel is around 31,000 vehicles per day. As a consequence of this, general traffic and public transport services are subjected to serious congestion and delays during peak periods.
- There is also clear evidence of peak spreading, reflecting the tendency for commuters to re-time their journeys to avoid congestion in the peak hour: hence the peak hour flows have remained static for a number of years as the existing tunnel has exceeded capacity. Serious delays and queueing at the tunnel now occur over extended morning and evening peak periods. These delays are highly susceptible to modest changes in traffic flows, with day-to-day fluctuations producing disproportionately large changes.
- The Testo's roundabout is currently over capacity experiencing in excess of 75,000 vehicle movements daily with significant congestion-related delays experienced over 2 hour am peak and 4 hour pm peak periods.

Grade Separation Scheme

- In 2001 traffic signals were installed at the junction, which reduced congestion and improved safety. The current junction handles 80,000 vehicles per day and is often congested especially during rush hour periods. Expected growth in traffic means that the roundabout will become a bottleneck, resulting in longer delays and more severe congestion, increasing driver frustration.
- In 2002 the Tyneside Area Multi Modal Study (TAMMS) recommended that Testo's Junction be improved. The scheme has been considered a priority since 2006 by the North East Regional Transport Board who support the scheme's continued development as part of an overall route strategy for the A19.
- The preferred option is an 'on-line' (following the line of the existing A19) improvement scheme. The proposal is to build a slightly larger roundabout than is currently in place and construct a flyover to take the A19 over the junction. On and off slip roads will connect the A19 to the new roundabout, which is why the new junction needs to be larger than the current one.
- The A19 carriageway would move slightly to the west and would be raised above ground on an embankment. This will carry it over the roundabout via two bridges.
- Traffic to and from the north at Downhill Lane Junction would be linked via new parallel connector roads to the new south facing slip roads at Testo's Junction.

15.2.2 Sunderland Central Route

15.16 The scheme consists of a new 4.75 km long single carriageway road with an adjacent segregated multi-user route. The Central Route links the A182 Washington Highway to the B1284 (A690) at Rainton Bridge, providing a bypass of Fencehouses and

Newbottle villages and improving access for industry. Two sections of the route have already been built using private developer funding and the section through the former Lambton cokeworks will be part funded as part of a reclamation project.

15.17   The existing road network through Fencehouses and Newbottle is characterised by terraced houses that front directly onto the highway. Removal of much of the through traffic will reduce accidents, improve air quality and facilitate measures to improve conditions for pedestrians, cyclists and public transport. Access to the national road network from existing industrial areas at Sedgeletch and Dubmire will be significantly improved, thus contributing to their continued viability and prospects for further development.

15.18   The Central Route is at an advanced state of readiness and had been awarded Programme Entry status by the Department for Transport. Implementation has however been deferred until the national and local financial position improves.

15.2.3 Sunderland Strategic Transport Corridor

15.19   In recent years, Sunderland's traditional industries, including mining, shipbuilding, glass making and brewing, have undergone significant decline, leading to considerable dereliction and under use of land in significant parts of the city. The wards along the riverbanks are amongst the most deprived in the UK with large employers moving out of these areas, thus reducing access to jobs for the large adjacent residential estates. It is the intention of Sunderland City Council to regenerate 323 hectares of brownfield land, providing over 3 million square feet of commercial, retail and leisure floor space and 3,900 homes.

15.20   The need for a high quality road link between Port of Sunderland and the A19 was first identified by Sunderland City Council in its 1998 Unitary Development Plan. Construction of the route has since become a key feature of the Council's vision for regeneration, whilst also meeting many of the Government's overarching objectives for improving transport links.

15.21   The SSTC begins at the A19 / A1231 intersection, following an easterly direction along Wessington Way. At the Wessington Way/ Castletown Way junction, the SSTC then heads south east and would cross the River Wear via a new bridge crossing at Claxheugh (the new Wear Bridge). The route then continues south of the river, in an easterly direction rejoining the existing highway, and following the A1231, A183 and A1018 Hendon Road towards the Port of Sunderland.

15.22   Due to the size and scale of the SSTC, the project has been broken up into five key phases. The phasing of the SSTC will allow key benefits of individual phases to be delivered in line with funding constraints whilst maintaining the overall aspiration for the delivery of the route as a whole. It is understood that resources may be limited so the focus of activity during LTP3 is to deliver Phase 2 (the new Wear Bridge) and Phase 1 (the former Vaux Brewery site).

15.23 The SSTC new Wear Bridge is viewed as playing a key role in regenerating Sunderland by relieving congestion, improving access to key brownfield regeneration sites and encouraging inward investment. Sunderland City Council considers the appearance and overall design quality of the bridge to be a major factor in achieving the wider regeneration and economic growth aspirations of the city as identified within the Regional Economic Strategy

15.24 The scheme promoted within the Programme Entry MSBC was for a four lane bridge of 'conventional' design providing an additional crossing over the River Wear. It also included associated improvements to the local road network to facilitate public transport movements within the area.

15.25 Following the submission of the MSBC, a design competition was held, in order to develop a bridge design that would build on the identified benefits included within the submission and would also facilitate broader regeneration objectives by creating a 'landmark' structure for Sunderland. The design competition resulted in the selection of a 'preferred' bridge design which is illustrated here.

15.26 It is considered that the introduction of the 'landmark' design bridge will help to raise the profile of Sunderland in terms of a place to invest, and reinvigorate a sense of local identity to create an area in which people would be proud to live and work.

15.27 The additional cost associated with the provision of the 'landmark' element of the design will be underwritten by the Council. This approach has been agreed through liaison with the Department for Transport.

15.28 The project is at an advanced stage in its development and an application for funding is being considered by the Department for Transport.

15.2.4 Tyne and Wear Bus Corridor Improvement Programme

15.29 Buses carry the majority of public transport passengers in Tyne and Wear and the Partners are supportive of measures to improve bus travel on the main bus corridors in Tyne and Wear to meet LTP objectives and targets. The Partners and the local bus operators are working on a programme to deliver bus priority measures and quality improvements across Tyne and Wear.

15.30 The objectives of the Bus Corridor Improvements Programme are:

- To assist in the reduction of congestion:
- To increase the number of people using buses;
- To provide the conditions for more quicker, reliable and punctual bus services;
- To improve passenger waiting facilities;

- To facilitate the provision of improved information and remove some of the barriers to integration between travel modes; and
- To ensure that all key centres across Tyne and Wear are easily accessible by bus.

15.31 Through a phased approach, the plan is for all key bus corridors across Tyne and Wear to be improved, building on the measures already delivered by previous LTP investment.

15.32 However, the funds available through LTP block funding are limited. Thus, in some key locations and on some major bus corridors, the scale of block funding is insufficient to overcome the congestion problems encountered by buses. On these corridors, or locations, major scheme funding will be sought to overcome delays to buses, with funding also sought (as appropriate) to deliver a holistic improvement to bus travel on the appropriate corridor.

15.33 As well as improving bus travel on key corridors, major scheme funding will also be sought to develop bus based Park and Ride, utilising the bus priority that will be delivered on key corridors.

15.34 Historically a number of studies have examined the options to significantly improve bus travel on the key bus corridors across Tyne and Wear (including Project Orpheus). These previous studies have provided a foundation on which to further examine or update recommendations for improving bus travel on key corridors in Tyne and Wear.

15.35 Work to date has focussed on progressing significant schemes at a district level (bottom up approach) that could be included within a bus-based major scheme. It was recognised that this detailed work at local level needed to be co-ordinated to ensure a sensible and deliverable package of schemes is included in any future Major Scheme Business Case submission to the Department for Transport. Nexus is providing this co-ordination role.

15.36 A Major Schemes Business Case for Bus Corridor Improvements was submitted to Government in 2008 in respect of the following schemes, but was not successful in receiving approval to proceed towards the stage of committed funding:

15.37 A1018 Newcastle Road Corridor Sunderland

- Junction improvements at Wheatsheaf and Stadium Way

15.38 A184 Felling By Pass Corridor

- Bus based Park and Ride site at Follingsby
- Sunderland Road Bus Gate
- Felling By Pass additional bus priority

15.39 A692 Consett Road Corridor

- Bus based Park and Ride Site at Lobley Hill
- Junction improvements at north end of Team Valley Trading Estate.

15.40 Following the Government's decision not to support these schemes, Partners will re-examine them and consider the feasibility of progressing all or part of these proposals as appropriate in the future.

15.41 In addition, the Partners are progressing and promoting schemes for potential inclusion in a future bus-based Major Scheme Business Case submission to the Department. These include the following corridors:

- West Road Newcastle
- Gosforth (Great North Road) and Haddricks Mill, Newcastle
- Durham Road, Gateshead
- Boldon Lane and Stanhope Road, South Tyneside
- Chester Road, Sunderland
- Coast Road Junctions at Billy Mill and Norham Road, North Tyneside

Schemes for the future

Chapter 16 Schemes for the future

16.1 For any scheme that requires construction, a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) will be required. Schemes will also consider climate change adaptation (e.g. selection of materials that can withstand higher temperatures).

16.1 Walking and cycling

16.2 Table 16.1 'Examples of walking and cycling proposals' lists examples of walking and cycling proposals Partners will be examining during LTP3. See also the updated Rights of Way Improvement Plan (Appendix D 'Rights of Way Improvement Plan').

Table 16.1 Examples of walking and cycling proposals

Name	Promoter	Description
Improved links to Tyne Pedestrian and Cyclist Tunnels (TPCT)	North Tyneside	Route improvement, TPCT north to Howdon Metro
Blaydon - Newburn Pedestrian / Cycle bridge	Gateshead / Newcastle	The proposal is for a new pedestrian / cycle bridge linking Blaydon town centre (including the bus and rail stations) with the major employment site at Newburn Riverside. The bridge will link into the main cycle network south of the river, providing access to the developing network of cycle routes within Gateshead.

16.2 Highway management and capacity

16.3 Table 16.2 'Examples of highway management and capacity proposals' lists examples of highway management and capacity proposals the Partners will be examining during LTP3 (please note the list is not exhaustive).

Table 16.2 Examples of highway management and capacity proposals

Name	Promoter	Description
A1 Western Bypass - 3 narrow lanes	Highways Agency / Gateshead	Switch to a layout consisting of 3 narrow lanes at 50mph.
A1 Western Bypass - Lobley Hill to A184 parallel links	Highways Agency / Gateshead	New parallel link roads in both directions (with northbound link extended to Dunston Junction); increased segregation between trunk road and local traffic.

Name	Promoter	Description
Balliol Bus Link	North Tyneside	Connecting Balliol and Gosforth Business Parks to allow existing bus routes to serve both sites.
Billy Mill and Norham Road junction improvements on A1058 Coast Road	North Tyneside	Billy Mill and Norham Road junction improvements on A1058 Coast Road.
Gateshead Highway	Gateshead	Removal of Gateshead Highway and replacement with an at-grade alternative. This would remove the signal-controlled northbound merging flows.
Great North Road / Grandstand Road Improvement	Newcastle	The scheme involves some degree of grade separation at an important junction known as Blue House where the North Road (B1318) intersects with the A189 (Grandstand Road).
Haddricks Mill Junction Improvement	Newcastle	Improvements at this important junction of the A189 and the A191 Benton Park Road to improve the movement of vehicles through the junction.
Hetton Bypass	Sunderland	A new strategic route bypassing Hetton to improve journey times.
High Street / Church Road / Salters Road Improvement	Newcastle	Involves the realignment of the existing junction configuration and improvement of the signal equipment. It will be the subject of a further study as the proposals for the Northern Development Area become apparent.
Junction improvements - South Tyneside	South Tyneside	The following junctions have been identified as reaching close to saturation point and require improvement measures: The Arches Roundabout, A194 / A185; Hudson Street Roundabout, A194 / Port of Tyne Entrance / B1298; John Reid Road (A1300) and Newcastle Road.
Redheugh Bridgehead	Newcastle	The existing northern bridgehead junction fails to provide efficient traffic movements, prohibiting certain manoeuvres and promoting the use of lengthy alternative routes. The junction currently fails to provide any public transport priorities or adequate provision for pedestrians and cyclists.
Smiths Dock Link Road	North Tyneside	A connection through a new housing development allowing buses to run directly from Royal Quays to the cross-Tyne ferry landing at North Shields.

Name	Promoter	Description
Whitley Bay Link Road	North Tyneside	Part of a broader regeneration scheme, this provides a new route for motor vehicles to the west of the iconic Spanish City, with the existing road along the sea front reallocated for pedestrians and cyclists.
Weetslade	North Tyneside	Capacity improvements at A189/A1056 roundabout.

16.3 Bus

16.4 Table 16.3 'Examples of Bus Proposals' lists examples of bus-based proposals that Partners will be examining during LTP3 (please note the list is not exhaustive). Further detail are provided in the Delivery Plan as appropriate.

Table 16.3 Examples of Bus Proposals

Name	Promoter	Description
A1018 Ryhope Road corridor	Sunderland	Introduce bus priority lanes on the existing carriageway between Grangetown and Park Lane Interchange.
A187 Fossway/Hadrian Road corridor	Newcastle / North Tyneside	The introduction of some bus priority measures is possible; however localised widening may be required. The proposals may impact upon residents' parking arrangements.
A692 Corridor	Gateshead	The proposal introduces bus priority through the junction with Kingsway at the north end of Team Valley, linked with Park & Ride at Watergate.
Durham Road Corridor	Gateshead	Bus Improvement Schemes along Durham Road, linked with Park & Ride at Eighton Lodge.
A184 Corridor	Gateshead	The proposal would introduce a bus link from Sunderland Road to High Street linked with Park & Ride at Follingsby.
Kingsway South	Gateshead	Proposals will be developed.
Stanhope Road Corridor	South Tyneside	Localised widening required in order to provide bus priority at the most congested locations, however this will impact upon access for local residents.
Westgate Road / West Road Corridor	Newcastle	Some priority measures are possible at the strategic junctions. Localised widening of the carriageway will be required if standard width lanes are to be

Name	Promoter	Description
		provided. The link capacity of the road will be affected.

16.4 Rail

16.5   There are a number of long-term rail improvements that Partners wish to see progressed, in order to improve connectivity between Tyne and Wear and other parts of the City Region. These schemes would also benefit railfreight and thus assist our objective of promoting freight modal shift from road to rail. Development of these schemes will require partnership working between Tyne and Wear authorities and our colleagues in Durham and Northumberland, together with train operators and Network Rail.

Leamside Line

16.6   The Leamside rail corridor offers a significant opportunity to provide a faster link to the Tees Valley city region and to attract car-borne travellers from the A1 and A19 trunk road corridors. The route extends south from the Pelaw area of Gateshead via Washington, Penshaw and Fencehouses before connecting with the East Coast Main Line, and the route to Stockton via Stillington, north of Ferryhill. The route remains in the ownership of Network Rail and is physically intact, despite lying disused for over twenty years.

16.7   The route offers several options: it could provide access for freight shipments to and from the Nissan car plant, strategic Park and Ride adjacent to the A1 at Durham Belmont, and improved links onward to the Tees Valley City Region. It could also provide a diversionary route for main line rail services avoiding the congested route via Durham. The northern section could in principle be used solely or jointly by Metro-type services, either as an extension of services formerly terminating at Pelaw, or as part of a 'Wearside loop' using current or former rail alignments linking Pelaw, Washington, South Hylton and central Sunderland.

16.8   Reinstatement costs are likely to be substantial and would therefore require a robust Business Case. Nevertheless, in view of the many solutions to existing problems which the route potentially addresses, as described above, it is recommended that local authorities continue to protect the Leamside alignment and are alert to the continuing potential of the route, alongside other relevant stakeholders such as Network Rail and the Highways Agency.

16.9   Potential for likely significant effects on Thrislington SAC were identified during the HRA Screening. Effective and deliverable mitigation is now included in the Plan for this scheme. The organisation responsible for funding and implementation is Nexus.

16.10   Nexus will mitigate for pollution from construction by:

- Adherence to all relevant aspects of the Environment Agency Pollution Prevention Guidelines; and,
- Commitment to a Construction Environmental Management Plan.

16.11   Nexus will mitigate for ongoing vegetation management on the rail line by:

- The production and implementation of an Environmental Management Plan for a relevant length of the rail line, to ensure long-term vegetation management is carried out sensitively (such as specifying types of herbicide to use, restrictions on use of herbicides in windy weather conditions)

16.12   Taking account of this mitigation, the finding of no likely significant effects on international sites can be confirmed.

Ashington, Blyth and Tyne Line

16.13   The Ashington, Blyth and Tyne line comprises the remnants of a comprehensive network of rail lines across south east Northumberland built primarily for freight traffic. Unlike the Leamside line, the route remains open and is used by freight trains mainly carrying imported coal and alumina. The route leaves the East Coast main line at Benton, runs parallel to the Metro as far as Northumberland Park, then diverges northwards to Blyth, Bedlington and Ashington.

16.14   Northumberland County Council has a long-held aspiration to introduce passenger services along the route between Ashington and Newcastle via Morpeth or Northumberland Park. Subject to a robust and costed Business Case, this proposal is supported by Partners as it would help to alleviate road congestion along main corridors connecting Newcastle and south east Northumberland. Interchange with the Metro network would also be feasible at Northumberland Park.

Durham Coast Line

16.15   The Durham Coast line connects Tyneside and Wearside with Teesside. Between Newcastle and Sunderland the route is shared by Metro and Northern Rail services, south of Sunderland services are provided by Northern Rail to Middlesbrough and by Grand Central to London. The route is also heavily used by freight trains.

16.16   The Durham Coast Line has the potential to become a valuable 'commuter' railway to the south of Sunderland and beyond to Hartlepool and Teesside.

16.17   A site has been identified for a potential new station in the Ryhope area, as well as further potential sites within County Durham between Seaham and Hartlepool. Heavier use of the line would be contingent upon resignalling and increased line speeds to improve route capacity and reliability.

16.18   Potential for likely significant effects on the Durham Coast SAC were identified in the HRA Screening. Effective and deliverable mitigation is now included in the Plan for this scheme. The organisation responsible for funding and implementation is Nexus.

16.19 Nexus will mitigate for pollution from construction by:

- Adherence to all relevant aspects of the Environment Agency Pollution Prevention Guidelines; and,
- Commitment to a Construction Environmental Management Plan.

16.20 Furthermore, any planning application that comes forward in relation to a new train station at Ryhope will need to be subject to the HRA process.

16.21 Taking account of this mitigation, the finding of no likely significant effects on international sites can be confirmed.

16.22 Taking the effective and deliverable mitigation measures incorporated into the Tyne and Wear LTP3 Plan into account, there are no likely significant effects from the schemes set out in the Plan on any of the seven international sites that were included in the HRA (either alone or in combination with other plans and projects). This also takes account of the need for the proposed new train station at Ryhope to undergo a HRA assessment when details for this aspect of the Durham Coast Rail Line improvements come forward to the planning stage.

Glossary

Appendix A Glossary

Accessibility: The general term for how easy it is for people to get to places, jobs, homes and services

Active Travel: An approach to travel and transport that focuses on physical activity (walking and cycling) as opposed to motorised and carbon-dependent means.

Affordability: The likely availability of resources to take forward interventions.

Air quality: The main air pollutant emissions from ground-based transport are:

- Oxides of nitrogen
- Particulate matter of varying size fractions, notably PM_{10} and $PM_{2.5}$

Base case: The current situation.

Be Air Aware: A campaign to influence the choice of travel modes and make people more informed on the need to improve air quality.

BV178: A national measure of performance set by central government that allows comparison between authorities. BV178 was a measure of ease of use of Public Rights of Way.

Capacity enhancement: Supply side measures intended to increase the number of passengers or volume of freight conveyed.

Carbon dioxide (CO_2): The primary greenhouse gas emission associated with transport. Produced through the burning of fossil fuels, either in engines or electricity generators, to produce power for transport purposes.

Car clubs: A car club provides its members with quick and easy access to a car for hire. Members can make use of car club vehicles as and when they need them.

Cargo: Goods or produce being transported.

Centro: The West Midlands Integrated Transport Authority.

Challenge: As defined in Table 3.1 of Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond.

Climate change: Long-term significant change in the expected patterns of average weather conditions of a specific region over an appropriately significant period of time.

Concessionary Travel: Public transport at a discounted rate for certain members of the public.

Connectivity: A measure of generalised cost of moving between two places, defined in terms of generalised journey time (including reliability), crowding and the financial cost of making the journey. Higher generalised costs imply lower connectivity.

Consolidation centres: Consolidation centres are locations where larger vehicles unload materials and goods (often for retail), which are then transported to their final destination by smaller vehicles.

Contractualised Schemes: Existing schemes where contracts have been signed.

Cycle Lane: A specific legal route dedicated for cycling, forming part of the carriageway and designated by a mixture of road markings and associated signage.

Cycle Route: A term used to describe a route that is promoted for cyclists. Such a route is likely to be made up of roads, cycle lanes, or cycle ways.

Cycle Way: A specific legal route dedicated for cycling, distinct from a road carriageway and generally with a tarmac surface.

Definitive Map: The legal record of Public Rights of Way (footpaths, bridleways, restricted byways and byways open to all traffic).

Definitive Statement: The statement that accompanies the Definitive Map, describing in detail the Rights of Way.

Demand management: Measures to influence demand on the transport system.

Department for Transport (DfT): The Government department responsible for the English transport network.

Defra: The Department for Environment, Food and Rural Affairs.

Diversion Order: An order made by a local authority to alter the route of a footpath or bridleway.

Eco-driving: Economical driving to minimise fuel use in conventional vehicles.

Electric Car: A car powered by electricity.

Equality: The principle under which each individual has the same opportunity and is treated the same, with no individual or group having special privileges.

Footway: A route for pedestrians alongside a road (often called a footpath and thereby confused with a public footpath - see Public Footpath).

Freight: Goods or produce transported.

Geographical Information System: a computer mapping tool, often associated with GPS (Global Positioning System) to locate features between ground and map.

Greenhouse Gases: Gases in the earth's atmosphere that trap the sun's energy and thereby contribute to rising surface temperatures. Examples include carbon dioxide (CO_2).

Guiding principle: Constraints applying in judging the effectiveness of packages or interventions.

Highways Agency: An Executive Agency of the Department for Transport which is responsible for operating, maintaining and improving the strategic road network in England.

Highway Authority: The authority responsible for managing the highway network (including Public Rights of Way) in its area.

Hybrid Vehicle: A vehicle powered by both an internal combustion engine and an electric motor.

Interventions / Measures: Transport or non-transport changes (schemes, policies, regulations) intended to help meet the study objectives.

Local Access Forum (LAF): To advise the Highways Authority on the improvement of rights of way and countryside access.

Local Development Framework (LDF): The spatial planning framework introduced in England and Wales by the Planning and Compulsory Purchase Act 2004.

Local Transport Plan (LTP): A strategy for transport for a locality over a specific period, with a delivery plan showing what is achievable in the short term.

Low Carbon Vehicle: A vehicle with very clean but conventional engine technology

Making best use of: (transport infrastructure assets) Low cost, quick win-wins.

Measures: See Interventions.

Nexus: The Tyne and Wear Passenger Transport Executive.

Package: A combination of complementary interventions.

Particulate Matter: Unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. It is a chief component of exhaust emissions from heavy-duty diesel engines.

Public Footpath:W Public Right of Way with right of passage on foot.

Public Rights of Way: Routes where the public have a legally enforceable right of passing and repassing.

Reference case: The future situation assuming only existing and committed schemes.

Sifting: Initial judgement of the effectiveness of the proposed intervention in meeting the study objective based on the available evidence/information.

Smarter Choices: Techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace, and individualised travel planning. It also seeks to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.

Social inclusion: Ensuring the marginalised and those living in poverty have greater participation in decision making which affects their lives, allowing them to improve their living standards and their overall well-being.

Streetscape: The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces which combine to form its character.

Study objectives: Non-transport outcomes that transport helps to secure. Success will be judged in terms of positive change in the related transport study specific challenge(s), taking account of the guiding principles.

Study specific challenges: A transport-related problem, why it matters, the non-transport consequences of it (such as the economy on the study area), and how much it matters (the scale of the non-transport consequences).

Subsidence: A gradual sinking of land compared to its previous level.

Supply Management: Network efficiency improvements targeted at managing current demand / capacity issues by getting more from existing infrastructure.

Sustainable: Social and environmental practices that protect and enhance the human and natural resources needed by future generations to enjoy a quality of life equal to or greater than our own.

Traffic Congestion: A condition on networks that occurs as use increases, characterised by slower speeds, longer trip times, and increased queueing.

Transport Outcome: The change in performance against study specific challenge.

Travel Plan: A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

Tyne and Wear City Region: The geographical area which covers Tyne and Wear and also parts of Durham and Northumberland.

UTMC: Urban Traffic Management and Control.

Acronyms

Appendix B Acronyms

Acronym	Meaning / Definition
ANEC	Association of North East Councils
AQMA	Air Quality Management Area
ASB	Anti-Social Behaviour
BAP	Biodiversity Action Plan
BSI	British Standards Institute
BV	Best Value
CABE	Commission for Architecture and the Built Environment
CCA	UK Climate Change Act 2008
CCC	UK's Committee on Climate Change
CCTV	Closed Circuit Television
CDT	Cycling Demonstration Town
CILT	Chartered Institute for Logistics and Transport
CLG	Department for Communities and Local Government
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CROW Act	Countryside and Rights of Way Act 2000
DaSTS	Delivering a Sustainable Transport Strategy
Defra	Department for Environment, Food and Rural Affairs
DDA	Disability Discrimination Act
DfT	Department for Transport
DH	Department of Health
ECML	East Coast Main Line
ECR	Economic Constriction Response
EqIA	Equality Impact Assessment
ER	Environmental Report

Acronym	Meaning / Definition
EU	European Union
FPL	First Priority Location
FQD	Fuel Quality Directive
GB	Great Britain
GI	Green Infrastructure
GIS	Geographic Information System
GPS	Global Positioning System
GVA	Gross Value Added
HA	Highways Agency
HAMP	Highway Asset Management Plan
HGP	Housing Growth Point
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
IA	Important Area
IAM	Institute of Advanced Motorists
IMD	Indices of Multiple Deprivation
IMO	International Maritime Organisation
ILUC	Indirect Land Use Change
IP	Internet Protocol
ITA	Integrated Transport Authority
ITS	Intelligent Transport Systems
JLAF	Joint Local Access Forum
JTWG	Joint Transport Working Group
KSI	(People) Killed or Seriously Injured (in road traffic accidents)
LAA	Local Area Agreement

Acronym	Meaning / Definition
LDF	Local Development Framework
LEP	Local Enterprise Partnership
LEZ	Low Emission Zone
LGA	Local Government Association
LHA	Local Highway Authority
LNR	Local Nature Reserve
LRA	Least Restrictive Access
LTP	Local Transport Plan
MP	Member of Parliament
MtCO$_2$ p.a.	Metric Tonnes of CO$_2$ per annum
NATA	New Approach to Appraisal
NCN	National Cycle Network
NEA	North East Assembly
NEAT	North East Active Travel
NEC	New Engineering Contract
NEET	Not in Employment, Education or Training
NEHAUC	North of England Highway Authorities and Utilities Committee
NESTI	North East Smart Ticketing Initiative
NGO	Non-Government Organisation
NHS	National Health Service
NHT	National Highways and Transport
NI	National Indicator
NIA	Newcastle International Airport
NO	Nitric Oxide
NO$_2$	Nitrogen Dioxide
NO$_x$	Nitrogen Oxides. Nitric oxide (NO) and nitrogen dioxide (NO$_2$) are together commonly referred to as NO$_x$

Acronym	Meaning / Definition
NMU	Non-Motorised User
NSRI	Northumbria Safer Roads Initiative
OAS	Overarching Accessibility Strategy
ODPM	Office of the Deputy Prime Minister (now CLG)
ONS	Office for National Statistics
PCT	Primary Care Trust
PHV	Private Hire Vehicle
PM	Particulate Matter
PM$_{2.5}$	Particulate Matter < 2.5μm
PM$_{10}$	Particulate Matter < 10μm
PPPs	Policies, Plans and Programmes
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PROW	Public Rights of Way
PSA	Public Service Agreement
PSV	Passenger Service Vehicle
PTE	Passenger Transport Executive
PTP	Personalised Travel Planning
PTW	Powered Two Wheelers
QA	Quality Assurance
RED	Renewable Energy Directive
RIGGS	Regionally Important Geological and Geomorphological Sites
RNIB	Royal National Institute of Blind People
ROWIP	Rights of Way Improvement Plan
RSS	Regional Spatial Strategy
RTPI	Real Time Passenger Information

Acronym	Meaning / Definition
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
SNCI	Site of Nature Conservation Importance
SOA	Statement of Action
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STDT	Sustainable Travel Demonstration Town
STP	School Travel Plan
SUDS	Sustainable Drainage Systems
TADU	Traffic and Accident Data Unit
TAG	Transport Analysis Guidance
TAMP	Transport Assessment Management Plan
TaSTS	Towards a Sustainable Transport System
TEMPRO	Trip End Model Presentation Program
TPM	Transport Planning Model
TRO	Traffic Regulation Order
TS	Target Standard
TTSI	Travel To School Initiative
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organisation
UTC	Urban Traffic Control
UTMC	Urban Traffic Management and Control
VMS	Variable Message Signs

Acronym	Meaning / Definition
WAV	Wheelchair Accessible Vehicle

Consultation summary

Appendix C Consultation summary

Organisations contacted as part of the consultation on the draft LTP3:

1NG Limited

Access for All

Age Concern Gateshead

Age Concern North Tyneside

Age Concern Sunderland

Age UK North Tyneside

ALCAN

Altonaid Mobility Ltd

Arriva North East (DB Regio)

Arthurs Hill Asian Residents Association

Association for North East Councils

Association of Train Operating Companies

Automobile Assocation

Becoming Visable Communication

Bensham Hospital

Better Days

Blakelaw Pensioners Group

BME Research Project

BNG

British Horse Society

British Motorcyclists Federation

Business & Enterprise North East

CE Electric Uk

CECA North East

Cherry Knowle Hospital

Children and Young People

City of Sunderland Council Social Services

City Region Region Third Sector Focus Group

Cobalt Business Park

Community Transport Association

Compact for Race Equality in South Tyneside

Confederation of British Industries

Confederation of Passenger Transport UK

Council for the Disabled

Country Landowners Association

CPRE Regional Office

CURDS, Newcastle University

Cyclists Touring Club

Deaf Action Group

Department of Social Security

DFDS Scandinavian Seaways

Disability Action North East

Disability Gateshead

Disabled Persons Transport Advisory Committee

Durham County Council

Durham University

Durham Wildlife Trust

East Coast Railways

Eastend Alliance

Eldon Square Centre Manager

English Heritage North Region

Environment Agency

Equalities and Human Rights Commission

Equality North East

Federation of Small Businesses

Felling Jobcentre

First Transpennine

Freeman of Newcastle upon Tyne

Freight Transport Association

Friends of the Earth

Gateshead and South Tyneside Sight Service

Gateshead Access Panel

Gateshead College

Gateshead community network

Gateshead Council on Disability

Gateshead Health NHS Trust

Gateshead Older People's Assembly

Gateshead PCT

Gateshead Youth Assembly

Go Ahead North East

Government Office North East

Guide Dogs

Harlow Jobcentre

Health and Safety Executive

Help the Aged

Henshows Society for Blind People

Highways Agency

Home Builders Federation

Homes and Communities Agency

Jarrow Jobcentre Plus

Jewish Community Services (North East)

Job Centre

Killingworth Town Centre

Learning Disabilities Federation

Living Streets

Metrocentre Manager

Metrocentre: Capital Shopping Centres

Monkton Hall Hospital

Monkwearmouth Hospital

Motorcycle Action Group

National Express Group

National Federation of Women's Institute

National Trust

Natural England

Network Rail

Newcastle and North Tyneside Health Authority

Newcastle and North Tyneside District Office

Newcastle College

Newcastle Community Empowerment Fund

Newcastle Council for Voluntary Service

Newcastle Deaf Centre

Newcastle Deaf Link

Newcastle Disability Forum

Newcastle Elders Council

Newcastle International Airport

Newcastle Nuffield Hospital

Newcastle PCT

Newcastle Society for Blind People

Newcastle University

Newcastle Voluntary Sector Youth Forum

Newcastle Youth Parliament

NHS North of Tyne

Nissan

North East Chamber of Commerce

North East Civic Trust

North East Combined Transport Activists Roundtable

North East Environmental Network

North East NHS

North East Strategic Health Authority

North of England Refugee Service

North of Tyne PCTs

North Shields Chamber of Commerce

North Tyneside Coalition of Disabled People

North Tyneside Disability Forum

North Tyneside Older Peoples Forum

North Tyneside PCT

North Tyneside Voluntary Organisations Development Agency

North Tyneside Youth Council

North Tyneside Youth Parliament

Northern Business Forum

Northern Disability Arts Forum (NORDAF)

Northern Gas Networks Limited

Northern Rail

Northern Way

Northumberland Care Trust

Northumberland Care Trust

Northumberland County Council

Northumberland Wildlife Trust

Northumbria Ambulance Service NHS Trust

Northumbria Police

Northumbria Tourist Board

Northumbria University

Northumbrian Water

One North East

Pallion Jobcentre

Palmer Community Hospital

Parkinsons Disease Society

Physical Disability Alliance

Port of Blyth

Port of Sunderland

Port of Tyne Authority

RAC Motoring Services

Rail Freight Group

Railfuture North East

Ramblers Association

Riverside Young Voices Project

Road Haulage Association

Roadlink (A690 Ltd)

RSPB

Ryhope General Hospital

SENRUG

Sensory Support Team

Sensory Support Unit

Shopmobility Limited

Sight Service

Skills Funding Agency

Smarter Choices

South Shields Jobcentre Plus

South Tyneside College

South Tyneside Council on Disabilities

South Tyneside District Hospital

South Tyneside NHS Foundation Trust

South Tyneside PCT

South Tyneside Visually Imparied Council

South Tyneside Young Peoples' Participation

Southwick Jobcentre

Spire Washington Hospital

Sport England

Stagecoach

Sunderland Arc

Sunderland Civic Society

Sunderland College

Sunderland Council for the Disabled

Sunderland Deaf Society

Sunderland Disability IAG

Sunderland District MS Society

Sunderland Eye Infirmary

Sunderland Jobcentre

Sunderland Residents Federation

Sunderland Royal Hospital

Sunderland Society for the Metally Handicapped

Sunderland Teaching PCT

Sunderland Voluntary Sector Youth Forum

Sunderland Youth Parliament

Sunderland Youth Parliament

SUSTAINE

Sustrans

Taxi and Private Hire Liaison Group

Tees Valley Joint Strategy Unit

The Access Project

The Bridges Shopping Centre

The Grange

The Gypsy Council

The Woodland Trust

Transport Newcastle, Newcastle University

Transport Planner Cobalt

Tyne and Wear Chamber of Commerce

Tyne and Wear City Region

Tyne and Wear Fire Authority

Tyne and Wear Local Access Forum

Tyne and Wear Sport

Tyne Metropolitan College

Tyne Port Users Association

Tyne Valley Community Rail Partnership

Tynebikes

Tynegate Precinct Jobcentre

UK Land

University of Sunderland

VONNE - Voluntary Organisations Network North East

Wallsend Pensioners Association

Wallsend Peoples centre

West End Community Development committee

Youth Participation

Youth Voice Organisation

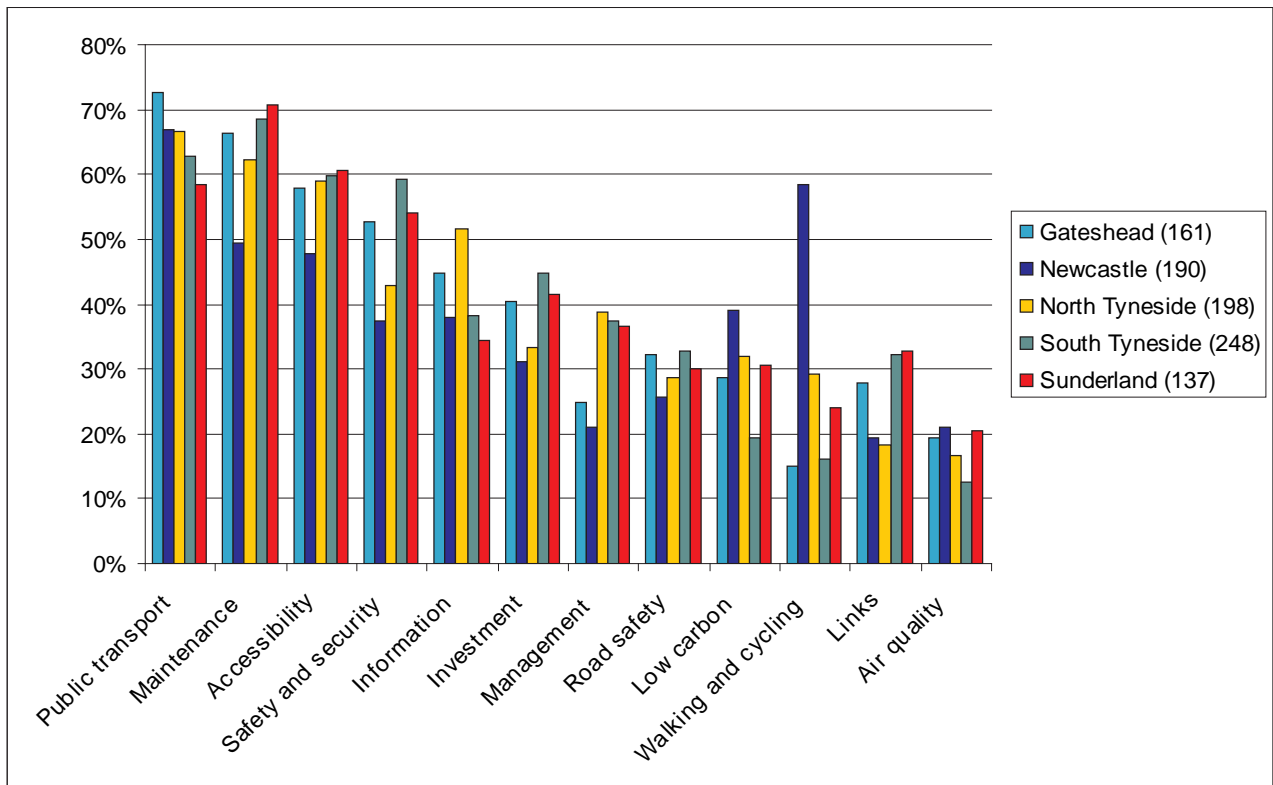**Figure C.1 Transport priorities of questionnaire respondents by local authority**

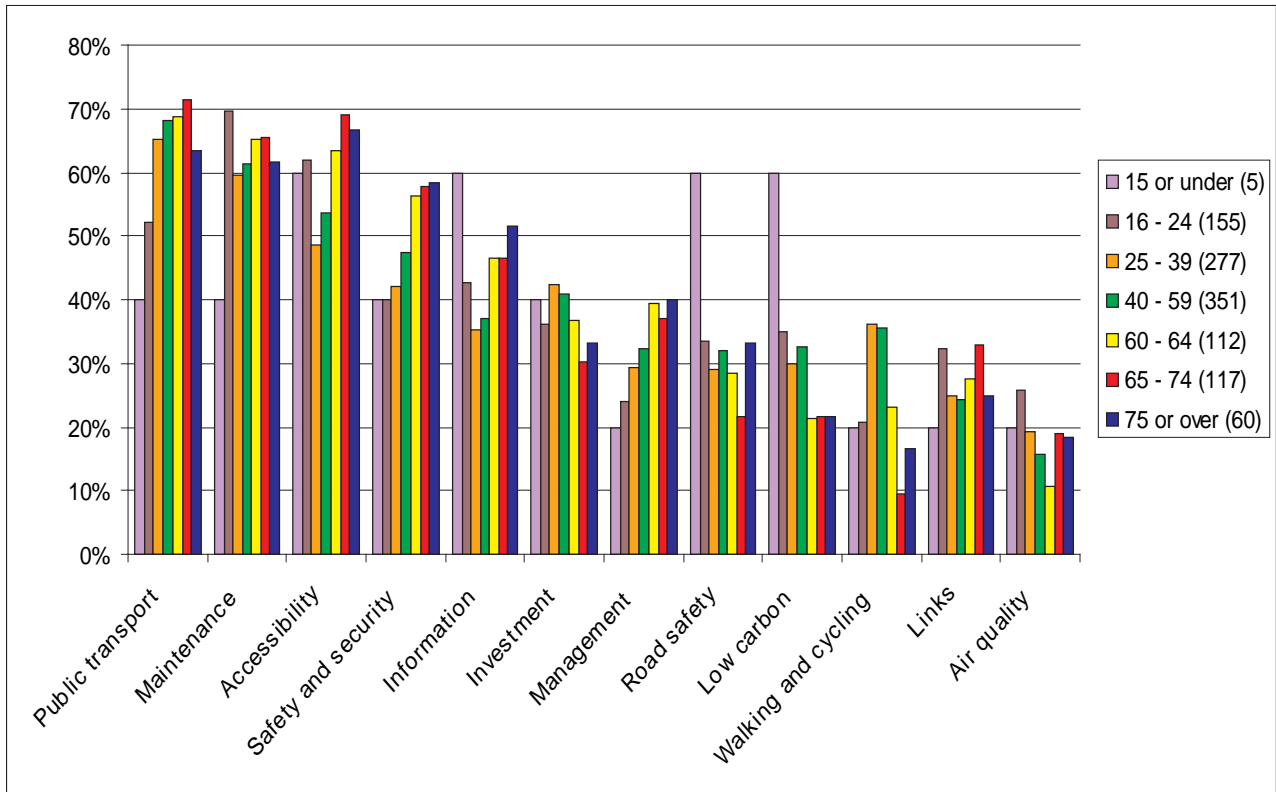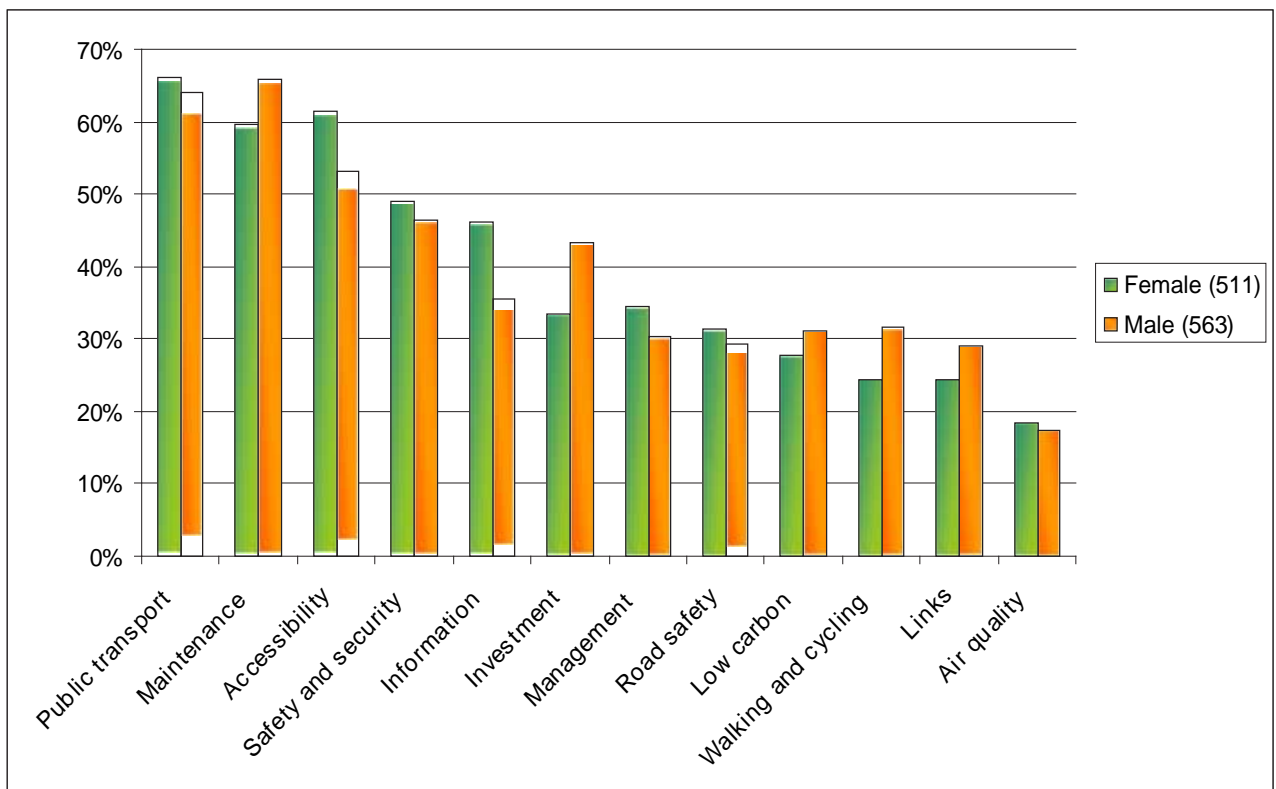**Figure C.2 Transport priorities of questionnaire respondents by age group**

Figure C.3 Transport priorities of questionnaire respondents by gender

General Comments on the Strategy and Delivery Plan

- There should be a more joined up link between the policies in the strategy, and they should fit better with the delivery plan and funding.
- There needs to be more consistency between the different delivery plans.

Public Transport

- All forms of public transport need to be made safer and more secure for all of their users.
- More accurate information needs to be provided to the public on expected waiting times, delays and likely journey times, in both visual and audible formats.
- Measures should be taken to ensure taxis and private hire vehicles become an integrated part of the public transport provision.
- Local rail services need to be improved and consideration given to opportunities to progress Community Rail Partnerships.
- Improvements are required for people with disabilities, as well as older people and those who are partially sighted in terms of accessing and egressing services.

Maintenance

- The highways infrastructure needs to be better maintained, including roads, pavements and bridges.

Accessibility

- Enhancing accessibility to key services and amenities is important, particularly from deprived / rural areas where there may be inadequate services currently available.
- UTMC should be used to aid disabled people's access to the urban environment and infrastructure.
- Shopmobility is vital and should be funded through the LTP.

Integration

- More focus should be given to the integration of transport modes, particularly to key destinations.
- This includes linking the times of different services and providing cycle parking at public transport interchanges and at key destinations such as local shopping centres, health surgeries and clinics, hospitals, cinemas and theatres.
- Specific reference is given to allowing cycles to be taken on Metro.
- Park and Ride sites need to be more accessible for people with disabilities.

Links with land use planning

- Links between transport and land use planning should be improved, particularly in terms of accessibility, car parking and road safety.
- A detailed examination of current and future land use planning requirements is required and how they may require changes in the transport network.
- Developments should be promoted which lead to higher levels of walking, cycling and public transport use.

Congestion

- There are concerns that getting school children to use peak time bus services could result in increased congestion as adults decide to travel by car instead.

Road Safety

- Road safety should be strengthened within the plan.
- Home Zones should not be promoted as they are problematic and dangerous for sensory-impaired people who cannot see or hear vehicles approaching, or from which direction.

Active Travel

- The plan should give more priority to the needs of pedestrians and cyclists, which should be demonstrated through increases in funding.
- To encourage more active travel, there should be public realm improvements.
- There need to be more audits to find out the impacts of transport initiatives on pedestrians and cyclists.
- Employers should be encouraged to take up travel plans and the LTP should advise how this will be done.

Highways Enforcement

- There should be more effective and proactive enforcement against illegal parking (including coaches and lorries) and driving over legal speed limits.

Parking

- Parking charges should be at a reasonable level and should give some consideration to meeting economic growth objectives for Tyne and Wear.
- Parking facilities need to better meet the requirements of people with disabilities, such as by providing parking bays which can be accommodated by wheelchair accessible vehicles, and improved parking infrastructure, including signage.

Freight

- More reference should be given to freight in the delivery plan.

Climate Change / Air Quality

- Climate change mitigation through transport should be given more priority. This is necessary as, if European Union air quality targets are not being met, in the near future fines may have to be met by the local authorities where this is an issue rather than by central government.

Electric / Hybrid Vehicles

- Electric and hybrid vehicles can be a real danger to people with sensory impairments as they are so quiet when they are moving.
- Charging points for electric vehicles should be designed to be accessible for vehicles driven by Blue Badge holders, and they should also be available for use by mobility scooters and powered wheelchairs.

Rights of Way Improvement Plan

Appendix D Rights of Way Improvement Plan

D.1 The Context of the Rights of Way Improvement Plan

ROWIP1

In 2007 the Tyne and Wear authorities produced a Rights of Way Improvement Plan (ROWIP1) in accordance with sections 60 and 61 of the Countryside and Rights of Way Act 2000. It was produced on a joint basis by the five authorities to tie in with the Local Transport Plan. In its preparation, extensive market research and consultation captured in great detail the context and priorities for the local access network in Tyne and Wear. The document was appended to the Tyne and Wear 2006 - 2011 LTP2, and won two of eight National ROWIP Awards in 2008.

ROWIP2

This section of LTP3 for Tyne and Wear is designed to outline public rights of way management priorities for Tyne and Wear in an accessible format, capturing Tyne and Wear wide and authority specific priorities from 2011 - 2021. It outlines the broad policy priorities for Tyne and Wear, and authority specific action plans are contained in the Delivery Plan (to facilitate annual update).

ROWIP2 should be seen in tandem with the ROWIP1 documents. ROWIP1 is still valid to run until 2017, and still provides a valuable reference, outlining in detail the origins, changing context, role and priorities for the PROW network, as identified through very extensive market research and consultation. With a requirement for the production of LTP3 by April 2011, it is opportune to fully combine the two documents to maximise integration of developments to the local highway network.

ROWIP2 forms part of the national and sub-regional policy matrix, but does not replicate the content of other related policy and strategy documents. It defines how access can and should be developed at a local level.

D.2 The Context of Public Rights of Way

In urban areas and their surroundings, the distinction between what have historically been branded 'public rights of way' and the broader 'adopted highway' network has diminishing relevance. In areas such as Tyne and Wear, large proportions of both networks offer indistinguishable opportunities for providing local access to meet core modern priorities for low carbon, equitable and physically active travel opportunities. Adapting the local access network to provide viable high quality connections for car-less travel between residential and work, retail and recreational areas has been a priority in LTP1 and LTP2, but it takes on a new level of importance with LTP3.

National economic constriction

National economic constriction since 2008 has increased the need for the provision of low cost and car-less travel options. The drive for more physically active lifestyles for better national health and associated reductions in health care costs will also benefit from a high quality and comprehensive local access network for non-motorised travel. Reducing the social, environmental, congestion and economic impact of day to day travel is a priority for a range of quality of life reasons, particularly for those living close to arterial parts of the highway network, as well as for broader carbon emission reduction and sustainable travel objectives.

DaSTS goals

The key priorities for the Tyne and Wear PROW network dovetail fully with LTP3 goals for 'Developing a Sustainable Transport System' (DaSTS goals). They provide for supporting economic growth, tackling climate change, promoting equality of opportunity, contributing to better safety, security and health, and improving quality of life. Framing travel options development around these five target areas will contribute to other core priorities for the authorities including better social inclusion, durable economic activity and growth, and providing for healthier lifestyle choices.

Town planning and travel options

Town planning regulation in favour of mixed use developments, which reduce the distance people need to travel to connect home, work, shopping and recreation areas, will mitigate the trend towards geographical mobility for day to day living. However in Tyne and Wear as with all areas of the country, demand for public highway facilities for travel within and beyond the local area will continue to grow as people access services, education and work. Developing a comprehensive high quality pedestrian and cycle route network to meet modern requirements will provide for much of this expressed demand. In addition, by developing a local non-motorised access network which is accessible, attractive and well maintained, latent and new demand can be unlocked. This will contribute to key LTP3 priorities of modal shift and congestion reduction, with associated carbon emissions reduction and improved air quality. The partnership between the Tyne and Wear authorities in transport planning and provision provides an excellent framework for developing a local access network which seamlessly caters for travel demand which transcends the local authority boundaries.

Route function and branding

Traditional distinctions made between 'utility' and recreational access routes are no longer relevant to most urban and urban fringe locations, where most routes perform both recreational and utility functions, connecting people from home to work, services and study. Increased physical activity is a requirement for a healthier society, as well as a priority for moving towards a more sustainable transport and travel structure. In Tyne and Wear, seven routes on the National Cycle Network (1, 7, 10, 11, 14, 20 and 72) are promoted as long distance recreational routes. However whilst they do draw a significant and valuable tourism market into the area, they principally perform a local economic stimulus function, providing arterial access corridors to work, services and study. In Tyne and Wear investment in the cycle network has been coupled with impressive cycle growth rates.

PROW and the cycle network

Much of what has been developed as 'the cycle network' in Tyne and Wear equally provides a high standard local access facility for pedestrians including blind, partially sighted and those with restricted mobility. The use of bridleways for cycle network development, and a presumption that new routes where there is a likelihood of demand will also be available for equestrians, has brought a significant improvement to the local equestrian network, both in terms of extent and condition. However there is still much work to do to develop a local access facility that fully meets modern requirements.

Multi-functional routes

The development of multi-functional routes directly supports a range of other basic duties in relation to 'recreational' PROW. The statutory duties relating to legal definition and route protection and maintenance for these remains, protecting the health, quality of life, tourism, heritage access, and respite opportunities these provide. In particular, maintenance and development of access to 'honey pot' sites such as country parks, elevated points, riverside and coastal paths, and routes and areas of local historical significant remains a priority.

D.3 Consultation Backing for Identified Priorities

Preparatory to ROWIP1 the Tyne and Wear authorities carried out extensive research and consultation, which still provides valuable guidance on priorities for ROWIP2. Much has been achieved since the 2007 adoption of ROWIP1, but the core themes and some specifics remain valid, principally because the research was carried out with the potential 10 year ROWIP plan life in mind. ROWIP1 could run to 2017, but fully integrating it into LTP3 is appropriate as outlined in Part 1.

ROWIP1 strong consultation backing

The principal consultation process for ROWIP1 during 2007 targeted a range of sub-groups and brought 1,622 responses. 1,459 were received from network users, 70 from organisations with an interest in outdoor access, 41 from land managers, 32 from elected members across Tyne and Wear, and 20 from businesses. This process followed 'network priorities' consultation with the Joint Tyne and Wear Local Access Forum (JLAF) membership in 2004 and 2006, spanning two rounds of LAF membership. The JLAF was then instrumental in screening the

draft ROWIP1, which won the national award for their involvement. The Tyne and Wear authorities won the second national ROWIP award for the equestrian elements, the production of which was substantially assisted by JLAF members. It was also nominated for 'Best Cycling' content. In 2003-04 the Tyne and Wear authorities participated in a pilot ROWIP programme with the then Countryside Agency, gaining £20,000 for market research of use and demand for PROW in Tyne and Wear, providing a valuable summary of public views on network priorities.

In accordance with the Statutory Guidance, priorities identified in ROWIP1 were presented as a Statement of Action. This identified 8 fields of improvement with 28 associated action areas. The ROWIP2 priorities outlined below cater for the priorities identified for ROWIP1, with additional elements and precision.

D.4 Network Extent and Composition

In accordance with the *Rights of Way Improvement Plan Statutory Guidance to Local Highway Authorities in England* (DEFRA 2002), this ROWIP is concerned with a broad 'local access network'. This encompasses definitive map public rights of way, the wider cycle network, routes on local authority owned land, paths through parks with unrestricted access, and a broader network connecting local destinations, which, knitted together with neighbouring similar networks as an integrated facility, provides the longer distance regional and national network. This principle is key to modern network planning, under which highway authorities work with neighbouring authorities to provide an 'edge free' national access facility. To this end, the joint working between the five Tyne and Wear authorities for local transport planning and for purposes of the Joint Tyne and Wear Local Access Forum enables exemplary results. Partnership working with the adjacent county authorities of Durham and Northumberland has enabled the development of continuous route connections throughout the region and beyond.

The composition of the definitive public rights of way, cycle and 'other' network in Tyne and Wear is summarised in Table D.1 'Lengths of route in Tyne and Wear':

Table D.1 Lengths of route in Tyne and Wear

Elements. Lengths in kilometres.	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
Footpath	172	67.8	57	46	115
Bridleway	43	26.7	47	17	48
Restricted byway	21	10	1	2	6
Byway open to all traffic	0.5	-	-	0.5	-
Cycle Network (mapped as at 2010)	329	301	333	164	320

In addition to the networks detailed in the above table, significant additional lengths of local access network are available on council-owned / dedicated routes and through parks with unrestricted access. Formally recording these networks on the definitive map is an identified priority under SOA3.

D.5 Statutory Functions

The Tyne and Wear Local Authorities perform a range of statutory functions in relation to the public rights of way network. These arise from being the local authority, and from being the Local Highway Authority (LHA). The duties principally include:

- maintaining the legal record of the network[48],

- administering diversions extinguishments and additions to this[49],

- facilitating, whilst also minimising, temporary closures for works and public safety [50],

- maintaining statutory registers[51],

- inspecting and maintaining the maintainable elements of the network (most of it),

- enforcing protection from obstruction and encroachment, and

- Integrated Transport Authority functions (the Local Transport Plan).

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48 s.53 Wildlife and Countryside Act 1981 to keep the definitive map and statement under continuous review; s.57 of the W&CA1981 to consolidate the definitive map
49 Highways Act 1980 and Town & Country Planning Act 1990 public path orders, Highways Act 1980 Magistrates Court Orders
50 S.31(6) Highways Act register of landowner declaration 'this is my land, I accept such routes are highway, I don't intend to dedicate any others'
51 Sch.14 Wildlife & Countryside Act 1981 register of formal applications for changes to the definitive record of PROW on the basis of evidence.

In addition to this the authorities perform a range of advisory and administrative roles. These assist network users, property owners and developers with knowing where the statutory network is, understanding their obligations towards routes interfacing with private land and developments, and pursuing changes to the network to facilitate their respective interests.

Recent legislation has introduced additional duties and procedures related to managing crime and antisocial behaviour affecting routes[52] , and facilitating an advisory / consultee Local Access Forum[53]. Coastal authorities (including North Tyneside, South Tyneside and Sunderland) will have a key role to play in assisting Natural England with its duties to implement the English Coast Path[54], and authorities with relevant 'mountain, moor, heath, down, commons and village greens' have a key role to play in administering Open Access arising from the 2000 Act. The coastal and open access elements are roles performed in partnership with Natural England.

The Tyne and Wear authorities do not have direct responsibilities in relation to trunk roads, but will continue to work with the Highways Agency on important interfaces between trunk roads and those managed by the local authorities, such as non-motorised user (NMU) crossing points and adapting the PROW network where developments to the trunk road network require this.

D.6 Statutory Prerogatives

Alongside the statutory functions outlined D.5 'Statutory Functions', local highway authorities have a range of prerogatives to pursue improvement and development of the network. As well as the general power of improvement provided for by s.62HA1980, Rights of Way Improvement Plans, Local Transport Plans, and Local Development Frameworks will provide the principal localised guidance for this from 2011 - 2021. The Disability Discrimination Act 1995 provides an imperative to improve the accessibility of the local access network through 'reasonable adjustments' during general maintenance or as the sole purpose.

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52 Special Extinguishment and Diversion Orders arising from Schedule 6 of the Countryside and Rights of Way Act 2000; Gating Orders arising from Part 1 of the Clean Neighbourhoods and Environment Act 2005.

53 s.90-95 of the 2000 Act

54 Part 9 of the marine and Coastal Access Act 2009

D.7 Definitive Map and Statement and Legal Definition

During the course of ROWIP2, the Tyne and Wear authorities will seek to consolidate the legal record of PROW into a single up to date record in each authority. This will conclude for Tyne and Wear the national picture of records comprising constituent parts from a range of origins and dates, subject to up to 50 years of legal event changes. In particular all definitive map paths and paths on Council owned land will be legally defined, and where they are PROW, included in the definitive map. This will include paths through parks and other open spaces with unrestricted access, which by definition of public construction and constant availability are PROW. Definitive map consolidation will also take into account the potential impact of section 53 of CROWA2000 on adopted highway footpaths. Currently footpaths (and bridleways) created before 01.01.1949, which are not recorded on the definitive map by 01.01.2026, will be extinguished.

Legal definition should be taken to mean the definitive map and statement, a PROW asset register of network and point infrastructure, and maintenance responsibility.

Where **point infrastructure** on the ground differs from the definitive statement, it will be classed as irregular, and owners will be invited to apply to regularise or remove it. Approval will be conditional on the structure allowing safe and easy access for all plausible lawful path use, and satisfaction of the statutory tests for s.147HA1980 structure authorisation. See also OAS 2 'Point Barrier and Steps Audit'.

Accessible records. The purpose of consolidating the legal records and a PROW asset register is to make the records properly accessible for all with a professional or private interest in PROW in Tyne and Wear. As information technology systems are established for public access to a digital definitive map, the authorities will consider making jointly available other related data which is not required to be on the definitive map, including permanent and temporary traffic regulation orders affecting PROW, formally claimed routes, and formally proposed changes to the network. Digital formats will be prioritised, with printed versions made available at appropriate locations. Liaison with neighbouring authorities will seek to optimise data compatibility so that combined on-line presentation, particularly of PROW route data, remains a viable future option.

D.8 Development Control and Planning

Planning Policy Guidance Notes and Statements present a sound basis for securing enhancement to the local access network through the planning process. They lay out principles and standards to be adhered to in terms of the permeability and stopping facilities of developments. They also define the basis on which local authority development control can and should require the provision of new access infrastructure as part of developments, where the these are necessary to the development. In particular, PPS3 sets out the requirements in respect of access, movement and parking, and PPG17 advocates Town and Country Planning Act s.106 agreements between local authorities and developers for improving the local access facility with new or improved routes in association with development. Other PPG and PPS notes with particular relevance to multi-modal NMU access include PPS1, PPS4, PPS7, PPS12 and PPG13. At the time of writing, the impact on Planning Policy of the Decentralisation and Localism Bill, announced in the Queens Speech on the 25th May 2010, remains to be determined. Notwithstanding this, the five authorities will apply whatever form of policy can be used to reasonably require development to include access elements necessary to their success, and to cater for anticipated growth or changes to pressures on existing access infrastructure.

In line with SOAs 11, 27 and 28 in Table D.2 'Statement of Action', staff in Tyne and Wear will assist respective planning authorities in the provision of appropriate advice to applicants for planning permission, regarding their interface with PROW at pre-application, application and implementation stages. Planning Guidance Notes for minor and major applications produced in October 2008 under ROWIP1 will continue to be made available, and updated as necessary.

The emerging Local Development Frameworks in the five authorities will contain additional policies supporting the development of Green Infrastructure pedestrian, cycle and multi-user routes.

D.9 Economic Constriction, Social Inclusion and Affordable Local Travel

With economic constrictions and associated budget reductions since 2008 and particularly following May 2010 elections, a new level of tactical investment is necessary to get maximum results from reduced budgets. On the basis that low cost sustainable route options for pedestrian and cycle travel is more universally affordable than car travel, five key **Economic Constriction Responses** (ECR) to this will be employed to mitigate the effects of budgetary constriction and the potential for this to assist with reducing social exclusion:

ECR 1

NMU network developments which provide quality access from residential areas to education, employment, and service hubs will be prioritised in areas of higher indices of multiple deprivation including higher unemployment and lower car ownership.

ECR 2

New short NMU links and tackling point obstructions to routes which otherwise provide valuable connections will be prioritised.

ECR 3

Adapting facilities along arterial congestion corridors to better provide for NMUs will be prioritised (see D.12 'Congestion and Opportunity Corridors').

ECR 4

Where longer new NMU connections would normally be finished with bitmac, they may be built with compacted stone to sufficient depth for supporting a bound surface at some stage in the future.

ECR 5

Urban quiet road advisory route signing – to reduce psychological barriers and promote cycling as an option. This signing will benefit pedestrian access as well.

These responses will contribute to improved social inclusion, better access to employment where this is most needed, and to facilitating economic growth and urban regeneration.

D.10 Target Standards for the Network

When mandatory, the BV178 performance indicator for PROW was an annual assessment of whether the network in an authority area was easy to find, follow and use. A best practice assumption for the surveys was that paths should be of a standard suitable to anticipated use. To promote growth in use, standards also need to be suitable for the latent and un-tapped market. The following path characteristics are critical to such assessment, and define **target standards** for the whole of the network in Tyne and Wear.

TS 1

Signage

Clear and consistent, destination and distance (**(55)**), suitable way-marks en-route

TS 2

Structures

Safe, strong, and suitably accessible to all plausible legitimate use

TS 3

Surface

Definitive and/or adequate path width suitably smooth, profiled and durable

TS 4

Vegetation

Managed, path kept clear of obstructive up-growth, weeds and overhang

TS 5

Drainage

Profile water shedding, discharge channels and storage features maintained

TS 6

Deposits

Planned and reactive litter / glass / tipping clearance and enforcement

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55   destination and distance is not a statutory requirement, but is a best practice for optimum network utility

TS 7

Considerate Behaviour Enabled

Sight lines, passing width, dog / rubbish bins

TS 8

Anti-Social Behaviour Control

Access control barriers, police liaison, open to view

TS 9

Accessibility Optimised

Cross and long gradients optimised, steps to British Standard (BS) or removed

D.11 Overarching Accessibility Strategy

Within budget, the authorities will implement an **overarching accessibility strategy** to enhance the accessibility and attractiveness of the local access network, to optimise its contribution to the quality of life in the area. To do this the following principles will be applied in prioritising and delivering improvements, and when advising and steering land managers and developers. The principles outlined in the October 2008 'Guidance for Least Restrictive Access on Tyne and Wear's Rights of Way' provides additional detail regarding accessibility principles.

OAS 1

'Least Restrictive Access' Principles

The authorities will apply LRA to assessment and consideration of access gateways, favouring gap, then gate, then stile. Any new barrier consents will normally require structure designs to accord with British Standard 5709 (2006) where practicable.

OAS 2

Point Barrier and Steps Audit

An audit of all existing point barriers on the definitive PROW network will be carried out, confirming the status of all barriers in relation to the definitive statement, accessibility in relation to BS5709, and upgrade opportunities under strategic or local network review. This will be completed by August 2012, following which each authority will prepare a plan for regularising, removing or upgrading the barrier stock. This does not alter any ongoing or arising enforcement needs for unlawful obstructions. All flights of steps on PROW will be audited for need, and where steps are necessary, an assessment of need for edge highlight, grip strips or hand rail provision or improvements will be made. On equestrian steps platform length will be assessed.

OAS 3

Secure Point Barrier Accessibility Improvements or Removal

through agreement with land managers, conditions for new barrier installation whether gap gate or stile, and planning conditions for new paths in developments, where this can materially open up a route, such as one without inherent topographical barriers that require steps.

OAS 4

Consider up to 100% capital costs of replacing point barriers

on the PROW network in the case of stiles and gates where lawful structures require maintenance and are required, and where land managers could lawfully replace structures with ones that do not meet the preferred standards. The starting point for such considerations will be the LRA principle of critically assessing need for the structure, then gap, gate, stile.

OAS 5

Gradient Reduction Assessment

Where localised topography allows, re-profiling to reduce obstructive gradients will be considered, where this would materially improve accessibility.

OAS 6

Comprehensive Standards Review

for all current definitive map PROW by August 2013. Walked route audits will identify characteristics that compromise route quality in terms of accessibility and attractiveness, including features that contribute to 'psychological barriers' to use which if alleviated could contribute better to modal shift. This will inform production of an asset management master plan identifying path specific maintenance and development priorities, prioritised for delivery during the remaining 8 years of LTP3.

OAS 7

Connect sub-networks

for disproportionate network extension benefit. With economic constriction, cost effective extensions to the network available to user sub-groups can be achieved with short new links and route status upgrading. The best opportunities will improve connections between arterial NMU access routes, across linear severances such as roads or water courses, to access-cluster sites such as country parks, and to key trip generator sites, such as employment, retail and education hubs.

OAS 8

Upgrade or create at least one newly accessible route each financial year

in each authority area. Over the ten year life of LTP3 this would result in more than 50 newly accessible routes within Tyne and Wear where this is a principal objective. Coupled with the application of stringent accessibility standards for all new routes and reconstruction schemes, by 2021 the local access network in Tyne and Wear will be one of the more accessible in the country.

OAS 9

Interface with roads audited – crossings and links along

Where the course of PROW crosses a road or requires use of a short link along the side of a road to connect off-set PROW departing a road, a safety, convenience and need/opportunity for improvement audit will be carried out by August 2013. Assessment of opportunities to re-shape and better manage road verges will be carried out, in accordance with the ROWIP1 Equestrian Access Strategy, where this could materially improve the connectivity of the equestrian network. Where assessment confirms that key limitations on a particular route are the result of unlawful activity or obstruction, appropriate enforcement action will be applied to secure resolution.

D.12 Congestion and Opportunity Corridors

For key transport corridors which are also identified **congestion corridors** a non-motorised user alternatives (NMU) assessment will be carried out. Unless there are existing high quality off road route options such as National Cycle Network routes, and where these have a 'recreational version of directness', there will be a presumption in favour of provision for NMUs within key corridors with shared footway use, new provision on verges, and where available space and traffic volumes suit, cycle lanes. Where road space is restrictive, consideration will be given to advance stop lines where this could significantly improve necessary cross-flow permeability for cycles.

Where such provision is not practicable, during the course of LTP3 NMU alternative options will be identified, designed and cost-estimated by 2014, and developed pragmatically within budgetary constraints and in conjunction with broader congestion management plans outlined

elsewhere in LTP3. Where suitable, Green Infrastructure (GI) corridors as outlined in the emerging Local Development Frameworks, or routes identified in the Strategic Regional Cycle Network Plan may be selected where they can commodiously provide a suitable route option. Priority characteristics for selecting NMU alternative options for development include their connective qualities, directness, continuity and attractiveness.

Opportunity corridors are those where there is a known established demand for NMU provision but with no specific provision. These will typically be corridors connecting key trip generators to residential areas, such as significant employment, service and education sites. For example the A1290 corridor serving Nissan and associated supply companies and north-east Washington industrial estates, and the A183 corridor serving Chester Road shops, the Sunderland Royal Infirmary and Sunderland University. Provision in these corridors will be developed in conjunction with strategic corridor plans where these are under consideration. Opportunity corridors will be identified in the process of defining a strategic regional cycle network by December 2011, much of which will also serve as a strategic multi-modal NMU network.

Assessments preparatory to tackling congestion and opportunity corridors will form part of a broader assessment in mapping a **Strategic Regional NMU Access Network**, a priority under both the ROWIP and Cycling section of LTP3. The result will inform the development of Local Development Frameworks, and in particular authority Green Infrastructure Strategies. Where road corridors are considered, this will include assessments of road speed and available space, and verge qualities including maintenance and potential for smoothing of micro-topography.

D.13 Infringement Conciliation and Enforcement

Enforcement Concordat

In accordance with the central and local government **Concordat on Enforcement**, the Tyne and Wear authorities will exercise such enforcement as is expedient to the public interest in a fair and consistent manner. In doing so, the authorities will prioritise enforcement against highway infringements that significantly compromise public safety and the utility of public highway. Enforcement will also be prioritised against persistent offenders and infringements which are likely to develop further if not checked, such as vegetation encroachment. Where long standing built and residential obstructions are identified, the appropriate course of action will be determined on a case by case basis. In all cases there will be a presumption against network severance for one or several user sub-groups, against infringements likely to compromise the 'open and attractive' quality of a path, and where the infringement could serve to discourage the public from exercising their rights to use and enjoy paths through fear or being mislead.

Offence Avoidance

The most efficient 'enforcement' is **offence avoidance**, so a priority role will be advice to assist with compliance. Advice will be put clearly and simply and will be confirmed in writing where pragmatic or requested, outlining what and why any remedial work is necessary and in what time scale. The advice will confirm the legal basis for any required action, the legal context, and implications of non-compliance with requested actions. Advice and an opportunity

for discussion will be pursued prior to formal enforcement, unless immediate action is required in the interests of public safety or environmental protection. Where immediate action is required an explanation will be provided in writing to the known or suspected responsible party within 5 working days. Where relevant, appeal mechanisms will be outlined alongside compliance advice and enforcement notices.

The Tyne and Wear authorities will continue with or refine their respective approaches to PROW enforcement, in accordance with this statement, and in a manner that dovetails with their approach for the wider adopted highway network where this separately documented.

D.14 ROWIP2 Statement of Action

Table D.2 'Statement of Action' outlines priorities for ROWIP2. Priority Areas A-D concern background elements, and Areas E-H concern frontline elements. The breakdown of A-H is purely an administrative handle. This table applies to each authority, and authority specific implementation is further outlined in the LTP Delivery Plan.

Table D.2 Statement of Action

Area	Priority	Statement of action (SOA)
A	consolidate the records	1. definitive map anomalies documented (within and with adjacent LHA) 2. definitive map claimed routes determined 3. definitive map consolidation order – single accurate complete record 4. definitive map on-line 5. prow asset management plan within HAMP
B	work partnerships effectively	6. cyclical meeting minimised to necessary meetings 7. neighbouring authorities worked with on cross boundary issues 8. local access forum facilitated and consulted 9. government agencies and NGOs worked with as appropriate 10. police worked with to reduce crime and ASB connected to prow
C	stream-line prow service systems	11. prow advice notes (developer large & small, landowner, user)

Area	Priority	Statement of action (SOA)
		12. prow application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/Cr forms and guidance)
		13. on-line digital PROW records: definitive PROW, temporary and permanent TROs, and formal route claims and change applications
D	influence strategic planning to ensure access protection	14. local authority and national policy influenced to ensure appropriate treatment of prow
		15. LDF including GI strategy, emergent legislation
E	consolidate network maintenance	16. network inspection regime implemented
		17. network signage and way-marking audited and restored to standard
		18. vegetation management system (on track, verge, trees)
		19. deposit prevention and clearance systems (glass, litter, dog dirt, tipping)
		20. reconstruction triage plan
F	redress network deficit	21. Implement target standards detailed in Part 10 of ROWIP2 tactically, opportunistically, and apply them to all new routes where viable.
		22. strategic equestrian network mapped with equestrians and JLAF
		23. strategic cycle network mapped with cyclists and JLAF
		24. strategic pedestrian network mapped with pedestrians and JLAF
		25. accessibility improvements with all, and targeted, schemes
		26. pedestrian, equestrian, and cycle permeability improved
G	ensure development includes necessary access	27. assist planners and developers to ensure new network requirements arising through developments are met to the right standards through planning conditions, HA s.106, s.38, WACA s.278, T&CPA s.257

Area	Priority	Statement of action (SOA)
H	network protection	28. from unlawful obstruction and deterioration associated with land management, development, public utilities, and natural forces where practicable, by advice, enforcement and robust and innovative design.

Modelling results

Appendix E Modelling results

Table E.1 Modelled trip patterns in 2005 to urban centres

Trips to urban centres	To work	Non work	Total
Public Transport	48,580	103,563	152,143
Car	78,548	144,656	223,204
Total trips	127,128	248,218	375,347
Proportion by public transport	38.2%	41.7%	40.5%

Table E.2 Modelled trip patterns in 2005 to other destinations

Trips to other destinations	To work	Non work	Total
Public Transport	79,284	287,597	366,881
Car	443,020	1,272,311	1,715,332
Total trips	522,304	1,559,908	2,082,213
Proportion by public transport	15.2%	18.4%	17.6%

Table E.3 Modelled trip patterns in 2005 to all destinations

Trips to all destinations	To work	Non work	Total
Public Transport	127,864	391,160	519,024
Car	521,568	1,416,967	1,938,535
Total trips	649,432	1,808,127	2,457,559
Proportion by public transport	19.7%	21.6%	21.1%

Table E.4 Modelled average flows and speeds in 2005

Route Corridor	AM Peak		Inter Peak		PM Peak	
	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)
A1	8827	61.3	7987	72.1	8790	65.2
A19	7004	69.5	5483	82.2	6000	71
Average Radials	3221	41.9	2641	48.9	3274	43.1
Average All	2895	39.8	2408	46	2946	40.8

Table E.5 Modelled trip patterns in 2021 to urban centres

Trips to urban centres	To work	Non work	Total
Public Transport	46,576	119,697	166,273
Car	90,314	167,820	258,134
Total trips	136,890	287,517	424,408
Proportion by public transport	34.0%	41.6%	39.2%

Table E.6 Modelled trip patterns in 2021 to other destinations

Trips to other destinations	To work	Non work	Total
Public Transport	72,466	269,457	341,923
Car	495,687	1,404,231	1,899,918
Total trips	568,153	1,673,687	2,241,841
Proportion by public transport	12.8%	16.1%	15.3%

Table E.7 Modelled trip patterns in 2021 to all destinations

Trips to all destinations	To work	Non work	Total
Public Transport	119,043	389,153	508,196

Trips to all destinations	To work	Non work	Total
Car	586,001	1,572,051	2,158,052
Total trips	705,044	1,961,204	2,666,248
Proportion by public transport	16.9%	19.8%	19.1%

Table E.8 Modelled average flows and speeds in 2021

Route/Corridor	AM Peak		Inter Peak		PM Peak	
	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)
A1	10315	40.7	9089	49.9	9993	42.7
A19	8777	59.9	7326	82.3	8120	62.8
Average Radials	3778	36.2	3146	43.9	3803	37.4
Average All (incl. A19 and A1)	3342	35.1	2833	41.8	3371	36.5

Source: Tyne and Wear Transport Planning Model 3.1

List of policies for LTP3

Appendix F List of policies for LTP3

Category	Policy
A Maintenance	**Policy 7 'We will keep all our transport networks in good condition.'**
	Policy 25 'We will work to ensure delivery of the Metro Re-Invigoration project.'
B. Management	Policy 12 'We will seek to coordinate the provision and pricing of publicly-owned car parks. '
	Policy 13 'We will ensure that (in publicly-owned car parks) disabled parking bays are available.'
	Policy 14 'We will seek to identify suitable sites for off-road lorry parking provision. '
	Policy 15 'We will use a combination of engineering, education and enforcement to curb illegal (including pavement) parking.'
	Policy 17 'We will manage our networks to provide for the safe and efficient flow of travel by all modes.'
	Policy 35 'We will seek to increase the availability of Park and Ride sites.'
	Policy 37 'We will manage our networks to provide for the safe and efficient flow of freight, by road and rail, river and sea.'
C. Information	**Policy 1 'We will help people make informed travel choices by giving them accurate information.'**
	Policy 10 'We will continue to invest in and promote a range of Smarter Choices measures.'
	Policy 11 'We will seek to achieve greater uptake and delivery of effective Travel Plans. '
D. Walk and Cycle	**Policy 21 'We will give priority to and invest in walking and cycling.'**
	Policy 22 'We will seek to reduce car dominance in residential areas.'
	Policy 23 'We will continue to support the work of the Tyne and Wear Joint Local Access Forum.'
	Policy 26 'We will examine ways in which Metro can better accommodate the needs of cyclists. '

Category	Policy
E. Public Transport	Policy 20 'We will support the use of priority measures on key road corridors to encourage the use of sustainable modes.'
	Policy 24 'We will give priority to and invest in public transport.'
	Policy 27 'We will seek to increase bus use.'
	Policy 28 'We will seek to develop and improve local rail services.'
	Policy 29 'We will examine ways to develop the Cross-Tyne ferry service and keep options for other river-based transport services under review.'
	Policy 30 'We will examine ways in which hackney carriages and private hire vehicles can become a more integrated part of public transport provision.'
	Policy 31 'We will examine ways in which the community transport sector can become a more integrated part of public transport provision.'
	Policy 32 'We will examine how facilities for coaches and their passengers can be improved. '
	Policy 33 'We will examine how scholars travel services can be provided more fairly and cost-effectively.'
F Safety and security	**Policy 6 'We will enhance personal safety and security for all transport users.'**
G Road Safety	**Policy 2 'We will work to improve road safety.'**
	Policy 3 'We will seek to reduce road casualties.'
	Policy 4 'We will seek to curb excessive road speeds.'
	Policy 5 'Where there is support from residents and where resources permit, we will seek to introduce a 20 mph speed limit in residential areas.'
	Policy 36 'We will seek to deliver improvements to encourage responsible motorcycle use. '
H. Air Quality	**Policy 18 'We will seek to improve air quality.'**
I. Links	**Policy 40 'We will improve links to our airports, ports, rail and motorway system.'**
J. Low Carbon	**Policy 19 'We will support low-carbon transport initiatives.'**

Category	Policy
K Access	**Policy 8 'We will 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.'**
	Policy 9 'We will promote developments which reduce the need to travel, allow low car dependency and are accessible to existing walking, cycling and public transport networks or where effective new connections could be made to the existing sustainable transport network.'
	Policy 16 'We will encourage the development of Car Clubs.'
	Policy 34 'Where resources permit, we will seek to maintain current travel concessions.'
L. Invest	**Policy 39 'We will pursue major scheme investment to improve our transport networks.'**
M. Integration	Policy 38 'We will improve integration between all transport modes.'

Note: Policies in **bold** are those listed in the consultation questionnaire

Links to other documents

Appendix G Links to other documents

For further information on related documents such as Rights of Way Improvement Plan, Air Quality Progress Reports, Highways Asset Management Plans, Noise Action Plans and Sustainable Modes of Travel to School Strategies, contact the partners as follows:

Gateshead Council

Andrew Haysey, Gateshead Council, Civic Centre, Regent Street, Gateshead, NE8 1HH. Tel: (0191) 433 3124

Newcastle City Council

Gary MacDonald, Newcastle City Council, 10th Floor, Civic Centre, Newcastle upon Tyne, NE1 8QN. Tel: (0191) 277 8971

Nexus

Gordon Harrison, Nexus House, St. James' Boulevard, Newcastle upon Tyne, NE1 4AX. Tel. (0191) 203 3662

North Tyneside Council

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South Tyneside Council

Trevor Male, South Tyneside Council, Town Hall and Civic Offices, Westoe Rd, South Shields, NE33 2RL. Tel: (0191) 424 7666

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