



TYNE AND WEAR
INTEGRATED TRANSPORT AUTHORITY



Keep Tyne and Wear Moving

LTP3: The Third Local Transport Plan for Tyne and Wear

Delivery Plan 2011 - 2014

March 2011

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Part 1: Introduction

Introduction

Chapter 1 Introduction

1.1 Structure of 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:
- Strategy 2011 - 2021
 - Delivery Plan 2011 - 2014 (this document)
- 1.2** This Delivery Plan sets out priorities and plans over three years (April 2011 to March 2014) that address the priorities and targets set out in the LTP. The Delivery Plan also sets out what the arrangements are for overseeing delivery, managing risks and monitoring outcomes.
- 1.3** The Delivery Plan comprises three main parts:
- 1.4** **Part One** (Chapters 1 and 2) sets the scene including priorities for each district.
- 1.5** **Part Two** (Chapters 3 and 4) outlines level of resources for the next three years and partner plans for spend.
- 1.6** **Part Three** (Chapters 5 to 7) outlines our monitoring framework and risk management.
- 1.7** The Appendices comprise:
- A. Glossary
 - B. Acronyms
 - C. Rights of Way Improvement Plan Statements of Action
- 1.8** The Strategy (published separately) outlines the wider context of LTP3, the vision, objectives, challenges, interventions. The plans and policies set out in the LTP present a long term strategy (2011 - 2021) for the development of transport in Tyne and Wear.

1.2 Changes from Draft to Final

- 1.9** The main changes to the Delivery Plan document from the draft as published on 18 October 2010 to the final in March 2011 are outlined in Table 1.1 'Main changes from draft to final LTP3'.

Table 1.1 Main changes from draft to final LTP3

| Chapter | Change | Reason |
|-----------------------|---|--|
| 2 District priorities | Joint section for Newcastle and Gateshead | To better align with Joint Core Strategy |

| Chapter | Change | Reason |
|---|--|---|
| 3 Level of resources | <p>Level of block funding for 2011/12 - 2013/14 as published in Dec 2010 in place of indicative allocations published in July 2008.</p> <p>Text moved from 'outline allocation of resources' and Chapter 4 removed</p> <p>Inclusion of new sections on Local Sustainable Transport Fund and Regional Growth Fund</p> | <p>More up to date information on allocations available</p> <p>No longer need for draft chapter 4</p> <p>RGF Guidance published October 2010 and LSTF Guidance published January 2011</p> |
| 4 (was 5) Partner Plans | <p>Funding scenarios replaced by firm figures - split into consistent headings</p> <p>Detail of Nexus allocation to districts removed</p> | <p>More up to date information on allocations means scenarios no longer required</p> <p>Allocation to districts under review</p> |
| 5 (was 7) Performance Management | <p>Align monitoring with 12 main policies from Strategy.</p> <p>Baseline and trend data moved from Strategy</p> | <p>To better align monitoring with priorities</p> <p>To facilitate annual update</p> |
| 6 (was 8) Evaluation of policies and measures | <p>Only change is position in document</p> | <p>To improve flow of document</p> |
| 7 (was 6) Risk management | <p>Inclusion of LTP governance diagram and description</p> | <p>To inform</p> |
| Appendix A Glossary (new) | - | <p>To inform</p> |
| Appendix B Acronyms (new) | - | <p>To inform</p> |
| Appendix C ROWIP Statements of Action | - | <p>To inform</p> |

1.3 Review of Document

1.10 It is proposed to review the Delivery Plan on an annual basis.

District priorities

Chapter 2 District priorities

2.1 NewcastleGateshead

Introduction

2.1 This delivery plan sets out NewcastleGateshead's proposals for implementation of the overall strategy contained in the third Tyne and Wear Local Transport Plan (LTP3). It provides a three year investment plan which interprets and informs the overall LTP strategy with regard to:

- Local policy documents, and particularly Gateshead's sustainable communities strategy, Vision2030, and Newcastle's Sustainable Communities Strategy; and
- The particular spatial characteristics of NewcastleGateshead.

Local policy priorities

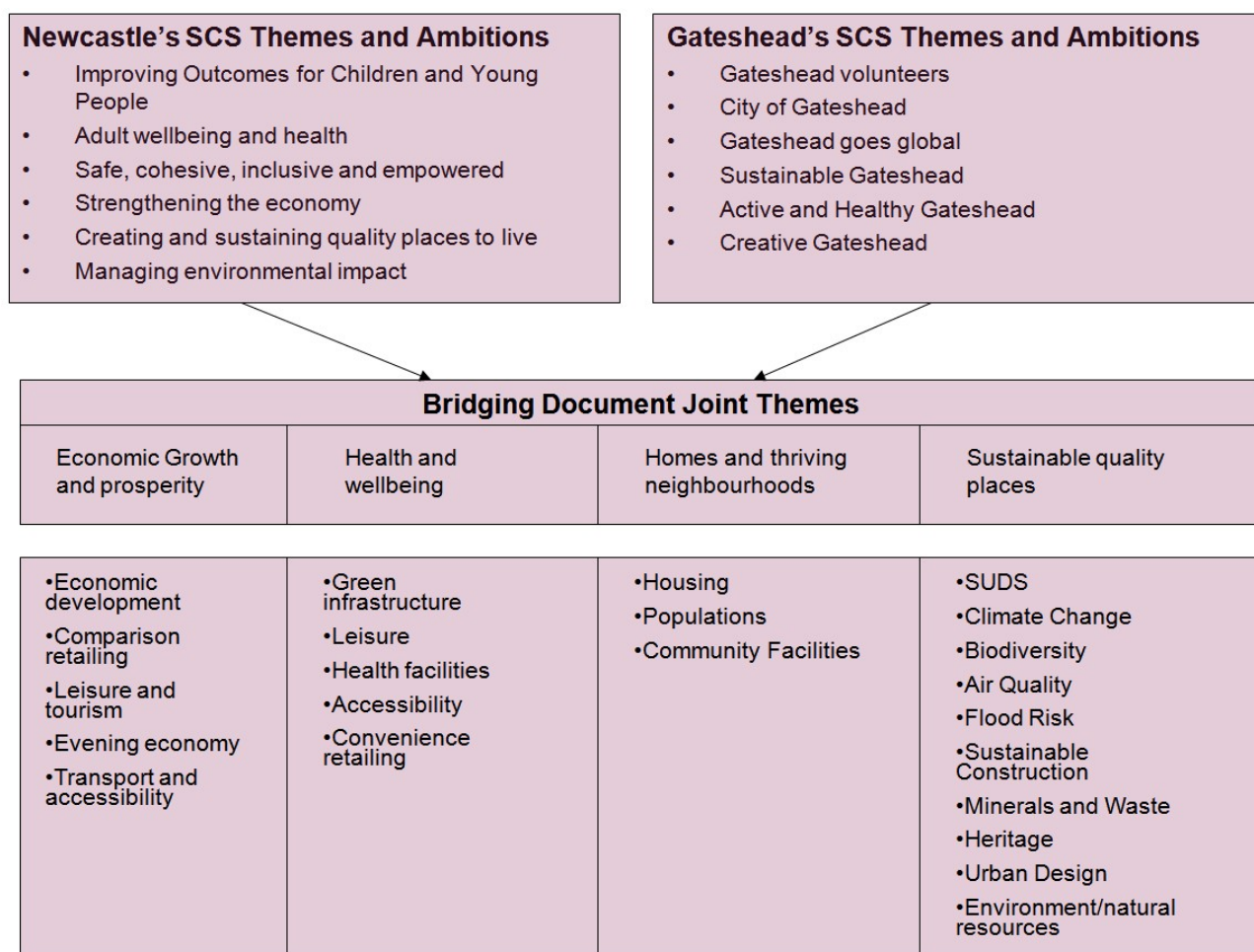
Developing Sustainable Cities – Bringing together the Sustainable Communities Strategy (SCS) of Gateshead and Newcastle

2.2 Following the commitment by both Gateshead and Newcastle Councils to continue our joint working for mutual benefit and pursue a joint Core Strategy it followed that we also needed to bring together our sustainable community ambitions. The Bridging Document articulates the shared vision and ambitions of both Gateshead's and Newcastle's SCSs (see Figure 2.1 'NewcastleGateshead Bridging Diagram').

2.3 The Bridging document aims that by 2030 NewcastleGateshead will be a place:

- of opportunity with a flourishing economy driven by science, creativity and innovation; and, a place recognised for and characterised by a highly skilled, inclusive working population.
- of high rates of emotional and physical wellbeing recognised for the opportunity to live healthy lifestyles; and, reduced inequalities.
- where people choose to live; that offers quality housing set in safe, attractive neighbourhoods with good access to employment, education, facilities and health care.
- that maximises the potential of its landmarks, environment, riverscape, townscape, heritage and culture - using these to inform standards for development across NewcastleGateshead.

Figure 2.1 NewcastleGateshead Bridging Diagram



2.4 This will be achieved through aligning the four key themes of the core strategies. In summary these are:

2.5 Economic Growth and Prosperity - A place of opportunity with a flourishing economy driven by science, creativity and innovation, a place recognised for and characterised by a highly skilled, inclusive working population allowing all communities to participate in the economy.

2.6 Health and Wellbeing - A place of high rates of emotional and physical wellbeing, delivered through encouraging and promoting healthy lifestyles and reducing inequalities across NewcastleGateshead.

2.7 Homes and Thriving Neighbourhoods - A place where people choose to live that offers a good range of quality housing set in safe, attractive neighbourhoods with good access to employment, education and health care.

2.8 Sustainable Quality of Place - A place that maximises the potential of its landmarks, environment, riverscape, townscape, heritage and culture - using these to inform standards for development across NewcastleGateshead.

- 2.9** Transport plays a major role in meeting the targets that are listed above. Through the derived nature of demand for transport, the networks that it enables are a key part of ensuring quality places. It is therefore integral that LTP3 works to maintain and develop this across NewcastleGateshead.

1PLAN

- 2.10** The 1PLAN is the first joint spatial and economic strategy for NewcastleGateshead. It sets out the context for economic regeneration in NewcastleGateshead over the next 20 years. It earmarks the transition to a knowledge based economy, and seeks to create an appropriate business environment for this. The 1PLAN will help shape the first Local Development Framework core strategy for NewcastleGateshead as well as the Local Investment Plan.
- 2.11** The plan details 4 'Big Moves' and 10 'Key Steps' to provide the framework for action, underpinned by an exciting placemaking strategy for the urban core. This details the practical actions that we are going to take over the next three to five years and the priorities for action to promote sustainable urbanism.

Transport Priorities

- 2.12** From the above the main priorities for investment in the short term will be:
- The promotion and improvement of sustainable travel; and
 - Effective maintenance of the existing network.
- 2.13** Both the above are seen as central to supporting the priorities of both Gateshead and Newcastle in terms of improving the environment, regeneration and health. In addition road safety issues will remain important given their particular significance in terms of the health agenda.
- 2.14** In the longer term a more effective approach towards managing congestion will also be important in supporting the above priorities. Measures such as road pricing/tolling may additionally have a role in the funding of major initiatives and investment proposals.

Spatial priorities

- 2.15** The framework for future spatial development within NewcastleGateshead is provided by the emerging Local Development Framework (LDF). The Core Strategy for this is being prepared jointly between Gateshead and Newcastle. This provides the opportunity to consider land use and transport in a co-ordinated fashion especially in and around the City Centre/Quays and river crossings.
- 2.16** The LDF approach to transport is built around a vision of a connected, accessible, low carbon borough where:
- Low emission public transport, cycling and pedestrians have priority in the heart of the urban core;

- Strategic transport networks provide efficient and effective transportation which supports economic growth;
- Opportunities to maximise the use of renewable and low carbon technology are taken; and
- The effects of climate change are avoided, mitigated or adapted to, maintaining quality of life and competitive advantage.

2.17 The above vision provides the basis for identifying a number of specific areas as priorities for future intervention. These are locations where transport constraints may inhibit long-term regeneration and/or there is scope for maximising sustainable and active travel patterns and include:

- Newcastle/Gateshead urban core;
- The main radial approaches to Tyneside;
- A1 corridor;
- Local centres;
- Residential neighbourhoods.

Urban Core

2.18 The urban core of Tyneside, based around Newcastle City Centre and Gateshead Town Centre and Quays, provides one of the dominant regional assets in terms of employment, retail and leisure facilities. Newcastle City Centre alone is home to over 60,000 jobs, and the strong urban core of NewcastleGateshead drives prosperity in the wider surrounding area, attracting around 100,000 commuters daily. Aspirations for the area, embodied in the 1PLAN economic and spatial strategy, seek to sustain and reinforce this role, focusing development in the area to create a compact, accessible and sustainable city.

2.19 The urban core is one of the most accessible areas in Tyne and Wear for sustainable travel modes, with the mode share for single occupancy cars around half the Tyne and Wear average. However there are various transport related factors which could act as a constraint to the achievement of wider objectives:

- Separation of responsibility for highway networks either side of the Tyne between Gateshead and Newcastle councils;
- Traffic congestion on key routes, with the main approaches to the Tyne Bridge especially badly affected;
- Overcrowding on public transport, particularly at peak hours, reducing its attractiveness and thereby limiting the scope for mode shift;
- Air quality problems, with the central areas of both Newcastle and Gateshead a designated air quality management area;
- Pedestrian severance, with high levels of traffic and intrusive highway infrastructure posing significant barriers to those seeking to move about the central area on foot;
- The complexity of the public transport network within the area, with the best way to travel between the various facilities and attractions often far from obvious to the casual user or visitor;

- The additional costs of public transport for those moving around the central area in addition to those of public transport fares or car parking charges in getting there;
- Incomplete and sometimes fragmented provision for cyclists, with severance issues similar to those for pedestrians; and
- Significant level differences and the limited opportunities for crossing the River Tyne add to the difficulty of moving around the central area.

2.20 In response to the above it has been agreed that a joint Gateshead/Newcastle Area Action Plan will be prepared for the urban core as part of the Local Development Framework process, covering land use and transport issues. As part of this joint process the following objectives have been defined for the transport systems across the urban core:

- To provide effective access for people and goods; and
- To reduce the environmental impacts of transport on the attractiveness of the central area.

2.21 Transport measures proposed in support of these objectives in NewcastleGateshead include:

- Removal of the existing subway at Old Sunderland Road and its replacement by an at grade pedestrian/cycle/bus link;
- Removal of the existing flyover to the east of the town centre and the creation of a new boulevard;
- Downgrading/reducing severance associated with other main roads in the area, including Askew Road;
- The development of bus based park and ride to improve access to the urban core;
- Ensuring effective management of car parking within the area;
- Investigating the potential for new crossings of the River Tyne in east Gateshead and at the MetroCentre to remove through traffic from roads in Gateshead town centre;
- Improvements to the area around Newcastle Central Station;
- Amendments to the junction between Salters Lane and Great North Road, as well as Haddricks Mill roundabout;
- The introduction of bus only lanes, or no car lanes to ease the flow of bus traffic and make this mode more competitive with the private car; and
- A programme of 'Smarter Choices' interventions to encourage people to consider the impact that their journeys have.

Main radial routes

2.22 The main radial roads leading to the centre of Tyneside are often required to perform a variety of functions as:

- Important routes for general traffic;

- Major bus routes;
- More local routes serving residential areas and traditional shopping centres.

2.23 Supporting these various functions, and resolving the conflicts that arise between them, is often far from straightforward. Previous Local Transport Plan investment has seen the implementation of integrated corridor based improvements along many of these routes, typically combining improved bus priority, cycle lanes, pedestrian crossing facilities, management of on-street parking and junction improvements.

2.24 Durham Road in Gateshead is a particular priority. This is a major link into the centre of Gateshead, and in the longer term may provide the route to/from a park and ride site close to the A1. It was also the subject of one of the earlier and more limited corridor treatments in Gateshead and merits more extensive action.

2.25 Great North Road in Newcastle is a similar level of priority. It is a major link into NewcastleGateshead from the north of the city, and contains a range of local shops as well as being a key bus route into the city.

2.26 West Road in Newcastle is also a key corridor. It offers a major link into the west of the City through the residential areas of Denton and Fenham, as well as offering numerous bus links to the city. It links into the A69 for travel across to Carlisle and the west of the country.

A1 corridor

2.27 The A1 corridor is a major location for employment and regeneration within NewcastleGateshead. It includes the Team Valley Trading Estate, the MetroCentre, Regent Centre and Kingston Park as well as a number of local centres, residential areas and industrial estates. However the A1 itself caters for very high levels of traffic and experiences major problems of traffic congestion which have, in the past, threatened to hinder regeneration in the area.

2.28 Minimising and wherever possible, reducing congestion problems on the A1 are central to the successful regeneration of this accessible urban corridor with its large areas of brownfield land. Transport measures which would help support future development and activity include:

- Selective improvement to the A1 itself to increase capacity, improve safety and reduce conflicts between weaving traffic, principally at Lobley Hill;
- Continuing to develop and implement area transport plans for key traffic generators such as the Team Valley Trading Estate and MetroCentre. This has already seen the appointment of a dedicated travel plan co-ordinator for the estate, introduction of a policy requiring financial contributions from developers to sustainable transport measures, development of pedestrian and cycle facilities and better bus services;
- Continuing to work on the Gosforth Transport study to ensure the expeditious flow of traffic in the area;
- Introduction of bus priority measures on Kingsway (Team Valley) and Lobley Hill Road;

- Construction of a pedestrian/cycle bridge crossing of the River Tyne at Blaydon to connect the main east-west cycle routes either side of the Tyne and link Blaydon town centre and bus station to the major employment development at Newburn Riverside in Newcastle; and
- Investigating the potential for a new crossing of the River Tyne for general traffic in the vicinity of the MetroCentre.

Local centres

2.29 Local shopping centres fulfil an important role in providing readily shopping and other facilities to communities. These are often the most readily accessible facilities of their kind, with the short distance involved making them particularly convenient for access on foot. However many such centres have suffered in recent years, particularly as a result of changing trends in retail provision and greater availability of the private car.

2.30 Transport measures which will be considered in support of local centres include:

- Audit and improvements to local pedestrian and cycle access; and
- Lower speed limits within shopping areas.

2.31 Although evidence suggests that the importance of car access to local shopping facilities is often over-estimated, the provision of appropriate car parking facilities remains an important element in supporting this function. The approach to this is often complicated by limited space on traditional streets and competition from out of town centres where subsidised car parking is usually available free of charge. Notwithstanding this, proper management of available parking is important, and a modest level of charging can help in ensuring available spaces are available for shoppers, and providing funds for maintenance of car parks. Within Gateshead the Council has approved the introduction of charges for car parks in local centres in principle, but the implementation of this has been deferred given the uncertain impact at a time of economic recession.

Residential neighbourhoods

2.32 The attractiveness of residential neighbourhoods can be affected by transport in a number of ways. The volume or speed of traffic, inconsiderate car parking, poor pedestrian and cycle routes or a lack of bus services can all have an adverse impact on these areas. Problems are often highly individual and local in nature, and such issues will need to continue to be catered for on a case by case basis.

2.33 The issue of traffic speed is seen as a particularly important one in terms of the liveability of residential neighbourhoods. Excessive traffic speeds are unnecessary and pose a threat to personal safety, particularly for vulnerable road users. Threats of this kind affect the way people experience their local surroundings limiting, for example, the willingness of parents to allow children to play outside. It is intended that, wherever possible, 20mph speed limits should become the norm for residential streets and increased coverage of these limits will be rolled out progressively across NewcastleGateshead.

2.34 Within Newcastle a citywide regeneration strategy has identified a number of key areas that are to be a focus of investment over the coming years. Known collectively as the Strategic Commission Areas they are focused on areas of significant need with typically high levels of deprivation, population decline, poor quality housing and environment and high unemployment. They include:

- North Central
- Byker/Ouseburn
- Walker Riverside
- Benwell/Scotswood (includes the site for Scotswood Expo)
- Discovery Quarter/Elswick
- Newcastle Science Central

2.35 A broad range of activities are planned or are in progress in these areas that encapsulate the approach to the delivery of our vision for the city. Critical to the success of all development sites is ease and efficiency of access. At a local, regional, national, and international level, the viability of these sites hinges on connectivity to workers, markets, materials, finance, and information. Transport and communications connectivity is vital, and Newcastle Council aims to enhance the potential of these sites through improvements to connectivity.

3 year LTP programme

2.36 The Local Transport Plan provides the main source of investment for small scale maintenance and improvements to the transport network. The three year programme set out in Chapter 4 outlines specific schemes and general programmes. This is based upon the general and spatial priorities identified above and also draws upon background data and information on asset condition, use etc. in specifying more detailed priorities.

Major investment

2.37 Immediate prospects for major investment in the area's transport network are limited. However investigation and development work will continue into the potential for future major investment to resolve issues in the NewcastleGateshead area.

2.38 The feasibility and effectiveness of localised improvements to the A1 have been investigated by the Highways Agency at Lobley Hill, Derwenthaugh and Eighton Lodge. The proposals, and particularly those at Lobley Hill, have the potential to provide significant relief to the current problems on the route at, for this kind of investment, relatively modest cost. Although it is envisaged that schemes affecting the A1 will continue to be the responsibility of the Highways Agency, the Council will continue to support and promote these given their importance to future regeneration prospects in the A1 corridor.

2.39 Other potential major investment proposals include:

- Bus based park and ride sites at Watergate (Lobley Hill), Follingsby and Eighton Lodge and associated improvements to bus priority;

- Bus priority improvements on the A184 Felling By-pass, Sunderland Road (Gateshead) and the north end of Team Valley Trading Estate;
- Remodelling of the existing Heworth Interchange, the main transport interchange in east Gateshead;
- A pedestrian/cycle crossing of the Tyne at Blaydon, connecting strategic cycle networks to the north and south of the Tyne in west Gateshead/Newcastle and providing much improved public transport access to the Newburn Riverside development site by linking it to bus and rail facilities in Blaydon town centre;
- New crossings of the Tyne in the vicinity of the MetroCentre and in east Gateshead, removing traffic from the A1 and routes through Gateshead town centre;
- Gateshead boulevard (including removal of the existing flyover) to reduce the severance impact of intrusive highway infrastructure on the east of Gateshead town centre;
- Improvements to Newcastle Central Station to create a high class gateway to NewcastleGateshead with excellent interchange links;
- Coast Road 'corridor of certainty' to create more definite journey times on this corridor;
- Improvements to Redheugh Bridgehead;
- Revised design of West Road transport corridor;
- Development of the East End Transport Corridor around Shields Road/Fossway.

2.40 Although the immediate prospects for funding these schemes may be limited, the long lead times needed for feasibility, design, land acquisition and other processes mean that further development work will be carried out where possible on them.

Other transport initiatives

2.41 In addition to the investment outlined above Newcastle and Gateshead Councils will continue activity in other areas of transport policy. Of particular importance in supporting the overall priorities outlined above will be:

- Promotion of 'smarter choices' initiatives to promote increased use of sustainable travel;
- Development of travel plans for organisations across the area, and continued development of the Councils' own travel plans;
- Further investigation of problems relating to public transport affordability and measures to overcome these;
- Further investigation and feasibility relating to road pricing, parking charges and other measures which may form part of the long term approach to managing congestion.

2.2 North Tyneside

Profile of North Tyneside

- 2.42** North Tyneside is one of five metropolitan districts in Tyne and Wear. The borough covers an area of 8,367 hectares or 84 square kilometres.
- 2.43** North Tyneside has four main town centres of which three, North Shields, Wallsend and Whitley Bay, have a wide range of land uses within the centre including retailers, services and other businesses as well as many residential properties. All three are served by the Metro and act as hubs for bus services.
- 2.44** Killingworth town centre was constructed more recently and is focused mainly on retail uses; its redevelopment in the 1990s included the provision of a bus station linked directly to the indoor shopping concourse. There are a number of smaller centres in the borough, such as Howdon, Forest Hall, Monkseaton and Tynemouth, and completely redeveloped neighbourhood centres at Longbenton and Battle Hill.
- 2.45** Modern shopping developments such as Silverlink Retail Park, Royal Quays and Boundary Mills complement the borough's shopping offer and contribute to attracting visitors from across the city region, while large superstores at Benton, Norham Road and Preston Grange serve a wide range of local shopping requirements.
- 2.46** Much of the northern fringe of the borough is open countryside, a great deal of which is protected from development by its formal designation as green belt. The environmental importance of the borough's coastline, which extends from St Mary's Island to Tynemouth Priory, is recognised by its status as a site of international nature conservation interest and potential development in the area is covered by Coastal Zone Area Action Plan (AAP).
- 2.47** The River Tyne has always been important in the development of maritime-based industry, and now has significant potential for tourism and culture related activities. The North Bank of the Tyne will be a significant regeneration site over the LTP period and a major housing development at Smiths Dock, North Shields, will also improve access to the riverside by more sustainable modes.

Population

- 2.48** Between 2001 and 2008 the estimated population increased by almost 3% to 197,300. This increase was stimulated by rises in the younger age ranges (under 5s and 15-29).
- 2.49** The future population, projected to be 203,400 by 2013 and 224,600 by 2030, is expected to include increasing numbers of older people largely because people are living longer. By 2030 the over 65 age group is projected to rise by 51% (17,500 people) and the over 85 age group is expected to rise by 107% (4,400 people).
- 2.50** North Tyneside has a high level of take-up of concessionary travel (including Metro Gold Cards as well as bus passes) with many older residents using Metro regularly.

Economic activity

- 2.51** The growth in new employment in North Tyneside's A19 'Corridor of Opportunity' has seen Cobalt become the UK's largest office park, and further jobs have been created at Northumberland Park, Silverlink Business Park, Tyne Tunnel Trading Estate and the Port of Tyne, while elsewhere in the borough, close to existing major employment sites at the Department for Work and Pensions' Tyneview Park site and Procter & Gamble in Benton, new jobs have been created at Gosforth, Balliol and Quorum Business Parks.
- 2.52** Central to the success of both Cobalt and Quorum is their employment of full-time Travel Co-ordinators, who provide travel information to employees based on site, organise events and have a budget to secure improvements to transport services.
- 2.53** Current travel patterns indicate a complex pattern of work journeys in which no single destination predominates (Table 2.1 'Workplace location for North Tyneside heads of household 2009'). While many North Tyneside residents travel to work in other areas there is considerable in-commuting to important employment destinations in North Tyneside from throughout the Tyne and Wear city region.

Table 2.1 Workplace location for North Tyneside heads of household 2009

| Workplace | | Percentage |
|---|------------|------------|
| North Tyneside | North East | 8.0 |
| | South East | 17.9 |
| | North West | 7.7 |
| | South West | 9.2 |
| A19 Corridor | | 3.5 |
| Walker / East Newcastle | | 5.1 |
| Central Newcastle | | 15.7 |
| Rest of Newcastle | | 11.0 |
| Morpeth / Ponteland | | 0.5 |
| Gateshead / South Tyneside / Sunderland | | 7.4 |
| Blyth Valley (including Cramlington) | | 3.9 |
| Wansbeck | | 1.8 |
| Tyne Valley | | 0.8 |
| Elsewhere in the North East | | 4.4 |

| Workplace | | Percentage |
|---------------------|--|--------------|
| Elsewhere in the UK | | 2.9 |
| Abroad | | 0.2 |
| TOTAL | | 100.0 |

Source: North Tyneside Housing Survey Analysis 2009

NB. This data relates only to heads of household; among all residents the proportion working locally would be expected to be higher.

2.54 Work travel data (Table 2.2 'Mode of travel to work by North Tyneside heads of household 2009') indicates just under two-thirds of heads of household travelling to work by single or multiple occupancy car travel, similar to the national average, with around one in five using public transport and around one in ten travelling actively (walking or cycling).

Table 2.2 Mode of travel to work by North Tyneside heads of household 2009

| Mode of travel to work | Percentage | Numbers implied |
|------------------------|--------------|-----------------|
| Car | 64.3 | 30,273 |
| Bus | 8.9 | 4,207 |
| Metro | 10.8 | 5,136 |
| Train | 0.8 | 356 |
| Cycle | 2.3 | 1,087 |
| Walk | 8.2 | 3,850 |
| Other | 4.7 | 2,193 |
| TOTAL | 100.0 | 47,102 |

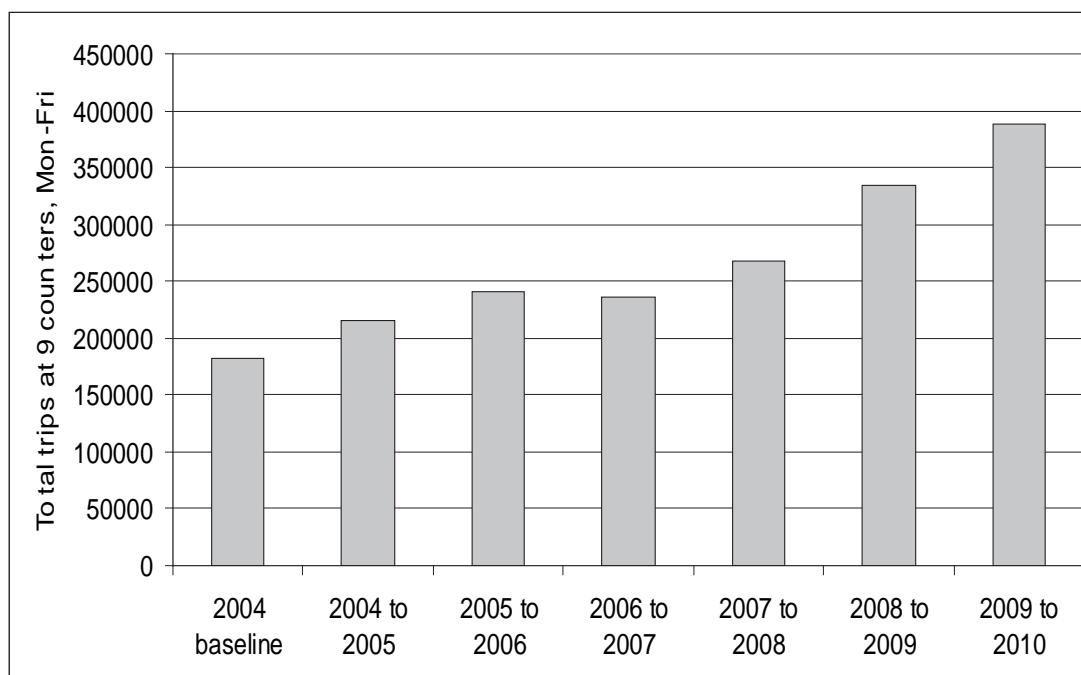
Source: North Tyneside Housing Survey Analysis 2009

Active travel – infrastructure and training

2.55 North Tyneside's Waggonways network, former colliery waggonways given a new lease of life as a network of traffic-free paths for walking, cycling and horse-riding, are an ideal means for active travel, for leisure and also for access to work and other destinations. Easily recognisable branding is used on gates and access points to the network; many Waggonways near key workplaces are surfaced and lit, with Toucan crossings provided where they cross roads. The Council is installing innovative low-energy lighting on a key cycle path linked to the pedestrian and cycle tunnel across the Tyne.

- 2.56** Cycling in North Tyneside has risen by 113% since 2004 (see Figure 2.2 'Cycling growth in North Tyneside 2004 - 2010') and in 2010 the Council adopted a new Cycling Strategy with a vision for cycling up to 2030.

Figure 2.2 Cycling growth in North Tyneside 2004 - 2010



- 2.57** Regular family cycle training sessions are held across the borough during school holidays, to offer young people training on cycling safely both on- and off-road, engage their enthusiasm for cycling and encourage families to go cycling together both for leisure and for everyday travel. The Council is exploring options for delivering national standard Bikeability training to more young people across the borough through schools.
- 2.58** The Get Moving North Tyneside project, run in partnership with Cobalt Business Park and Sustrans, arranges frequent events to promote cycling to a wider audience, including promotional events such as 'Beauty and the Bike' which aim to remove barriers to cycling and walking to work.

Road safety – infrastructure and training

- 2.59** Over the period of the first two Local Transport Plans, North Tyneside Council made significant progress in achieving improvements in safety on our road network and increased road safety education, training and partnership working as well as infrastructure measures. To continue this progress, in 2010 the Council adopted a new Road Safety Strategy which includes the aim for 20mph zones to be in place in all residential areas and outside all schools within the first delivery plan of LTP3.
- 2.60** Council staff carry out road safety training in schools across the borough, helping to build children's confidence in travelling independently on foot and by bike.

- 2.61** Implementing targeted road safety schemes, subject to appropriate consultation, helps to improve the ease and safety of pedestrian access and access to public transport, notably for people with limited mobility. Combined with road safety education and training this helps to mitigate the intimidating effect of fast-moving traffic, which particularly affects older people, and help to reduce social exclusion and isolation. This can contribute to greater equality of accessibility for people without access to a car, which is particularly the case for people in older and younger age groups and in many ethnic minority groups.
- 2.62** North Tyneside hosts an award-winning independent travel training programme at Beacon Hill School in Wallsend. 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.

Transport in North Tyneside

Metro

- 2.63** The Metro provides a frequent light rail service which is widely used by North Tyneside residents and visitors who arrive at the borough's seventeen stations. Whenever possible, opportunities will be taken to improve integration between Metro and other modes of transport. The Metro Re-invigoration project is delivering significant infrastructure improvements in North Tyneside in the first two years of LTP3, including reconstruction of the major interchange station at North Shields. Numerous accessibility improvements, such as those underway at Benton Metro station, are valuable in bringing the network, many of whose stations first opened in Victorian times, closer to full Disability Discrimination Act standards.

Strategic road network

- 2.64** Two north-south routes of national significance serve the Tyne and Wear city region: the A1 via western areas of North Tyneside, Newcastle and Gateshead; and the A19, which runs north-south through the centre of North Tyneside to the Tyne Tunnel. While providing for high accessibility, this emphasises the vulnerability of the strategic highway network in the area to events, in that any serious disruption on one north-south route can lead to the diversion of high volumes of traffic along the other. Interim capacity improvements and a major remodelling are planned for the A19-A1058 Silverlink Interchange (see Chapter 15 of the LTP3 Strategy).

North Tyneside highway network

- 2.65** North Tyneside's highway network includes the west-east A1058 Coast Road, which is the busiest road in the borough with over 60,000 vehicles per day on some stretches and which provides a further link to the wider strategic road network. Other significant west-east corridors include the A1056 through the north of the borough, the A186 and A191 through the central area and the A187, which serves the area along the North Bank of the Tyne (see Chapter 15 of the LTP3 Strategy). The A188 and A189

serve important developing employment sites in the Longbenton area and provide a strategic link for vehicle movements and bus services into Southeast Northumberland: both have a southbound bus lane.

River Crossings and Ferry

- 2.66** The Shields Ferry provides a link from North to South Shields on a 30-minute frequency and Nexus support a bus service linking the ferry landing to the town centre. While the ferry operates until 11pm Thursdays to Saturdays, it does not operate after 8pm Mondays to Wednesdays or before 10am or after 6pm on Sundays. The ferry is an important link in the public transport network and the Route 19 bus service through the A19 corridor is timed to coordinate with ferry arrivals and departures.
- 2.67** The New Tyne Crossing, expected to be fully open by 2012, will provide a second road tunnel and is anticipated that this will result in direct cross-river bus services being run with increased journey time reliability. The ITA has proposals to improve accessibility to the listed Tyne Pedestrian and Cycle Tunnels, which are free to use.

Bus network

- 2.68** North Tyneside is served by an extensive network of bus services which is undergoing significant changes as the operators adapt to patterns of demand. New or revitalised bus services funded in part by the private sector, such as the 309 Cobalt Clipper and X4 Quorum Express, provide high-profile links to the borough's expanding employment sites. However levels of accessibility in the evenings are the lowest in Tyne and Wear, partly as a result of lower frequencies, and a significant proportion of buses are not fully accessible, e.g. by people in wheelchairs.
- 2.69** The aim of delivering improved accessibility is being addressed through the Tyne and Wear Bus Strategy and Accessible Bus Network Design project. The new network of local bus services is to be in place by the end of March 2011.

Taxi and private hire vehicles

- 2.70** As other modes of public transport provision become increasingly difficult to provide during evenings and weekends it is expected that taxis and private hire vehicles will fill some of these gaps. Nexus are introducing 'taxi-bus' services in parts of the borough as part of the Accessible Bus Network design project and inviting taxi operators with the requisite licence to tender for local bus services where passenger numbers make use of a taxi vehicle feasible.

Rail and long distance travel

- 2.71** Although the East Coast Main Line runs through North Tyneside there are no rail stations in the borough. The Metro provides a high frequency rail service and links to transport hubs including Newcastle Central Station and Newcastle International Airport. The international ferry terminal at North Shields is close to the Metro network and provides links between Tyne and Wear and other European city regions.

Public rights of way

- 2.72** The Council maintains an extensive network of public rights of way, including bridleways and footpaths; the proposed programme of improvement is included in the North Tyneside section of the Tyne and Wear Rights of Way Improvement Plan (see C.3 'North Tyneside').

Electric vehicles

- 2.73** North Tyneside Council is involved in the Plugged-in Places project and is committed to hosting a number of charging points for electric vehicles. This is in addition to the involvement of private sector partners in the borough e.g. Cobalt and Quorum Business Parks.

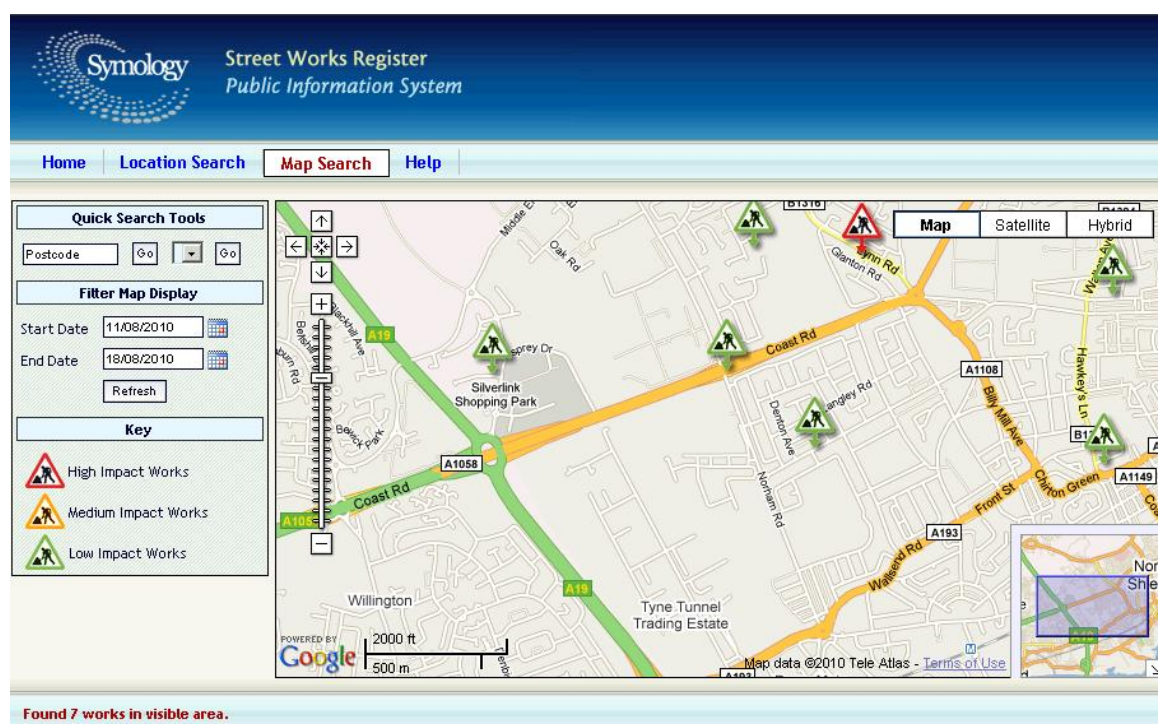
Parking

- 2.74** The Council's Parking Strategy, adopted in 2007, will be reviewed in 2011 with key aims to include supporting the retail vitality of the borough's town centres; and mitigating the impact of on-street parking by commuters in town centre areas.

Network Management

- 2.75** The North Tyneside Network Management Plan, adopted in 2009, sets out measures to co-ordinate street works undertaken by utilities and their contractors as well as those carried out by the Council and to minimise disruption on the network. The North Tyneside Network Management Plan is used to keep all modes of transport flowing efficiently and allows the Council to be proactive in managing activities on the highway network; co-ordinating street works; and planning for major events which impact on the highway network.
- 2.76** To make information easily available to residents and visitors, street works registered with the Council are displayed on the Council's website, graded by the likely traffic impact of the works (see Figure 2.3 'Street works register for North Tyneside').

Figure 2.3 Street works register for North Tyneside



Highway Maintenance

2.77 The Council maintains around 850km of roads and streets and 227 structures across the borough, including road bridges and coastal and river embankments and retaining walls.

2.78 Having well maintained highway infrastructure and other transport assets can make an important contribution to the quality and liveability of public spaces as well as helping to ensure the network can operate efficiently. North Tyneside Council is developing a Highway Asset Management Plan (HAMP) to enable the Council to plan future maintenance and maximise value for money.

Strategies

2.79 These are available on the Council's website at www.northtyneside.gov.uk

2.80 Transport strategies include:

- North Tyneside Network Management Plan
- North Tyneside Parking Strategy 2011-onwards
- North Tyneside Road Safety Strategy 2010-2013
- North Tyneside Cycling Strategy 2010-2014 (2030 Vision)
- Tyne and Wear Rights of Way Improvement Plan

2.81 Related strategies include:

- North Eastern LEP Transport Strategy (in preparation)
- Council Plan for North Tyneside

- Local Development Framework
 - Core Strategy (in preparation)
 - Area Action Plans
 - Local Development Document LDD12 – Transport and Highways
- North Tyneside Sustainable Community Strategy
- North Tyneside Carbon Management Plan
- North Tyneside Sustainable Development Strategy
- North Tyneside Climate Change Strategy

2.3 South Tyneside

Profile

2.82 The borough of South Tyneside covers an area of 64 square kilometres with a population of around 151,000. The urban area is densely populated, with a stunning coast on one side and a strong connection to the River Tyne on another. South Shields is the main settlement, along with the unique towns and villages of Jarrow, Hebburn, Whitburn, Boldon and Cleadon.

2.83 Situated on the south-side of the mouth of the River Tyne, South Tyneside is a well-located, sustainable location. Our transport networks are vital to achieving South Tyneside's vision, both for people and businesses, to be able to travel within the borough and into and from the neighbouring areas, of Tyne and Wear, the wider city region, national and international destinations.

South Tyneside 'Shaping Our Future'

2.84 'Shaping Our Future' is the new central vision for South Tyneside Council. The central vision of the new strategy will be that 'Our young people will have a bright future. People of all ages will be healthy with high aspirations, great confidence with skills to succeed'.

2.85 The vision will involve a fundamental change in approach, based on a 'paradigm shift'. The fundamental change in approach will achieve Ambition and Prosperity for the people of South Tyneside. This will focus on the following key themes:-

- A New Economic Model;
- Investment and Regeneration;
- Our Families and Children;
- Innovation, Efficiency, Delivery;
- Shaped to Deliver.

South Tyneside Integrated Transport Strategy 2008 - 2011

2.86 A key objective of the council's Local Integrated Transport Strategy has been to help our people, businesses and visitors to travel safely and easily across the borough, and to the wider city region and beyond. The added impetus of effective network management and cross-boundary co-ordination is helping the council to make best use of its valuable transport networks to ensure that people can travel safely and easily throughout the area.

2.87 At the heart of this approach is to ensure that, in the future, South Tyneside provides sustainable transport choices for its people and businesses that support its carbon reduction commitments.

South Tyneside Council Local Development Framework

2.88 Within the Core Strategy of the Local Development Framework, the Council will support public transport, walking and cycling initiatives that maximise the accessibility of new development being focused at:

- Regeneration areas along the Riverside corridor, South Shields, Jarrow and Hebburn town centres; and
- Priority will also be given to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the borough and between the borough and:
 - The A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, North Tyneside and South East Northumberland); and
 - Other destinations in the Tyne and Wear City Region, such as Newcastle and Sunderland city centres, Newcastle Central Station and Newcastle International Airport.

Spatial Vision for South Tyneside

2.89 Our spatial vision for the Borough seeks to ensure that:

- Development meets the needs of our residents and businesses without compromising the ability of future;
- Generations enjoy the same quality of life that we aspire to;
- We deliver the regeneration of our Borough. In doing so, we need to focus development on:
 - Main centres of South Shields, Jarrow and Hebburn;
 - Major riverside sites – bringing life back to the riverside and creating sustainable communities where people choose to live.
- Proposals are of sufficient scale can deliver a major change in the perception of the Borough and have the greatest impact on the economy, opportunity for new housing, quality of life and cultural facilities;
- Our natural and built environment is valued, protected, enhanced and capitalised on for the benefit of all;
- All those within the Borough can access the opportunities that are available, with reliable public transport, efficient road network and above all, focusing on delivering accessibility rather than relying on mobility; and
- Despite the focus on the big projects and key regeneration areas, the suburban areas and villages outside of the key regeneration hot-spots must not be ignored – ensuring appropriate levels of essential services are provided and that any local needs for development are met.

Economic Development and Regeneration

- 2.90** South Tyneside Council is developing a 'New Economic Model' that will make the most of our unique position by the river, coast and A19 corridor. We have a determined ambition to be a driving force in the wider region and benefit from opportunities that exist in the global economy.
- 2.91** The council wants to promote, amongst other things, economic development and regeneration within the borough to enhance the prosperity of our people. A key element of this will be to provide modern, attractive and well-located housing choices for residents and people wishing to live in the borough. It is recognised that effective transport systems and networks will make a significant contribution to this aim.
- 2.92** Master Plans are now in place to transform South Shields riverside and foreshore, Hebburn town centre and Boldon New Town. Part of the master planning process has highlighted investments that are required, in the way of road capacity enhancements, to the existing network and to promote sustainable travel initiatives to accommodate the predicted increases in travel on the networks and demands of our people, goods and services.
- 2.93** The priorities set out in the council's infrastructure programmes will aim to deliver capacity enhancements at key junctions, in the immediate term to facilitate the development proposals for the riverside area of South Shields and also for the redevelopment of South Shields Town Centre and the Foreshore areas.
- 2.94** A further package of measures is being prepared to address other critical junctions identified on the council's strategic road network and reflected within the council's Local Development Framework, thereby ensuring that our existing and new housing and economic development projects are attractive to people and where people wish to live.
- 2.95** These commitments will help support the council's aims to provide regeneration and economic development within the borough, support the aspirations of the wider city region through effective investment planning, and provide a transport network to meet the needs of people in the borough.

South Shields Town Centre

- 2.96** South Shields is South Tyneside's primary shopping centre and is the fourth largest shopping centre in Tyne and Wear. The town centre has a wide range of high street stores and independent retailers, within a traditional pedestrianised shopping area around King Street, Ocean Road and Fowler Street. South Shields is also well known for its regular open air market held in the historic Market Square and other specialist markets held throughout the year.
- 2.97** Following the new shopping developments at Waterloo Square and Coronation Street, we have identified a number of other sites in the town centre for future retail, leisure and commercial developments. We are working to encourage private sector development at:

- Barrington Street
- Market Square
- Mile End Road and
- Vacant sites behind Fowler Street

2.98 We are talking with public transport operators to improve bus and Metro facilities and traffic circulation. We are also working to improve public spaces and pedestrian links with these areas.

South Shields Foreshore

2.99 Work is continuing on developments that will enhance facilities for visitors and residents, and give an even greater polish to the South Tyneside tourism crown. Key developments include:-

- South Shields Promenade. A tremendous £2million transformation project to transform the promenade at South Shields seafront, including:
 - New lighting
 - Extra seating
 - Art and sculptures by local artists
 - Outdoor performance space for theatre, buskers and performance artists
 - Boardwalk areas and improved walls
 - Improved access to the promenade along the seafront
- Seafront Swimming Pool. Plans for a state of the art, multi-million pound swimming pool and leisure development facility on the seafront are forging ahead.

Riverside Redevelopment

2.100 There are major redevelopment proposals for industry, business, housing and leisure in order to regenerate the Riverside area, where there is a significant amount of brownfield land and former dockland adjoining the south bank of the River Tyne. Over 34 hectares of derelict, underused or reclaimed land at South Shields riverside have been identified for mixed-use developments. These will be primarily office, residential and leisure led developments and will have significant impacts on the pattern of traffic movements and public transport demand.

2.101 As part of the South Shields Riverside Regeneration project, it has been agreed that a payment be made in advance of development taking place, to cover the strategic transport tariff which is payable as part of the section 106 contribution.

2.102 This payment is made to support the regeneration of the area, by reducing the cost burden for future developers and enable the works to be carried out ahead of development. It has been agreed that the funding will be spent on strategic highways improvement works directly related to the Riverside Regeneration Area.

Hebburn Town Centre

- 2.103** It is anticipated that the continuation of the Hebburn town centre regeneration, with the development of a new supermarket, will have a long-term effect on congestion levels on the A185. It is envisaged that significant enhancements to the transport infrastructure will be required to accommodate the movements of people and goods to be generated by the redevelopments.
- 2.104** However, the time scale for this extends beyond 2011 and funding packages will need to be assembled with developers and other agencies. It is also essential, once this is in place, to ensure sufficient information flow on usage of public transport links, such as operational travel plans.

Port of Tyne

- 2.105** The borough also has a key surface links to the Port of Tyne which is a regionally significant international gateway, as it contributes to the North East region's economic development, as a gateway for the export of goods. South Tyneside Council will continue to support the growth of the Port of Tyne and any necessary improvements to its road and rail connections for freight movements.

Transport in South Tyneside

Strategic Road Network

- 2.106** The accessibility and connectivity by road into and out of the borough is heavily reliant on a number of strategic highways namely on the:
- North-South axis - A19(T), A1018, A183
 - East-West axis - A184(T), A185, A194 and A1300
- 2.107** The A19, our economic artery, is the primary road route through the borough, connecting northwards through Northumberland into Scotland and connecting southwards towards the Tees Valley and North Yorkshire city regions and beyond.
- 2.108** Currently around 35,000 vehicles daily approach Testo's interchange from the south. As a result of the full opening of the New Tyne Crossing in December 2011, and continued economic growth in the A19 corridor across the Tyne and Wear city region, the Highway Agency predicts that the interchange may see traffic growth of at least 45% and up to 65% in the year following the opening of the New Tyne Crossing, and future growth of 75% - 90% in the fifteen years to 2031.
- 2.109** Our strategic highways are operating at capacity at peak periods of the day and on many weekends during the summer season. To effectively manage this demand the council has put in place a Network Management Plan to ensure that congestion is reduced and disruptions on the roads are minimised. In parallel with this approach though, the council has in place a package of integrated transport initiatives that promote sustainable travel choices and patterns across the borough. Future developments will succeed with modern and efficient transport networks.

New Tyne Crossing

2.110 The existing Tyne Tunnel carries an average of 34,000 vehicles a day, which is predicted to rise to 45,000 vehicles a day by 2021. The New Tyne Crossing that will be fully operational by December 2011 will strengthen cross-river economic links. Improvements to the A19 will also improve access from the North of the Tyne to tourist opportunities in South Tyneside and for residents of South Tyneside to access employment North of the River. This strategic link will also act as a stimulus to realise the potential benefits expected from the emerging low carbon economy initiatives and green economics, designated for the local sub-region.

Metro

2.111 The Metro provides a frequent light rail service that is widely used by South Tyneside residents and visitors who arrive at the borough's ten stations. Whenever possible, opportunities will be taken to improve integration between Metro and other modes of transport.

Shields Ferry

2.112 The Shields Ferry links the towns of South Shields and North Shields on a half-hourly basis and the Route 19 bus service provides a connection to the employment opportunities on the A19 jobs corridor in North Tyneside. The Ferry Landing at South Shields is a 5 minute walk into the Town Centre.

Bus Network

2.113 South Tyneside Council and Nexus signed up to a Voluntary Bus Partnership Agreements with both Stagecoach and Go North East on the inception of the Better Bus Network for the borough in June 2010. The purpose of the Partnership is:

- to increase the number of people using buses by retaining existing users and attracting new users;
- to increase the market share of buses relative to transport as a whole;
- to ensure more reliable and punctual bus services;
- to increase personal accessibility;
- to secure improvements in the facilities used in connection with the provision of local services;
- to raise the image and profile of bus travel and to remove practical and perceptual barriers to bus use; and
- to reduce or limit traffic congestion, noise or pollution.

2.114 The recently adopted Tyne and Wear Bus Strategy focused further on the importance of bus services within the area and the desire to better connect our local neighbourhoods to the wider conurbation.

Tyne Pedestrian and Cyclist Tunnel

2.115 An integral part of the national cross-river cycle and pedestrian links is provided by the Tyne Pedestrian and Cycle Tunnel at Jarrow which will undergo significant refurbishment in the forthcoming years, thereby reinforcing the previously restricted strategic links between North and South Tyneside.

Car Ownership Levels

2.116 Local car ownership is below the national average, with 44% of households not having access to a car. Whilst this is beneficial in terms of our carbon footprint, the reason for low car ownership is due to the current low levels of personal wealth and relatively high deprivation. The existence of low car ownership makes the public transport system even more important to the communities within the borough to access jobs, schools, health services and leisure services.

Accessibility

2.117 South Tyneside Council is committed to improving accessibility to jobs and services and reducing social exclusion through improved public transport networks and services. In terms of accessibility, the majority of the borough's population lies beyond walking distance (500m) of its ten metro stations.

Cycling

2.118 A Cycling Strategy was adopted in 2006. The level of cycling in the Borough has been rising steadily as we have extended the network of cycle lanes and cycle tracks and provided secure parking facilities. This programme will continue along with ongoing working with schools and employers to promote cycling.

Road Safety

2.119 South Tyneside Council has an excellent record in addressing casualty problems through the Road Safety Policy Framework, which results in implementation programmes focussing on:

- Provision of pedestrian refuges and controlled crossings which help pedestrians cross busy roads safely;
- Tackling traffic speed through traffic calming measures, cameras, enforcement etc;
- Local safety schemes targeting casualty hot spots;
- Education, Training and Publicity.

Parking

2.120 South Tyneside Council's Parking Charter and Guidance aims to help motorists when parking in Council controlled public car parks and other parking places within South Tyneside. It explains where you may or may not park and the consequences of parking in inappropriate places.

Network Management

2.121 In 2008, South Tyneside Council produced its Network Management Plan, the plan requires the Council:

- To manage traffic congestion and to minimise disruption upon our roads, essentially making the best use of our existing roads for the benefit of all road uses; and
- Work with our neighbouring Councils to assist them in their duty.

Smarter Choices

2.122 South Tyneside Council aims to engage with the population in order to promote behavioural change in travel towards more sustainable modes such as public transport, cycling, walking and car sharing. While focusing on the benefits of reduced road congestion, further consequential benefits will occur through improved air quality, social inclusion, public health, and public transport patronage.

Travel Planning

2.123 The Council has a Sustainable Transport Planner whose responsibilities are to offer advice to businesses when preparing work place travel plans in order to encourage employees to use sustainable modes of transport when travelling to work. Other responsibilities involve working with Schools to improve child pedestrian safety and to reduce the amount of car journeys associated with School Travel.

Electric Vehicles

2.124 South Tyneside Council is involved in the Plugged-in Places project and is committed to hosting 12 charging points for electric vehicles throughout the borough. The Charging Points will be implemented in 2011 at the following locations:

- Mill Dam Car Park, South Shields
- Oyston Street Car Park, South Shields
- Whitburn Bents Car Park, Whitburn
- Pier Head Car Park, South Shields
- Tyne Pedestrian Car Park, Tyne Street, Jarrow

Public Rights of Way

2.125 The Council maintains an extensive network of public rights of way, including bridleways and footpaths; the proposed programme of improvement is included in the South Tyneside section of the Tyne and Wear Rights of Way Improvement Plan (see C.4 'South Tyneside').

Major Scheme Projects

2.126 Please refer to the Chapters 15 and 16 of the LTP Strategy.

2.4 Sunderland

Background

2.127 The City of Sunderland has a population of 281,700, and comprises three distinct areas, with different transport characteristics: -

- Urban Sunderland – A large urban area with a compact city centre which offers a diverse range of shopping, commercial and leisure activities. Two Metro stations are located within the city centre (one of which is also a heavy rail station), with a further seven Metro stations in residential areas to the north and west of the centre.
- Washington – A new town with a dispersed location of facilities, high levels of car ownership, and associated personal mobility.
- Coalfield Area – Centered on Houghton-le-Spring and Hetton-le-Hole this now semi-rural area includes several former coal-mining villages.

2.128 Sunderland's economy, once based on coal mining and shipbuilding, has become much more diverse, comprising a variety of manufacturing enterprises (including the Nissan car plant), and an increasing range of service activities.

2.129 In 2002, the closure of two major employers prompted the formation of Sunderland arc (an urban regeneration company), which was tasked with delivering an ambitious regeneration plan focused on brownfield sites along the river, within the Port of Sunderland and in the industrial area of Hendon. The scale of planned development is such that, even with good public transport access and demand management measures in place, investment in new highway infrastructure will be required.

2.130 A major scheme, the Sunderland Strategic Transport Corridor, which will link the Sunderland arc sites to the national road network and achieve a step change in their regeneration potential is under development and is described in Chapter 14 of the LTP3 Strategy.

2.131 Sunderland has a high proportion of people with registered disabilities and an ageing population. This leads to a higher proportion of the population being dependent on public transport as well as strengthening the need for good access to essential facilities.

2.132 The unemployment rate in Sunderland in June 2010 was 7.3% (compared to the UK average of 4.4%), and in an average ranking by deprivation of 354 districts in England in 2007, Sunderland was considered the 33rd most deprived.

2.133 In order to coordinate activity to address the issues that confront the city a Local Strategic Partnership was formed in 2001. The current Sunderland Strategy 2008 - 2025 sets out their action plan.

The Sunderland Strategy 2008 - 2025

2.134 The Sunderland Strategy makes frequent reference to the Local Transport Plan, showing well developed links between the two policy documents.

Key Objectives of the Sunderland Strategy

2.135 Key objectives are:-

- The opportunity for all people living, working and visiting Sunderland to travel by public transport, cycling or walking as an alternative to by private car.
- The development of sustainable neighbourhoods, where a range of key facilities and services (such as local shopping, health services, schools) are within walking distance.
- A reduction in carbon emissions and atmospheric pollution from transport in the city, as a result of a greater number of journeys on public transport and other sustainable modes.

Consultation for Local Development Framework

2.136 Consultation for the Local Development Framework revealed a variety of concerns regarding transportation issues including:-

- The importance of easy car access and parking to the success of retailing, along with the need for a balanced approach to transport in the city centre.
- The importance of high quality public transport as a means of reducing the environmental effects of traffic.
- The need to give higher priority to pedestrians and cycle users.

Sunderland Economic Masterplan

2.137 The Economic Masterplan sets the direction for the city's economy over the next 15 years, and the proposed Vision is that Sunderland will become 'An entrepreneurial University City at the heart of a low carbon regional economy'. The Vision will be achieved through five aims, and one of these is for Sunderland to become 'A national hub of the low carbon economy'.

Low Carbon Economy

2.138 In 2009, the Government announced that Sunderland would be the centre of the UK Low Carbon Economic Area (LCEA) for Ultra Low Carbon Vehicles, covering South Tyneside, Sunderland and Easington.

2.139 This provides Sunderland with the opportunity to place itself at the forefront of a highly significant national policy and present the city as a national model, promoting showcase projects including electric vehicles, and the development of other low carbon technologies (such as hydrogen fuel cells and charging infrastructure). These opportunities will help to stimulate economic activity in Sunderland, including the prospect of international investment.

Electric Vehicle Production

2.140 Nissan announced in 2009 that the Sunderland plant in Washington will be the first in Europe to produce their new electric car, the LEAF. The intention to invest in a new facility to pioneer electric vehicle battery production in Sunderland was also

announced, which will provide an opportunity to ensure a sustainable future for the city's automotive industry. In addition, the development of Sunderland's 'Low Carbon Technopole Hub' around the Nissan plant will include a Research & Development facility. Funding has been approved for the installation of pilot charging points during 2011.

- 2.141** An Ultra Low Carbon Vehicle City Strategy will support the use of low carbon vehicles, including the intention for an electric / hybrid shuttle bus to link key sites on both sides of the River Wear.
- 2.142** Proposals for physical infrastructure associated with Nissan include the possibility of the mothballed Leamside Railway Line, adjacent to the Nissan plant, being re-opened. This would provide the opportunity to connect the plant to the rail line via a new rail link, which would allow the export and import of vehicles by rail instead of road.

Connectivity

- 2.143** Improving accessibility, movement and connectivity within the city centre and with the adjacent areas is an important part of the transformation of Sunderland, and aims to make the city more attractive to residents, visitors, existing businesses and their employees, and private investors.

Regeneration

- 2.144** Sunderland has successfully attracted foreign investment, including several overseas companies which have chosen to set up in the city, and together employ 17,500 people.
- 2.145** The largest of these is Nissan which built its first car in Sunderland in 1986, and has been both the UK's biggest car producer and exporter for eight years. Nissan's intention to produce electric vehicles and batteries in Sunderland represents an important development for the company.

Proposed Strategic Regeneration Sites

- 2.146** Proposed strategic regeneration sites in the city include the following:-
- Former Vaux Site/ Farringdon Row – a new central business and residential district
 - Holmeside – a high quality development in a central location
 - Crowtree Leisure Centre/Town Park (Minster Quarter) – a new mixed use civic space
 - City Campus – aims to provide learning and other facilities for use by the wider community
 - Sunderland Central Railway Station – aims to create a new gateway to the city
 - Sunnyside – to continue development of a dynamic and distinctive mixed quarter

- Stadium Village – aims to create sustainable and accessible sporting, health, education and cultural facilities
- St Peter's / Bonnersfield – aims to link key sites and act as a gateway to the seafront /river mouth area.

Transport Network Information

Car Availability

2.147 Car ownership remains relatively low in Sunderland, with 60% of households with at least one car or van, compared to 73% in England and Wales. Consequently, there is potential for significant future growth in car ownership.

Transport Modes

2.148 The Tyne and Wear Household Travel Survey indicates that 50% of journeys to Sunderland City Centre are made by private vehicles, 20% by public transport, and 30% by walking or cycling.

2.149 Public Transport in Sunderland is principally provided by two large bus operators, the Metro light rail system, and the limited heavy rail service on the Durham Coast line. In 2009/10, public transport mode share in Sunderland was 92% bus, 8% Metro and less than 1% rail.

2.150 An estimated 33.6 million bus journeys were made in Sunderland in 2009/10 (24% of the total for Tyne and Wear).

2.151 The £2m upgrade of the Washington Galleries bus station opened in 2008, and recent surveys have shown exceptionally high levels of passenger satisfaction with the new facilities.

2.152 In 2009/10, in Sunderland, Metro carried almost 3 million passengers, an increase of almost 12% compared to the previous year. This increase is considered to have been due the increase in service frequency in May 2009.

2.153 In Sunderland, there are over 900 members of the TaxiCard social inclusion transport initiative (provided for disabled people who have difficulty in accessing mainstream public transport services), the highest in Tyne and Wear.

Transport Issues for the City

Casualty Reduction

2.154 Sunderland is showing a positive trend in terms of casualty reduction in all three of the Department for Transport's key target areas, and is currently on course to meet the overall 2010 targets.

2.155 However, there remain some serious concerns. Pedestrians and cyclists have over the past 5 years accounted for around 14% and 5% respectively of all casualties in the Sunderland area. When killed or seriously injured casualties are considered

alone, the figures are much higher (35% and 10% respectively). These figures show how vulnerable pedestrians and cyclists are to severe injury in a road traffic collision, and of particular concern is the relatively high number of child pedestrians that are killed or seriously injured.

- 2.156** Analysis of accident data concerning pedestrians and cyclists in Sunderland shows wide variations between adults and children, and between road class. In addition, mapping pedestrian accidents shows a number of specific clusters in centres.
- 2.157** Measures to improve the safety of vulnerable groups are of particular importance, and it is considered vital that funding for targeted road safety measures is maintained or increased during LTP3.

Accessibility

- 2.158** To maintain an appropriate balance between good access to the city centre by private vehicle and to avoid problems associated with increased traffic, it is important that investment in public transport, walking and cycling facilities should continue, and be increased in future. Such investment will continue to develop Sunderland as an accessible and safe city with an effective integrated transport system.
- 2.159** Although most parts of Sunderland are considered accessible by public transport, this conceals the overall lower level of provision in outlying areas, such as the coalfield area. Access to employment from these areas presents a challenge, in view of the degree of difficulty encountered in making some journeys by public transport.

Congestion

- 2.160** Congestion in Sunderland is increasing and there are many locations where significant delays are regularly experienced. These include the junctions of the radial routes with the outer ring road and the A19; the approaches to the Wearmouth Bridge and Queen Alexandra Bridge; and also isolated junctions in the coalfield area.
- 2.161** Although recent data indicates that traffic flow in Sunderland has decreased, possibly because of reduced economic activity, traffic is expected to begin to increase again in future. Despite the increased focus on more sustainable forms of transport, increasing traffic levels could affect the reductions in greenhouse gas emissions expected to be achieved over future years by other sectors.

Transport Policies

Citywide Policies

- 2.162** The city council is committed to maintaining and, if possible, improving operating conditions for all users of the local road network.
- 2.163** New development will be encouraged, through planning and land-use policies, in locations which are accessible from the public transport network, and designed with the needs of pedestrians, cyclists and public transport users at the forefront. Where

possible, local facilities will be developed to reduce the need to travel, and larger sites will require a travel plan. Major employers and other trip attractors will be encouraged and assisted to develop workplace travel plans.

Road Safety Strategy

2.164 The council will continue to act to achieve the objectives of the Road Safety Strategy which includes initiatives such as:

- Working collectively with schools and the Police to deliver engineering, enforcement, education and encouragement;
- Traffic calming and other measures to reduce vehicle speeds in residential areas;
- Provision of training for pedestrians and cyclists, and promotional campaigns;
- Junction improvements, incorporating improved crossing facilities for pedestrians and cyclists.

Reducing Travel Demand and Congestion

2.165 The council will continue to implement measures with the objective of encouraging travel by more sustainable modes, such as public transport, cycling and walking, and reducing demand to travel as the sole occupant of a private motor vehicle. These include measures such as:

- Bus priority improvements (to assist in reducing journey times);
- Developing school and workplace travel plans;
- Measures to assist cyclists and pedestrians (such as cycle lanes and cycle parking facilities);
- Parking control schemes;
- Improvements to address safety and security issues on walking routes, such as to bus stops and Metro stations.

Major Schemes

2.166 The following major schemes are fundamental to maintaining economic growth and enhancing quality of life in Sunderland and will support both local and regional objectives, add value to implementation plans, and contribute towards strategic overarching and transport objectives (see Chapter 15 of the LTP3 Strategy).

Sunderland Strategic Transport Corridor, including New Wear Bridge (SSTC)

2.167 This project has been submitted to Department for Transport (DfT) for approval, and comprises construction of a high quality road link between the Port of Sunderland and the A19. The project includes a new bridge over the River Wear which is viewed as playing a key role in regenerating Sunderland by relieving congestion, improving access to key brownfield regeneration sites and encouraging inward investment.

- 2.168** The appearance and overall design quality of the bridge is considered to be a major factor in achieving the wider regeneration and economic growth aspirations of the city. The approach towards the additional cost associated with the creation of a 'landmark' bridge design has been agreed through liaison with the DfT.

Tyne and Wear Bus Corridor Improvement Programme

- 2.169** Funding is being sought from the DfT for improvements by means of a Major Scheme Business Case, and approval would allow an area-wide package of important schemes to be provided much more quickly than would be possible using Local Transport Plan funding.

Part 2: Resources

Level of Resources

Chapter 3 Level of Resources

- 3.1** As part of the Comprehensive Spending Review in October 2010, the Department for Transport announced a radical simplification of local transport funding, moving from 26 separate grant streams to just four:
- i. a local sustainable transport fund (capital and resource);
 - ii. major schemes (capital)
 - iii. block funding for highways maintenance (capital); and
 - iv. block funding for small transport improvement schemes (capital).
- 3.2** In addition there are other primary capital resources available for delivery of transport infrastructure, including funding through agreements with developers.

3.1 LTP Block Allocations

3.1.1 Maintenance

- 3.3** With limited resources available, the Department believes that it is essential highways maintenance continues to be prioritised, reflecting the economic and social importance to local communities, the need to safeguard the largest single local public asset, and the liabilities for future years that can be created from short-term cuts in maintenance.
- 3.4** Local authority highways maintenance block allocations are calculated through a needs-based formula. The formula has four elements (detrunked roads, roads, bridges, street lighting).
- 3.5** The notional formulaic allocation for the Tyne and Wear districts in 2011/12 and 2012/13 is shown in Table 3.1 'Highways Capital Maintenance Allocation 2011/12 - 2013/14'. The table also shows the provisional figure for 2013/14.
- 3.6** All districts in Tyne and Wear are working towards a Transport Asset Management Plan. Condition surveys for all asset types (highways and highways structures, bridges) provide information on asset condition and condition trends. Allocation of maintenance funds will be guided through an assessment of the needs of the various assets with the intention of achieving best value on a whole life basis from capital investment in maintenance.
- 3.7** Consideration needs to be given as to how best to fund major bridge maintenance works. A typical Tyne or Wear bridge scheme could cost in excess of £1.5m which has a significant impact on all partners. Previously, all these works were submitted as a separate major bid.

Table 3.1 Highways Capital Maintenance Allocation 2011/12 - 2013/14

| | 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 |

3.1.2 Integrated Transport

3.8 Integrated transport block funding is crucial to help local authorities improve road safety, stimulate local economies by reducing congestion, and deliver social justice to their local communities. Research has shown that investment in such measures can provide very high value for money.

3.9 Local authority integrated transport block allocations are calculated through a needs-based formula. The formula has six elements (objective one areas, road safety, public transport, congestion, tackling pollution, accessibility).

3.10 The allocation for Tyne and Wear in 2011/12 and 2012/13 is shown in Table 3.2 'Integrated Transport Block Allocation 2011/12 - 2013/14'. The table also shows the provisional figure for 2013/14.

3.11 The Strategy sets out a hierarchical approach to spend in the first few years of the LTP, based on:

1. Managing travel demand
2. Managing and integrating existing networks
3. Targeted new infrastructure

3.12 Annual programmes of work will be determined by the following :

- Resource allocation
- Scheme deliverability in that year
- Assessment of objective benefits of schemes

Level of Resources

- Public and political priority for that year
- Continuity of meeting ongoing commitments and programmes that are delivering benefits

3.13 Each Partner has developed indicative allocations of spend on integrated transport for the next 3 years. These are given in Partner plans.

Table 3.2 Integrated Transport Block Allocation 2011/12 - 2013/14

| | 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 |

3.2 Local Sustainable Transport Fund

3.14 Guidance for the Local Sustainable Transport Fund (the Fund) was issued on 19 January 2011.

3.15 The purpose of the Fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon. These solutions will be geared to supporting jobs and business through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. They should at the same time bring about changing patterns of travel behaviour and greater use of more sustainable transport modes and so deliver a reduction in carbon and other harmful emissions. The Fund also provides the opportunity to take an integrated approach to meeting local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities.

3.16 Final decisions on the amount of funding for any specific authority will be made in the light of the quality of the proposals put forward. However, the following funding has been set aside over the next 4 financial years (Table 3.3 'Funding allocated to Local Sustainable Travel Fund 2011/12 - 2014/15'):

Table 3.3 Funding allocated to Local Sustainable Travel Fund 2011/12 - 2014/15

| £m | 2011/12 | 2012/13 | 2013/14 | 2014/15 | Total |
|------------------------------------|-----------|------------|------------|------------|------------|
| Resource | 50 | 100 | 100 | 100 | 350 |
| Capital | 30 | 40 | 60 | 80 | 210 |
| Total | 80 | 140 | 160 | 180 | 560 |
| Bikeability etc | 25 | 11* | 11* | 11* | 58 |
| Total available for bidding | 55 | 129 | 149 | 169 | 502 |

3.17 This Fund will also support Bikeability training in each financial year with £11 million set aside in 2011/12. The level of Bikeability funding from 2012/13 – 14/15 has yet to be determined (£11m per year indicative allocation shown above).

3.18 The following projects will be funded in 2011/12 only, in order to maintain momentum on sustainable travel whilst local authorities prepare their proposals:

- £13 million for Links to Schools, Bike Club and walking to school initiatives;
- £1 million for Transport Direct cycle journey planner; and
- £250,000 to take forward business to business initiatives on alternatives to travel.

3.19 Tyne and Wear partners are currently drafting proposals for submission to the Fund.

3.3 Major Scheme Funding

3.20 There are a number of Tyne and Wear schemes for which funding has been secured and delivery is currently underway. These include:

- Metro Reinvigoration
- New Tyne Tunnel
- Urban Traffic Management and Control (UTMC)
- Smart Ticketing
- Infrastructure for Low Carbon Vehicles ('Plugged in Places')

3.21 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)

3.22 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.

3.23 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.

3.24 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.

3.25 Subject to the availability of funding, following the outcome of the Comprehensive Spending Review, the Highways Agency has a list of:

- Improvement Schemes with possible start date 2011 - 2014:
 - A1(T) Newcastle Lay-by Improvements
- Maintenance Schemes with possible start date 2011 – 2014:
 - A19 Moor Farm to Killingworth Resurfacing
 - A19 Middle Engine Lane & Railway
 - A1 Blaydon and Blaydon Haugh Viaduct Joints
 - A1M Vehicle Restraint System Phases 1, 2 and 3
 - A1 Allerdene Railway Northbound
 - A194(M) Peareth Hall to Follingsby Interchange
 - A19 Coast Railway
 - A1 Gateshead Western Bypass, Lady Park to Lobley Hill (North and Southbound carriageways)
 - A1 Derwenthaugh Entrance
 - A1 Kingsway to Dunston
 - A1 Blaydon Haugh Viaduct
 - A19 Holystone Interchange North and South
- Possible Major Development-led Improvements 2011 - 2014:
 - A1 Improvements associated with Newcastle Great Park

- 3.26** Sunderland Central Route is at an advanced state of readiness, but implementation has been deferred until the national and local financial position improves.
- 3.27** Sunderland Strategic Transport Corridor is at an advanced stage of its development and an application for funding is being considered by the DfT.
- 3.28** Bus Corridor Improvements did not receive approval to proceed towards the stage of committed funding so Partners will re-examine them and consider the feasibility of progressing all or part of these proposals as appropriate in the future.

3.4 Developer Funding

- 3.29** The Regional Spatial Strategy (RSS) for the North East allocates substantial development in Tyne and Wear. While no longer a statutory document the RSS represents clear statements of desired outcomes. Local Development Frameworks are being developed and significant transport infrastructure will be required to support the planned development. Tyne and Wear ITA is working closely with District Councils and developers to establish detailed requirements and phasing for the infrastructure. It is not likely that significant infrastructure investment to support LDFs will occur during the period of this Delivery Plan.
- 3.30** It will be expected that the majority of funding for infrastructure will come from private or regional public funding and that any contribution from LTP Block Allocations would be modest. In the past Tyne and Wear has been successful in securing funding from developers to mitigate the impact of development. We will continue to require that developers fund improvements necessary to mitigate the impact of development on the transport network.

3.5 Regional Growth Fund

- 3.31** The Regional Growth Fund is a discretionary £1.4bn Fund that will operate for 3 years between 2011 and 2014 to stimulate enterprise by providing support for projects and programmes with significant potential for creating long term private sector led economic growth and employment. In particular it will help those areas and communities that are currently dependent on the public sector make the transition to sustainable private sector-led growth and prosperity.
- 3.32** The Regional Growth Fund will provide a mixture of direct support for private sector investments and support for some basic infrastructure that removes the barriers that trigger private sector led economic growth as part of a wider investment. Bids must be able to demonstrate that the Fund will create long term growth by leveraging private sector investment and jobs.
- 3.33** The first round of bidding to the Regional Growth Fund ended on the 21 January 2011. 464 bids were received with a combined total value of £2.78 bn.

3.6 Other

- 3.34** During the lifetime of LTP2 (2006 - 2011) some authorities supplemented their LTP block allocation for road maintenance by Prudential Borrowing. Tyne and Wear authorities will consider this option.
- 3.35** Other possible sources of funding will be investigated.

Partner plans

Chapter 4 Partner plans

4.1 Gateshead

3 year LTP programme

4.1 The Local Transport Plan provides the main source of investment for small scale maintenance and improvements to the transport network. The three year programme set out in Table 4.1 'Gateshead's Indicative Allocation 2011/12 - 2013/14' shows the indicative allocations by theme for 2011/12 to 2013/14. This is based upon the general and spatial priorities identified in Chapter 2 'District priorities' and also draws upon background data and information on asset condition, use etc. in specifying more detailed priorities.

Major investment

4.2 A major scheme bid was submitted to Government towards the end of 2008 by Nexus which included proposals for:

- Bus based park and ride sites at Watergate (Lobley Hill) and Follingsby;
- Associated bus priority improvements on the A184 Felling By-pass and at Sunderland Road (Gateshead town centre) and the north end of the Team Valley Trading Estate.

4.3 However, following the Comprehensive Spending Review, DfT have informed Nexus that the bid will not progress any further through their approval procedures and will not be funded from the major scheme programme in the current Spending Review Period.

4.4 In the light of this decision, Gateshead Council will work with Nexus, operators and key stakeholders to examine alternative funding sources for the scheme elements.

4.5 The feasibility and effectiveness of localised improvements to the A1 have been investigated by the Highways Agency at Lobley Hill, Derwenthaugh and Eighton Lodge. The proposals, and particularly those at Lobley Hill, have the potential to provide significant relief to the current problems on the route at, for this kind of investment, relatively modest cost. Although it is envisaged that schemes affecting the A1 will continue to be the responsibility of the Highways Agency, the Council will continue to support and promote these given their importance to future regeneration prospects in the A1 corridor.

4.6 Other potential major investment proposals include:

- An additional park and ride site at Eighton Lodge and associated improvements to bus priority;
- Remodelling of the existing Heworth Interchange, the main transport interchange in east Gateshead;
- A pedestrian/cycle crossing of the Tyne at Blaydon, connecting strategic cycle networks to the north and south of the Tyne in west Gateshead/Newcastle and

- providing much improved public transport access to the Newburn Riverside development site by linking it to bus and rail facilities in Blaydon town centre;
- New crossings of the Tyne in the vicinity of the MetroCentre and in east Gateshead, removing traffic from the A1 and routes through Gateshead town centre;
- Gateshead boulevard (including removal of the existing flyover) to reduce the severance impact of intrusive highway infrastructure on the east of Gateshead town centre.

4.7 Although the immediate prospects for funding these schemes may be limited, the long lead times needed for feasibility, design, land acquisition and other processes mean that further development work will be carried out where possible on them.

Other transport initiatives

4.8 In addition to the investment outlined above the Council will continue activity in other areas of transport policy. Of particular importance in supporting the overall priorities outlined above will be:

- Promotion of 'smarter choices' initiatives to promote increased use of sustainable travel;
- Development of travel plans for organisations across the borough, and continued development of the Council's own travel plan;
- Further investigation of problems relating to public transport affordability and measures to overcome these;
- Further investigation and feasibility relating to road pricing, parking charges and other measures which may form part of the long term approach to managing congestion;
- Further developing the partnership approach towards bus operations piloted in east Gateshead and extending these arrangements to the rest of the Borough.

Table 4.1 Gateshead's Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Highway and Infrastructure Maintenance (highways, structures) | 2,239 | 57.4% | 2,326 | 56.7% | 2,269 | 56.1% |
| Economic Development and Regeneration (congestion reduction, network management) | 499 | 12.8% | 532 | 13.0% | 532 | 13.2% |
| Climate Change (cycling and walking, travel planning, low carbon vehicle infrastructure) | 333 | 8.5% | 355 | 8.7% | 355 | 8.8% |
| Safe and Sustainable Communities (local safety schemes, road safety education, accessibility) | 832 | 21.3% | 887 | 21.6% | 887 | 21.9% |
| Total | 3,903 | 100.0% | 4,101 | 100.0% | 4,044 | 100.0% |

4.2 Newcastle

- 4.9** The Local Transport Plan provides the main source of investment for maintenance and improvements to Newcastle's transport networks. The three-year programme set out below outlines the main areas for investment, grouped under theme headings. Figures are based on the final allocation announced by national government in December 2010.
- 4.10** Projects within each sub-theme will be determined at the start of each year, based around a range of considerations and thorough consultation, including
- Value for money
 - Members priorities
 - Resident engagement and ward charters
 - Sustainable Communities Strategy
 - Network Management Plan and Highway Asset Maintenance Plan
- 4.11** Table 4.2 'Newcastle's Indicative Allocation 2011/12 - 2013/14' shows the indicative allocations for 2011/12 - 2013/14.
- 4.12** Larger transport capital schemes are funded through separate funding streams from the LTP programme. Major schemes with which Newcastle City Council is involved, either as promoter or as a joint scheme supporter, are:
- 4.13** Joint with Gateshead:
- NewcastleGateshead Central bridge relief crossings
 - NewcastleGateshead Newburn pedestrian and cycle bridge
- 4.14** Joint with North Tyneside:
- A1058 Coast Road Corridor improvements
 - Gosforth Corridor improvements
 - Shields Road Fossway Corridor improvements
- 4.15** Just Newcastle:
- Metro station at Ouseburn
 - West Road transport corridor
 - Outer west ring road
 - Scotswood Bridgehead improvements
 - Ponteland Road / Stamfordham Road improvement
 - Central Station improvements
- 4.16** The Council will continue to investigate other sources of funding for transport investment, including development contributions, partnership working and bidding for funding from other transport related initiatives, such as the new Local Sustainable Transport Fund.

Table 4.2 Newcastle's Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Highway and Infrastructure Maintenance (highways, structures) | 2290 | 53.4% | 2440 | 53.4% | 2292 | 51.8% |
| Economic Development and Regeneration (congestion reduction, network management) | 800 | 18.6% | 853 | 18.7% | 853 | 19.3% |
| Climate Change (cycling and walking, travel planning, low carbon vehicle infrastructure) | 400 | 9.3% | 427 | 9.3% | 427 | 9.6% |
| Safe and Sustainable Communities (local safety schemes, road safety education, accessibility) | 800 | 18.6% | 853 | 18.7% | 853 | 19.3% |
| Total | 4,289 | 100.0% | 4,573 | 100.0% | 4,425 | 100.0% |

4.3 North Tyneside

- 4.17** The Local Transport Plan provides the main source of investment for maintenance and improvements to North Tyneside's transport networks. The three-year programme set out below outlines the main areas for investment, grouped under three theme headings.
- 4.18** Projects within the sub-themes will be identified in advance of each year. Schemes will be developed taking account of the following:
- Highways Asset Management Plan (HAMP)
 - Council Plan priorities
 - The aims of the Sustainable Community Strategy
 - Adopted Council plans and strategies including the Network Management Plan; Parking Strategy; Road Safety Strategy; and Cycling Strategy, which are available on the Council's website at www.northtyneside.gov.uk
 - Requests from Members
 - Engagement with residents through Area Forums

Funding allocations

- 4.19** Table 4.3 'North Tyneside's Indicative Allocation 2011/12 - 2013/14' shows the provisional programme for 2011/12 to 2013/14. It is recognised that resources are limited and care will be taken in the development of schemes to maximise value for money, therefore the priorities for North Tyneside in the first three years of LTP3 will be to:
- maintain the highway asset
 - promote road safety and active travel
 - improve facilities for residents and visitors.

Further sources of investment

- 4.20** Larger transport capital schemes are funded through separate funding streams from the LTP programme as set out above. Major schemes with which North Tyneside Council is involved, either as promoter or as a joint scheme supporter, are:
- A19-A1058 Silverlink interchange improvements (Highways Agency is scheme sponsor)
 - Coast Road Corridor (A1058 Coast Road interchange at Norham Road and roundabout at A1108 Billy Mill; jointly with Newcastle)
 - Fossway Corridor (access to North Bank of the Tyne; jointly with Newcastle)
 - Haddricks Mill (scheme sponsor is Newcastle: scheme involves improvements to junctions in the Gosforth area, including A189-A191 Haddricks Mill junction, and some improvements in the Longbenton area of North Tyneside)
- 4.21** Further details can be found in the Major Schemes section of the LTP Strategy.
- 4.22** Other proposed substantial transport infrastructure schemes include:

- A19-A1056 Killingworth interchange improvements (jointly with Highways Agency)
- A19-A193 Howdon interchange (jointly with Highways Agency)
- Whitley Bay Link Road
- Balliol Bus Link (connecting Gosforth Business Park and Balliol Business Park in the Longbenton area)
- Smiths Dock Link Road (North Shields)

4.23 The A19 in North Tyneside is already a route of national significance and, once the New Tyne Crossing is fully open (expected in December 2011), will be a continuous dual carriageway between North Yorkshire and Northumberland.

4.24 The Council will continue to examine other means of funding transport and mobility investment, e.g. through partnership working with the private sector and through developer contributions for major new development using the recently adopted Local Development Document LDD12 'Transport and Highways', which is available on the Council's website at www.northtyneside.gov.uk.

Table 4.3 North Tyneside's Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Highway and Infrastructure Maintenance (highways, structures) | 1847 | 59.0% | 1753 | 56.1% | 1801 | 56.8% |
| Economic Development and Regeneration (congestion reduction, network management) | 336 | 10.7% | 433 | 13.9% | 415 | 13.1% |
| Climate Change (cycling and walking, travel planning, low carbon vehicle infrastructure) | 75 | 2.4% | 93 | 3.0% | 104 | 3.3% |
| Safe and Sustainable Communities (local safety schemes, road safety education, accessibility) | 874 | 27.9% | 845 | 27.0% | 852 | 26.9% |
| Total | 3,132 | 100.0% | 3,124 | 100.0% | 3,172 | 100.0% |

4.4 South Tyneside

- 4.25** The three year delivery plan for South Tyneside sets out priorities and plans over three years (April 2011 to March 2014) that address the priorities and targets set out in the Local Transport Plan.
- 4.26** South Tyneside Council along with the other district partners have undertaken a series of meetings with the ITA / LTP officers to discuss the high level ambitions and challenges relating to transport in the borough. The emerging challenges can be defined under three main headings:
- i. Economic Development and Regeneration;
 - ii. Climate Change;
 - iii. Safe and Sustainable Communities.

Funding Resources

- 4.27** The priorities for deployment of transport resources to meet the objectives and priorities set out in the Local Transport Plan will be established through a process of strategic appraisal, public and stakeholder consultation and through discussion with elected members.
- 4.28** Table 4.4 'South Tyneside's Indicative Allocation 2011/12 - 2013/14' shows the indicative allocations for 2011/12 - 2013/14.

Table 4.4 South Tyneside's Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Highway and Infrastructure Maintenance (highways, structures) | 1276 | 55.5% | 1267 | 53.8% | 1236 | 53.2% |
| Economic Development and Regeneration (congestion reduction, network management) | 357 | 15.6% | 381 | 16.2% | 381 | 16.4% |
| Climate Change (cycling and walking, travel planning, low carbon vehicle infrastructure) | 153 | 6.7% | 163 | 6.9% | 163 | 7.0% |
| Safe and Sustainable Communities (local safety schemes, road safety education, accessibility) | 511 | 22.2% | 545 | 23.1% | 545 | 23.4% |
| Total | 2,297 | 100.0% | 2,356 | 100.0% | 2,325 | 100.0% |

4.5 Sunderland

- 4.29** Our priorities are based upon an analysis of relevant performance data, the desire to continue to make progress in facilitating low carbon travel and the need to make sure that our existing transport assets do not deteriorate.
- 4.30** Table 4.5 'Sunderland's Indicative Allocation 2011/12 - 2013/14' shows the indicative allocations for 2011/12 - 2013/14. The allocations shown are indicative only as we must retain the flexibility to respond to changes in circumstances and unforeseen future events.

Major Schemes

- 4.31** Subject to further approvals from the DfT and funding availability we will begin the implementation of the new Wear bridge within this delivery plan period. Further details of this project can be found in Chapter 15 of the LTP Strategy.

Table 4.5 Sunderland's Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Highway and Infrastructure Maintenance (highways, structures) | 2165 | 45.0% | 2277 | 45.0% | 2258 | 45.0% |
| Economic Development and Regeneration (congestion reduction, network management) | 1059 | 22.0% | 1113 | 22.0% | 1104 | 22.0% |
| Climate Change (cycling and walking, travel planning, low carbon vehicle infrastructure) | 529 | 11.0% | 557 | 11.0% | 552 | 11.0% |
| Safe and Sustainable Communities (local safety schemes, road safety education, accessibility) | 1059 | 22.0% | 1113 | 22.0% | 1104 | 22.0% |
| Total | 4,812 | 100.0% | 5,060 | 100.0% | 5,018 | 100.0% |

4.6 Nexus

Sources of Funding

4.32 The primary capital sources to Nexus to fund the maintenance and improvement of public transport assets and infrastructure are:

- LTP block allocation from Government for integrated transport;
- Major Scheme funding from Government;
- Specific grants from Government;
- Funding through agreements with developers.

LTP Public Transport Block Allocation

4.33 The Tyne and Wear Metro does not receive its own capital maintenance allocation from the LTP. The funding for Metro capital maintenance is taken from the LTP public transport block allocation.

Major Scheme Funding

4.34 Nexus have Major Scheme Full Approval from Government for delivery of the Metro Ticketing and Gating Project. Through this major scheme funding Government is providing £13.4m, with a local contribution already secured. This will enable ticket barriers to be located at 13 stations of the Metro network plus the replacement of all ticket machines. All ticketing infrastructure will be smart ticketing enabled.

4.35 Nexus on behalf of LTP Partners have been promoting a Bus Corridor Improvement Programme seeking Major Scheme funding for elements of the Programme that cannot be delivered through LTP annual block allocations. It is intended that phased submissions will be submitted to Government as corridor schemes are developed, appraised and local public and political support is achieved. A Phase 1 submission was submitted to Government in December 2008 seeking funding of £15.2m to improve one corridor in Sunderland and two corridors in Gateshead (with bus based Park & Ride on the two Gateshead corridors). The LTP Plan partners have been progressing similar schemes across Tyne and Wear.

4.36 Nexus have been informed by the DfT that the Tyne and Wear Bus Corridor Phase 1 Major Scheme submission has not been selected to progress to the next step to major scheme development pool. It will therefore not be funded through the major scheme programming in the current Spending Review Period. With the decision from DfT to not progress the Phase 1 Bus Corridor Scheme within the major scheme programme Nexus and local partners will continue to work together to find alternative ways to fund and deliver these schemes.

Other Capital Funding

4.37 Nexus have secured funding from Government for delivery of the Metro Asset Renewal Plan (often referred to as “Metro Reinvigoration”) covering the period 2010/11 to 2020/21. Over this period, Government will provide Nexus with a total of £350m in the form of Metropolitan Rail Grant (capital). A 10% minimum local contribution per

annum is required as a grant condition. This amounts to around £3.5m in both 2011/12 and 2012/13 and £3.4m in 2013/14 (depending upon levels of expenditure actually incurred – DfT have previously acknowledged that it is possible for Nexus to vire resources of up to 10% between years in order to provide a degree of flexibility). The working assumption is that around 75% of the local contribution will be secured from the LTP Public Transport block allocation with the remainder being provided by Nexus.

- 4.38** Also as part of Metro Reinvigoration Nexus receives Metropolitan Rail Grant (revenue) to support the maintenance and operation of Metro including its contractual obligations under its concession agreement with Deutsche Bahn Tyne and Wear Limited.
- 4.39** The Tyne and Wear Integrated Transport Authority has secured from Local Authorities across the region £10m of capital funding contributions for the delivery of regional smart ticketing (North East Smart Ticketing Initiative). This project will be delivered during the period of this Delivery Plan.
- 4.40** Traditionally Nexus have been successful in bids to Government for ring fenced grant funding to improve public transport locally. Indications from Government are that such funding streams will no longer be available.

Funding through Agreements with Developers

- 4.41** In the past Nexus have secured funding from developers to improve the public transport assets owned by Nexus. We will continue to pursue this funding to ensure best use of Nexus assets and their renewal. But it is recognised that private sector development partnerships maybe difficult to secure during the life of this Plan.

Key Issues for Nexus

- 4.42** The key issues for Nexus in deciding on spending priorities are:
- providing a high quality service to customers;
 - providing the local financial contribution (minimum 10%) to ensure delivery of the Metro Asset Renewal Plan;
 - implementing the actions set out in the Tyne and Wear Bus Strategy;
 - delivering regional smart ticketing (NESTI) and locally the Metro Ticketing and Gating Project (with the necessary local financial contributions);
 - the pressures on budgets with both cuts in available funding and the loss (real or potential) of special grant opportunities.

Outline Allocation for Integrated Transport

- 4.43** Our priorities for the allocation of LTP funding are twofold in ensuring financial resources are deployed to meet the objectives and priorities as set out in LTP3 but also ensuring in the short term during this period of pressure on budgets Nexus meets its commitments as set out in Paragraph 4.43.

- 4.44** Table 4.6 'Nexus' Indicative Allocation 2011/12 - 2013/14' sets out funding for 2011/12 - 2013/14 under two very broad headings of Metro Capital Maintenance (to ensure the minimum 10% local contribution to the Metro Asset Renewal Plan is attained) and Bus Infrastructure (covering bus passenger infrastructure and information).

Table 4.6 Nexus' Indicative Allocation 2011/12 - 2013/14

| Heading | 2011/12 | | 2012/13 | | 2013/14 (provisional) | |
|---------------------------|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | £000 | % | £000 | % | £000 | % |
| Metro Capital Maintenance | 2705 | 74.3% | 2640 | 68.0% | 2640 | 68.0% |
| Bus Infrastructure | 935 | 25.7% | 1243 | 32.0% | 1243 | 32.0% |
| Total | 3,640 | 100.0% | 3,883 | 100.0% | 3,883 | 100.0% |

Part 3: Programme Management

Monitoring indicators and targets

Chapter 5 Monitoring indicators and targets

5.1 Introduction

- 5.1** In order to monitor and manage the delivery of the LTP, a number of indicators will be monitored and where appropriate targets will be set. This performance monitoring plays an integral part in managing the overall LTP programme.
- 5.2** To ensure a robust monitoring framework the transport related National Indicators (denoted by NI) are included in addition to voluntary targets and indicators that are specific to Tyne and Wear and the specific goals and challenges that have been identified.
- 5.3** On 13 October 2010 it was announced that the national indicator set would be replaced with a single, comprehensive list of all the data that local government would be expected to provide to central Government. The aim is to make the data requirements transparent and to review and reduce this for April 2011.
- 5.4** In the sections that follow the latest figures and trend data are given where available, together with data source and commentary.
- 5.5** Table 5.1 'Metrics for LTP3' set out the Performance Management Framework, based on monitoring the 12 main policies identified in the Strategy (A - L listed below). In addition other metrics are included to add context.
- A. Maintenance - We will keep our transport networks in good condition
 - B. Management - We will manage our networks to provide for the safe and efficient flow of travel by all modes
 - C. Information - We will help people make informed travel choices by giving them accurate information
 - D. Walk and Cycle - We will give priority to and invest in walking and cycling
 - E. Public Transport - We will give priority to and invest in public transport
 - F. Safety and Security - We will enhance personal safety and security for all transport users
 - G. Road Safety - We will work to improve road safety
 - H. Air Quality - We will seek to improve air quality
 - I. Links - We will improve links to our airports, ports, rail and motorway systems
 - J. Low Carbon - We will support low-carbon transport initiatives
 - K. 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
 - L. Investment - We will pursue all investment opportunities to improve our transport networks

Table 5.1 Metrics for LTP3

| Theme or Mode | Metric | Set target? | Policy | Good performance |
|------------------|--|-------------|--------|---------------------------------|
| Traffic | congestion (was NI167) | | B | decrease |
| Traffic | distance | | | |
| Traffic | fleet mix | | | |
| Traffic | journey time reliability | | B, I | increase |
| Traffic | mode for journey to school (was NI198) | yes | D | increase sustainable mode share |
| Traffic | mode for journey to work | | D | increase sustainable mode share |
| Traffic | mode share for short trips less than 5 miles | yes | D | increase sustainable mode share |
| Traffic | volumes | | | |
| Traffic | link speeds | | B | |
| Public Transport | local PT patronage by mode | | E | increase |
| Public Transport | local PT patronage by passenger type | | E | increase |
| PT - Bus | punctuality (NI178) | yes | B, E | increase |
| PT - Rail | passengers MetroCentre - Sunderland | | E | increase |
| PT - Metro | passengers | | E | increase |
| PT - Ferry | journeys | | E | increase |
| PT - Taxis | taxis accessible by wheelchairs | | E | increase |
| PT - Taxis | trips | | E | |
| PT - Air | passengers | | E | |
| PT - Port | passengers | | E | |
| Cars | car ownership | | | |

| Theme or Mode | Metric | Set target? | Policy | Good performance |
|---------------------|-------------------------------------|-------------|--------|------------------|
| PROW | km of route | | D | |
| Walking | levels of activity | | D | increase |
| Cycling | km of route | | D | increase |
| Cycling | counts | yes | D | increase |
| Freight | goods transported by road | | | |
| Freight | goods transported by sea | | | |
| Freight | goods transported by rail | | | |
| Accessibility | Accessibility to employment (NI176) | yes | K | increase |
| Air Quality | NO2 levels, exceedences | yes | H | decrease |
| Air Quality | Take up of electric vehicles | | H | increase |
| Climate Change | CO2 per capita (NI186) | yes | J | decrease |
| Information | provision | | C | increase |
| Maintenance | NI168, NI169 | yes | A | decrease |
| Safety and Security | NI47, NI48 | yes | G | decrease |
| Safety and Security | perception, actual | | F | |
| Satisfaction | satisfaction with PT | | E | increase |

5.6 Tyne and Wear is currently in discussions with neighbouring authorities to devise standard indicator definitions to enable the wider transport community to benchmark performance. As a result some of the local indicators may be amended to ensure they are appropriate within the regional context.

5.7 For those metrics identified as such in Table 5.1, targets will be set during 2011/12. Targets will be SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-based

5.8 Wherever possible, numbers as well as percentages will be reported.

5.2 Traffic

5.2.1 Congestion

- 5.9** Congestion is a consequence of high volumes of traffic on particular roads at particular times of day, and is typically most acute going into towns during the morning peak. The congestion indicator measured the average journey time per mile, during the morning peak (excluding weekends and school holidays), on major routes in the authority.
- 5.10** Whilst our original trajectory for LTP2 anticipated a modest increase in congestion, illustrated by increasing target values over time, measured congestion fell from baseline to 2008/09 with only a slight increase in 2009/10 (see Table 5.2 'NI167 Person journey time baseline to 2010/11' and Figure 5.1 'NI167 Person journey time baseline to 2010/11'). Our good performance reflects the various engineering measures and public transport improvements that have been introduced. The data also takes into account the falls in traffic volumes.

Table 5.2 NI167 Person journey time baseline to 2010/11

| | Person journey time (minutes per mile) | | | | | |
|--------|--|---------|---------|---------|---------|--------------------|
| | Baseline* | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| Actual | 03.33 | 03.28 | 03.15 | 03.05 | 03.08 | n/a ⁽¹⁾ |
| Target | - | 03.34 | 03.37 | 03.42 | 03.49 | 3.56 |

1 DfT ceased measurement of NI167 during 2010/11 as part of the CSR

Figure 5.1 NI167 Person journey time baseline to 2010/11



Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/congestion/>

Accessed: 04/03/11

Note: the baseline is made up of 2004/05 and 2005/06 data

5.11 Note: Partners are reviewing need to continue with this metric since NI167 has been removed from the national data set. DfT now report average vehicle speeds on locally managed 'A' roads. For Tyne and Wear data, see 5.2.9 'Link speeds'.

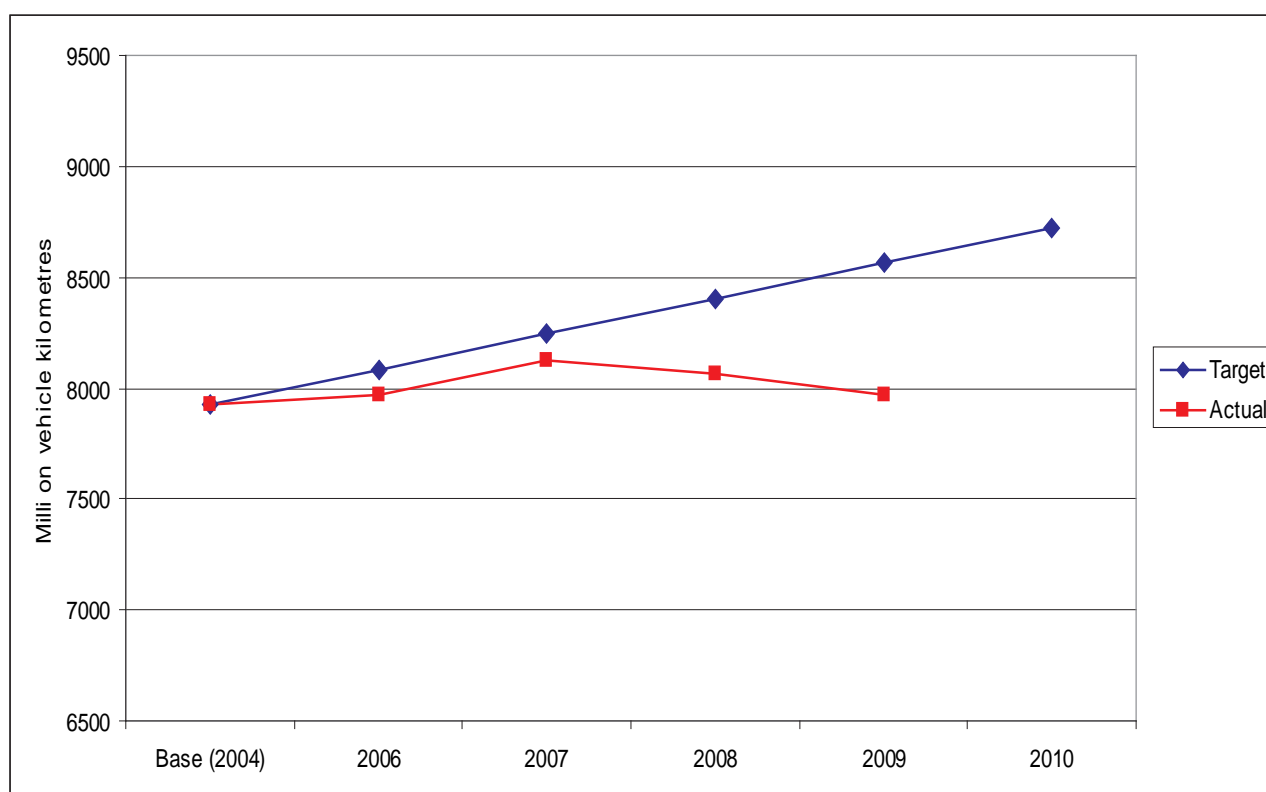
5.2.2 Distance

5.12 Area-wide road traffic distance travelled fell in 2008/09, as shown in Table 5.3 'Area-wide road traffic distance (million vehicle kms) 2006 - 2010' and Figure 5.2 'Area-wide road traffic distance (million vehicle kms) 2006 - 2010'. The LTP2 target for 2010 was set at 8,720 million vehicle kilometres. This target is likely to be met.

Table 5.3 Area-wide road traffic distance (million vehicle kms) 2006 - 2010

| | Base (2004) | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|-------------|-------|-------|-------|-------|--------------------|
| Actual | 7,928 | 7,974 | 8,127 | 8,063 | 7,971 | n/a ⁽²⁾ |
| Target | - | 8,086 | 8,245 | 8,403 | 8,562 | 8,720 |

Figure 5.2 Area-wide road traffic distance (million vehicle kms) 2006 - 2010



Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/traffic/>

Accessed: 04/03/11

5.2.3 Fleet mix

5.13 Table 5.4 'Vehicles registered in Tyne and Wear in 2009' shows the number of vehicles registered in Tyne and Wear from the DfT's Vehicle Licensing Statistics.

Table 5.4 Vehicles registered in Tyne and Wear in 2009

| | Cars | Motorcycles | Light goods | Heavy goods | Buses and coaches | Other vehicles | Total |
|----------------|---------|-------------|-------------|-------------|-------------------|----------------|---------|
| Gateshead | 72,339 | 2,650 | 12,417 | 2,010 | 351 | 1,357 | 91,124 |
| Newcastle | 86,395 | 2,455 | 7,403 | 1,158 | 497 | 1,182 | 99,090 |
| North Tyneside | 80,843 | 3,035 | 7,711 | 970 | 360 | 703 | 93,622 |
| South Tyneside | 53,649 | 2,385 | 3,849 | 433 | 186 | 255 | 60,757 |
| Sunderland | 103,661 | 3,889 | 7,899 | 1,056 | 1,595 | 712 | 118,812 |
| Tyne and Wear | 396,887 | 14,414 | 39,279 | 5,627 | 2,989 | 4,209 | 463,405 |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/licensing/vehiclicensingstatistics2009>

Accessed: 04/03/11

5.2.4 Journey time reliability

- 5.14** Work is ongoing to use public transport timetable and private vehicle journey time data (Trafficmaster) to develop indicators of journey time reliability and comparisons of public and private vehicle accessibility levels. These will be developed during 2011 and published in the 2012 update to the LTP3 Delivery Plan.

5.2.5 Mode share for journey to school

- 5.15** Children travelling to school – usual mode of travel. This indicator (NI198) measured the proportion of school aged children in full time education travelling to school by the mode of travel that they usually use. NI198 is no longer part of the national data set.
- 5.16** Individual school targets for car use, walking and cycling are based on the actual figures and on pupil preference. The information on mode of travel is now gathered in October and reported in the January school census return. Although there are still some questions about the accuracy of the data the census now allows year on year comparison.
- 5.17** The latest figures for Tyne and Wear are shown in Table 5.5 'NI198 Proportion of children travelling to school by car in Tyne and Wear 2006/07 - 2010/11 ' and Figure 5.3 'NI198 Proportion of children travelling to school by car in Tyne and Wear 2006/07 - 2010/11'. The detail of modes used by local authority for 2009/10 is given in Table 5.6 'Mode of travel to school in Tyne and Wear in 2009/10'.
- 5.18** Good performance is typified by achieving a reduction in the percentage of children aged 5-16 years who travel to school by car (including vans and taxis but excluding car share).
- 5.19** A target will be set during 2011/12.

Table 5.5 NI198 Proportion of children travelling to school by car in Tyne and Wear 2006/07 - 2010/11

| | Base (2006/07) | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|--------|-------------------|---------|---------|---------|--------------------|
| Actual | 22.4% | 22.8% | 22.7% | 23.1% | n/a ⁽³⁾ |
| Target | - | 22.4% | 22.4% | 22.4% | 22.4% |

3 Expected summer 2011

Figure 5.3 NI198 Proportion of children travelling to school by car in Tyne and Wear 2006/07 - 2010/11

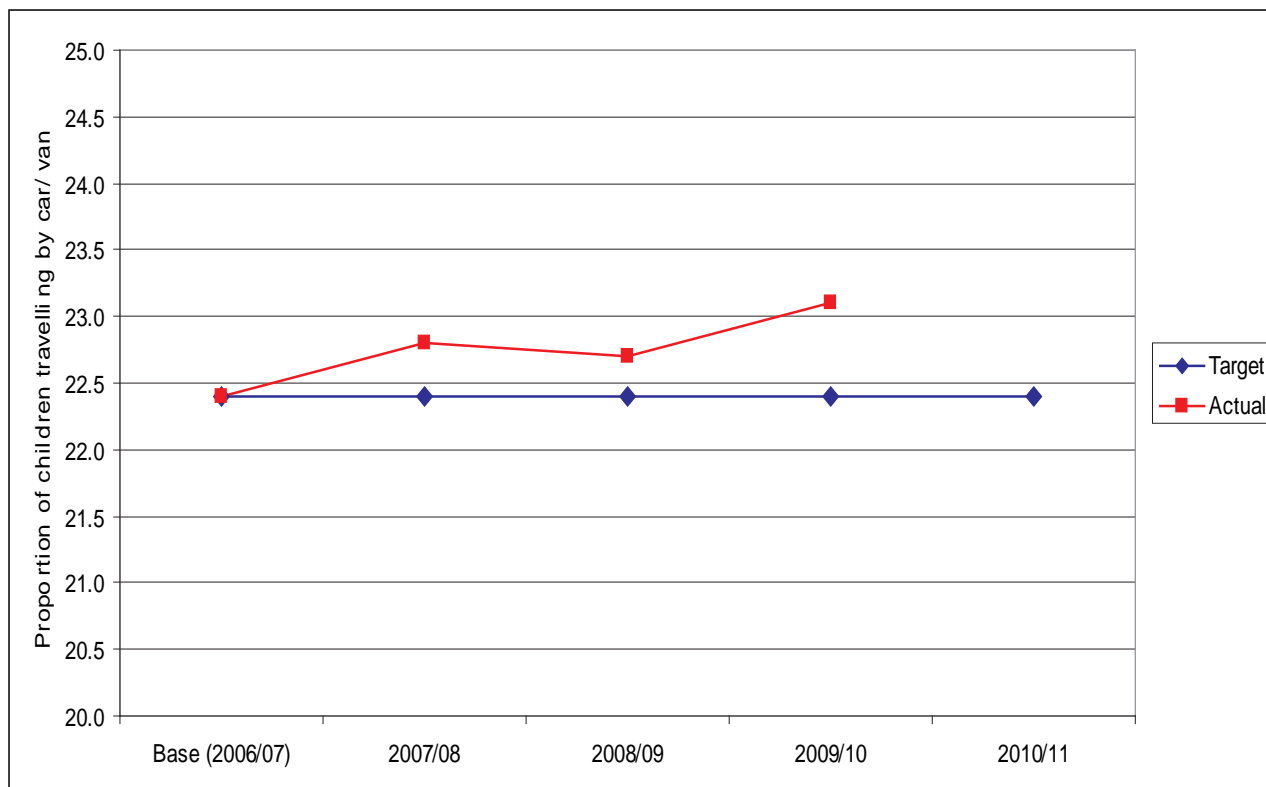


Table 5.6 Mode of travel to school in Tyne and Wear in 2009/10

| Mode | Area | | | | | |
|------------------|-----------|-----------|----------------|----------------|------------|---------------|
| | Gateshead | Newcastle | North Tyneside | South Tyneside | Sunderland | Tyne and Wear |
| Walking | 48.8% | 51% | 60.7% | 51.2% | 56.7% | 53.7% |
| Cycling | 0.6% | 1.4% | 1.9% | 2% | 0.4% | 1.2% |
| Car/Van | 24.4% | 22.2% | 22.4% | 24% | 22.9% | 23.1% |
| Car share | 2.5% | 2.3% | 2.1% | 1.3% | 4.2% | 2.6% |
| Public Transport | 22.2% | 22.7% | 12.4% | 19.2% | 14.6% | 18.3% |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/schoolt/>

Accessed: 04/03/11

5.2.6 Mode share for journey to work

5.20 As Table 5.7 'Main mode of transport to work in 2001' demonstrates, significantly more people in the region use either light rail or bus to travel to work than is the norm in the North East or England as a whole.

Table 5.7 Main mode of transport to work in 2001

| | Tyne and Wear | North East | England |
|---------------|---------------|------------|---------|
| Car driver | 53.7% | 59.8% | 60.5% |
| Car passenger | 9.2% | 9.9% | 6.7% |
| Motorcycle | 0.7% | 0.7% | 1.2% |
| Metro | 5.2% | 2.3% | 3.5% |
| Train | 1.2% | 1.0% | 4.7% |
| Bus | 16.3% | 11.9% | 8.3% |
| Taxi | 0.8% | 0.7% | 0.6% |
| Bicycle | 1.7% | 1.8% | 3.1% |
| Foot | 10.3% | 11.0% | 11.0% |
| Other | 0.9% | 0.9% | 0.5% |

Source: Census 2001

<http://www.neighbourhood.statistics.gov.uk/dissemination/>

Accessed: 04/03/11

5.2.7 Mode share for short trips

5.21 Good performance would be achieving an increase in the proportion of journeys (particularly those classified as short trips under 5 miles) made by active travel or public transport. The base data for 2009/10 is shown in Table 5.8 'Journeys made by active travel and public transport 2009/10'.

5.22 Target to be set during 2011/12.

Table 5.8 Journeys made by active travel and public transport 2009/10

| Journey Purpose | Proportion of journeys made by active travel or public transport |
|--|--|
| Business trips during work time | 23% |
| Education | 71% |
| Escort (e.g. taking children to school) | 29% |
| Personal business (e.g. going to the doctor's) | 43% |
| Shops | 51% |
| Social | 50% |
| Work | 36% |
| Total | 47% |

Source: Tyne and Wear LTP Team

Note: the Household Travel Survey is currently under review. Figures given in Table 5.8 'Journeys made by active travel and public transport 2009/10' may be revised when a more statistically robust baseline is established.

5.2.8 Traffic volumes

5.23 There are two cordons to determine travel demand for the defined urban centres of NewcastleGateshead and Sunderland:

- Newcastle inner cordon (defined by city centre boundary and the river crossings)
- Sunderland inner cordon (defined by the city centre ring road)

5.24 Analysis has shown the peak hour to be 8am to 9am for Newcastle and 5pm to 6pm for Sunderland.

5.25 Table 5.9 'Peak period traffic flows in Newcastle Gateshead 2003/04 - 2010/11', Figure 5.4 'Peak period traffic flows in Newcastle Gateshead 2003/04 - 2010/11', Table 5.10 'Peak period traffic flows in Sunderland 2005/06 - 2010/11' and Figure 5.5 'Peak period traffic flows in Sunderland 2006/07 - 2010/11' confirm the experience of our recent congestion monitoring data on key corridors, namely that traffic flows are below predicted levels and we are on track to meet our targets set for 2010/11.

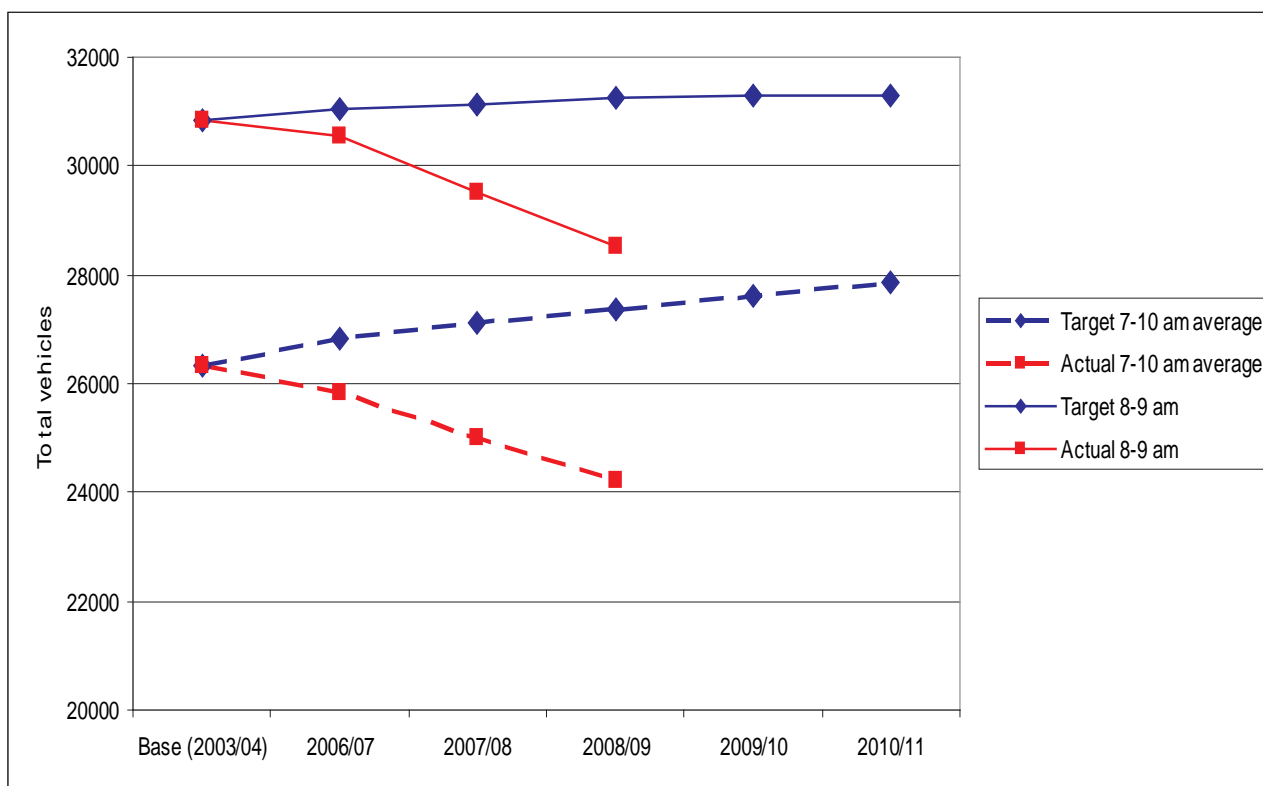
Table 5.9 Peak period traffic flows in Newcastle Gateshead 2003/04 - 2010/11

| Definition | | Base (2003/04) | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|-------------------|--------|-------------------|---------|---------|---------|--------------------|--------------------|
| 8-9am | Actual | 30,846 | 30,544 | 29,526 | 28,508 | n/a ⁽⁴⁾ | n/a ⁽⁵⁾ |
| | Target | - | 31,049 | 31,150 | 31,256 | 31,298 | 31,298 |
| 7-10am average | Actual | 26,326 | 25,819 | 25,027 | 24,235 | n/a ⁽⁴⁾ | n/a ⁽⁵⁾ |
| | Target | - | 26,841 | 27,097 | 27,353 | 27,605 | 27,855 |

5 Data source under review

4 Expected spring 2011

Figure 5.4 Peak period traffic flows in Newcastle Gateshead 2003/04 - 2010/11

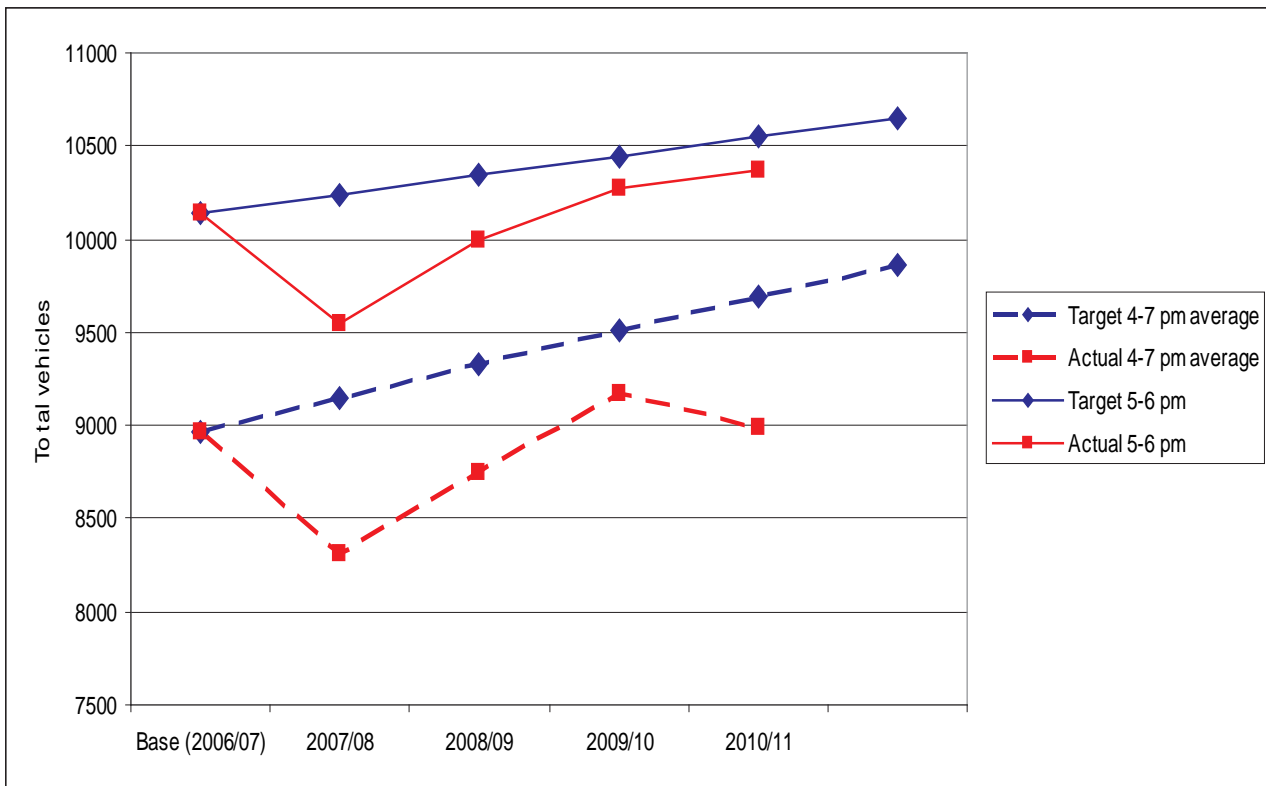


Source: Tyne and Wear LTP cordon count surveys.

Table 5.10 Peak period traffic flows in Sunderland 2005/06 - 2010/11

| Definition | | Base (2005/06) | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|---------------|--------|----------------|---------|---------|---------|---------|--------------------|
| 5-6pm | Actual | 10,141 | 9,552 | 9,995 | 10,276 | 10,366 | n/a ⁽⁵⁾ |
| | Target | - | 10,242 | 10,344 | 10,445 | 10,547 | 10,648 |
| 4-7pm average | Actual | 8,969 | 8,309 | 8,743 | 9,172 | 8,986 | n/a ⁽⁵⁾ |
| | Target | - | 9,148 | 9,328 | 9,507 | 9,687 | 9,866 |

Figure 5.5 Peak period traffic flows in Sunderland 2006/07 - 2010/11



Source: Tyne and Wear LTP cordon count surveys

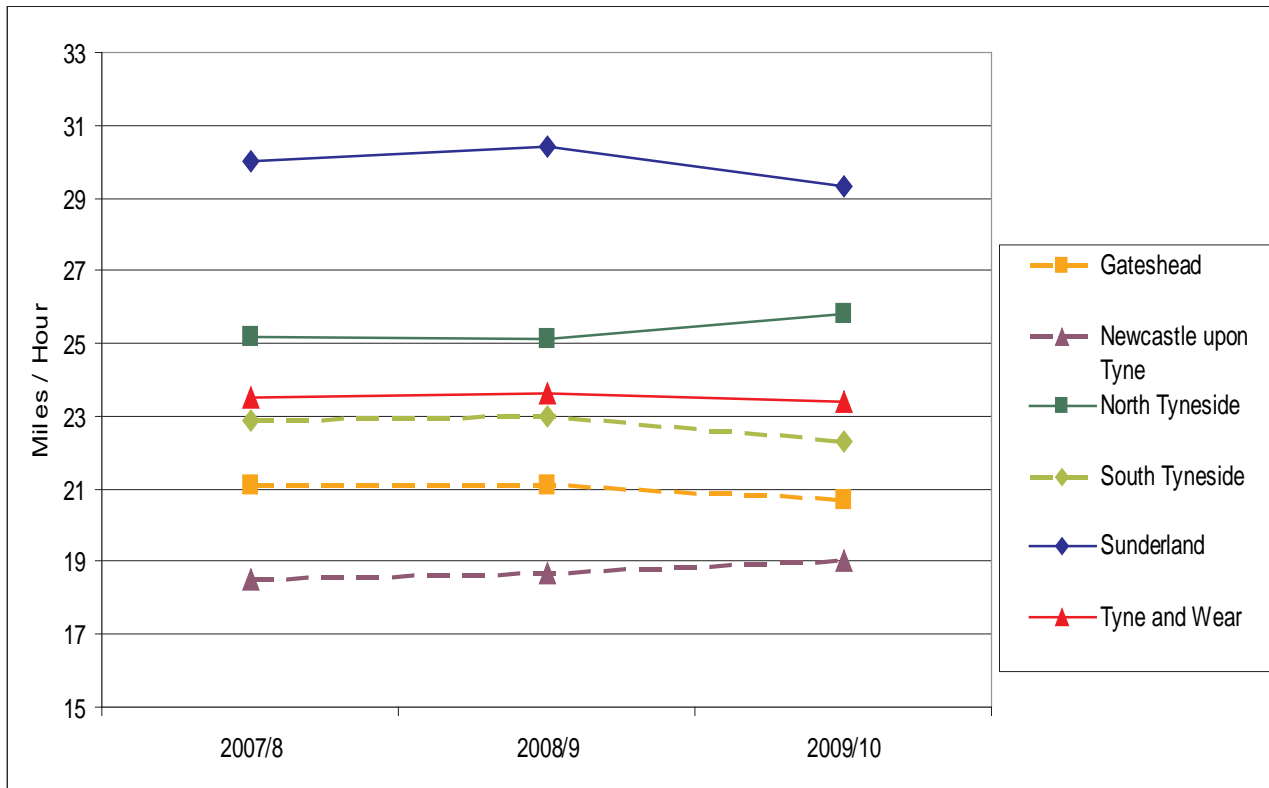
5.2.9 Link speeds

5.26 DfT publish statistics on average link speed on 'A' roads in England. These give the average speed in Tyne and Wear to be 23.4 mph, which is below the average for the north east (28.4 mph) and for England (25.0 mph). Table 5.11 'Average traffic speed on locally managed 'A' roads 2007/08 - 2009/10' and Figure 5.6 'Average traffic speeds on locally managed 'A' roads 2007/08 - 2009/10' give the data for the Tyne and Wear local authorities.

Table 5.11 Average traffic speed on locally managed 'A' roads 2007/08 - 2009/10

| Area | Average speed (miles per hour) | | |
|---------------------|--------------------------------|---------|---------|
| | 2007/08 | 2008/09 | 2009/10 |
| Gateshead | 21.1 | 21.1 | 20.7 |
| Newcastle upon Tyne | 18.5 | 18.7 | 19.0 |
| North Tyneside | 25.2 | 25.1 | 25.8 |
| South Tyneside | 22.9 | 23.0 | 22.3 |
| Sunderland | 30.0 | 30.4 | 29.3 |
| Tyne and Wear | 23.5 | 23.6 | 23.4 |

Figure 5.6 Average traffic speeds on locally managed 'A' roads 2007/08 - 2009/10



Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/congestion/>

Accessed: 04/03/11

5.3 Public Transport (PT)

5.3.1 Local PT patronage by mode

5.27 Table 5.12 'Trends in local public transport patronage 2007/08 - 2009/10' shows the number of people using public transport, excluding taxis. Although the introduction of free concessionary travel for pensioners has clearly increased patronage on both Metro and bus, in 2008/09 there was also an increase in full-fare bus patronage after years of decline. Metro patronage has continued to grow, following the trend of recent years.

Table 5.12 Trends in local public transport patronage 2007/08 - 2009/10

| Mode | Patronage (thousands) | | | 2009/10 -% of total | Change from 2008/09 to 2009/10 |
|--------------|-----------------------|----------------|----------------|------------------------|---|
| | 2007/08 | 2008/09 | 2009/10 | | |
| Bus | 133,691 | 140,392 | 142,738 | 76.8 | 2% |
| Metro | 39,829 | 40,581 | 40,892 | 22.0 | 1% |
| Rail | 2,036 | 1,745 | 1,757 | 0.9 | 1% |
| Ferry | 480 | 467 | 476 | 0.3 | 2% |
| Total | 176,044 | 183,185 | 185,863 | 100.0 | 1% |

Source: Nexus.

A comprehensive analysis of passenger trends can be found in Nexus' [2009/10 Business Intelligence Report](#).

5.3.2 Local PT patronage by passenger type

5.28 Local public transport patronage by passenger type, see Table 5.13 'Local public transport patronage by passenger type 2009/10'. Total adult journeys have increased with Metro showing strong growth. Child journeys fell between 2005/06 and 2007/08 but have increased since then, which is largely attributable to the success of the concessionary travel child all-day ticket (the CAT) that was introduced in September 2008. The introduction of free concessionary fares has resulted in significant increases in the number of journeys made by the over 60s and disabled on bus and Metro since 2005/06.

Table 5.13 Local public transport patronage by passenger type 2009/10

| Passenger type | Patronage (thousands) | % of total |
|-----------------------|------------------------------|--------------|
| Adult | 114,092 | 62.0 |
| Child | 17,219 | 9.4 |
| Over 60s and disabled | 52,777 | 28.7 |
| TOTAL | 185,863⁽⁶⁾ | 100.0 |

Source: Nexus.

A comprehensive analysis of passenger trends can be found in Nexus' [2009/10 Business Intelligence Report](#).

6 Includes Metro passengers travelling fraudulently

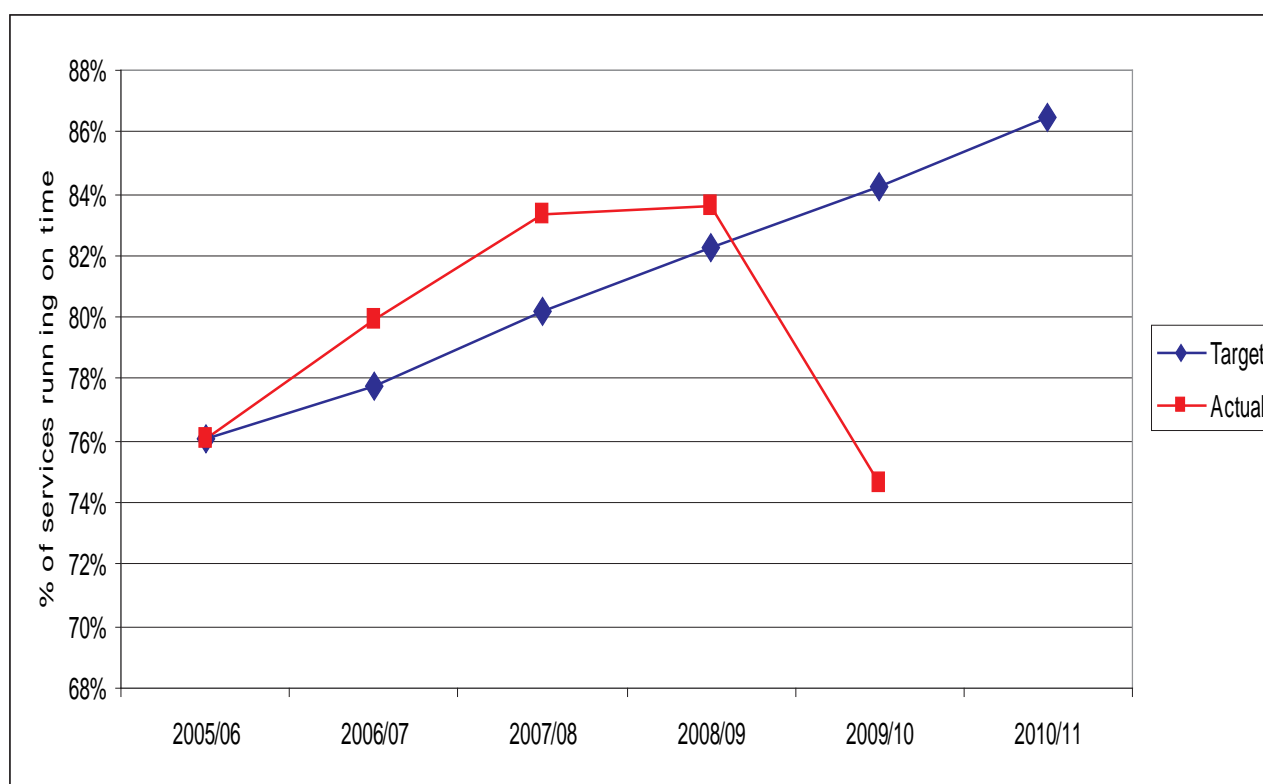
5.3.3 Bus

- 5.29** Bus punctuality is a key outcome of the partnerships between local authorities and bus operators. Improved bus punctuality not only benefits bus passengers but can also help attract more travellers to buses and hence reduce road congestion.
- 5.30** NI178 bus services running on time is measured in two different ways:
- A. the percentage of nonfrequent buses on time
 - B. the average excess waiting time for frequent services
- 5.31** Bus punctuality is defined as keeping public service buses to their scheduled bus departure times.
- 5.32** Scheduled services are those services timetabled by bus companies (both commercial and those supported by local authorities).
- 5.33** (A) Nonfrequent services (fewer than 6 buses per hour) are measured by whether the bus departs within its 'ontime' window of 1 minute 0 seconds early to 5 minutes 59 seconds late. Buses that fail to run should be treated as 'late' and not ignored in the calculations.
- 5.34** (B) Frequent services (6 or more buses per hour) are measured by the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time.
- 5.35** Table 5.14 'NI178(a) Bus services running on time 2005/06 - 2010/11' and Figure 5.7 'NI178(a) Bus services running on time 2005/06 - 2010/11' show how bus punctuality levels have changed over recent years.

Table 5.14 NI178(a) Bus services running on time 2005/06 - 2010/11

| | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|--------|---------|---------|---------|---------|---------|--------------------|
| Actual | 76% | 80% | 83% | 84% | 75% | n/a ⁽⁷⁾ |
| Target | - | 78% | 80% | 82% | 84% | 87% |

7 Expected summer 2011

Figure 5.7 NI178(a) Bus services running on time 2005/06 - 2010/11

Source: Nexus

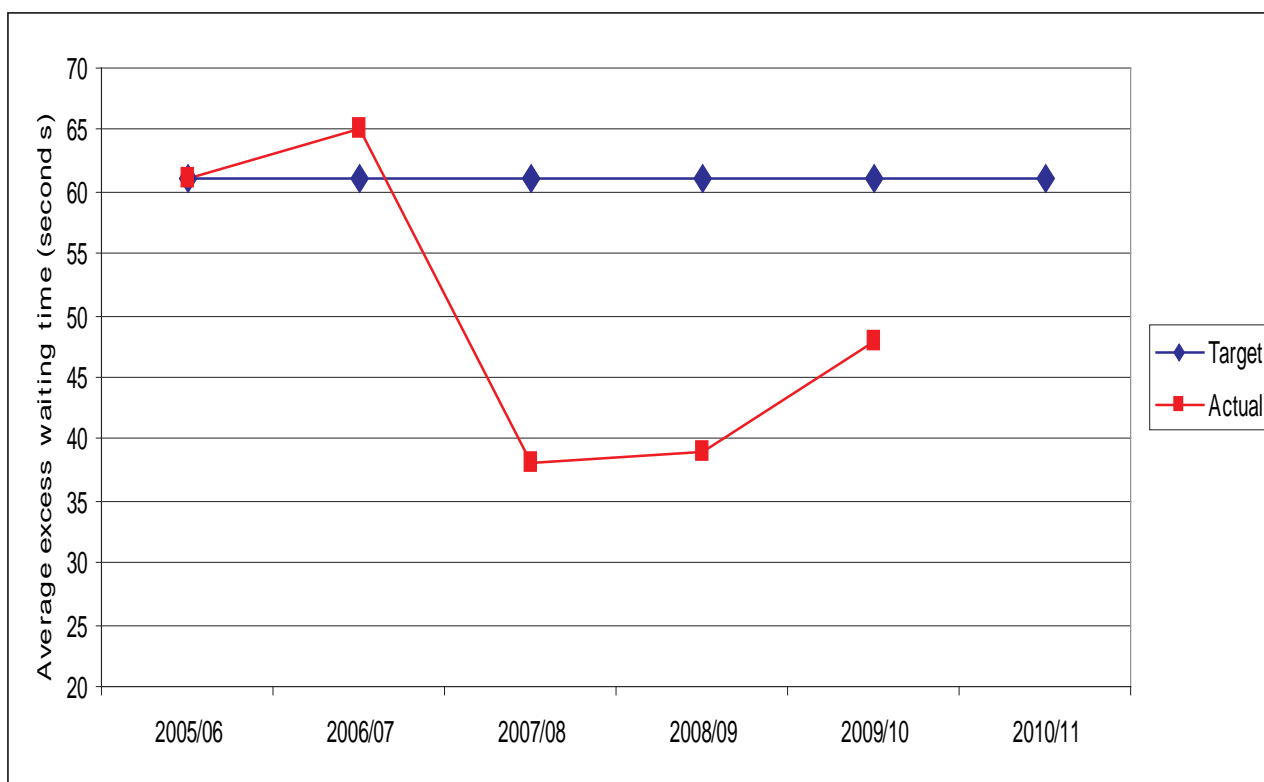
5.36 Bus punctuality increased steadily from the start of LTP2 to 2008/09. In 2009/10 there was a fall in bus punctuality, partly due to an increase in early running which may be due to the improvement in congestion along the main corridors.

5.37 For frequent services (more than 6 per hour), the average excess waiting time is measured. This is waiting time experienced by passengers over and above what might be expected with a service that was always on time. Table 5.15 'NI178(b) Average excess waiting time 2005/06 - 2010/11' and Figure 5.8 'NI178(b) Average excess waiting time 2005/06 - 2010/11' show our progress in reducing waiting times.

Table 5.15 NI178(b) Average excess waiting time 2005/06 - 2010/11

| | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|--------|-------------|--------------|-------------|-------------|-------------|--------------------|
| Actual | 1 min 1 sec | 1 min 4 secs | 38 seconds | 39 seconds | 48 seconds | n/a ⁽⁷⁾ |
| Target | - | 1 min 1 sec | 1 min 1 sec | 1 min 1 sec | 1 min 1 sec | 1 min 1 sec |

Figure 5.8 NI178(b) Average excess waiting time 2005/06 - 2010/11



Source: Nexus

5.38 Good performance would be an increase in levels of punctuality of bus services in the reporting area. In other words, (A) an increase in the percentage of nonfrequent services on time and (B) a reduction in the excess waiting time for frequent services.

5.39 Target will be set during 2011/12. Any bus related targets would need to be allied with the Tyne and Wear Bus Strategy.

5.3.4 Rail

5.40 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.

5.41 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) (25% growth from 2007/08 to 2008/09).

5.3.5 Metro

5.42 The Metro system now serves 60 stations along 78 kilometres of track, carrying almost 41 million passengers in 2009/10.

5.3.6 Ferry

5.43 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.

5.3.7 Taxis and Private Hire Vehicles

5.44 There are almost 6,000 licensed taxi and PHVs operating within Tyne and Wear – split around one-third taxis and two-thirds private hire vehicles. Table 5.16 'Taxis and PHVs by district 2008' summarises the supply of vehicles by district in 2008.

Table 5.16 Taxis and PHVs by district 2008

| | Gateshead | Newcastle | North Tyneside | South Tyneside | Sunderland | Total |
|--|------------|-------------|----------------|----------------|------------|-------------|
| Hackney Carriage (WAV ⁽⁸⁾) | 250 | 441 | 100 | 24 | 207 | 1164 |
| Hackney Carriage (not WAV) | 85 | 339 | 104 | 212 | 142 | 740 |
| Private Hire Vehicle | 252 | 961 | 950 | 450 | 609 | 3885 |
| TOTAL | 860 | 1741 | 1154 | 686 | 958 | 5789 |

Source: JMP 'The role of taxis in the Tyne and Wear Public Transport network'

5.3.8 Newcastle International Airport

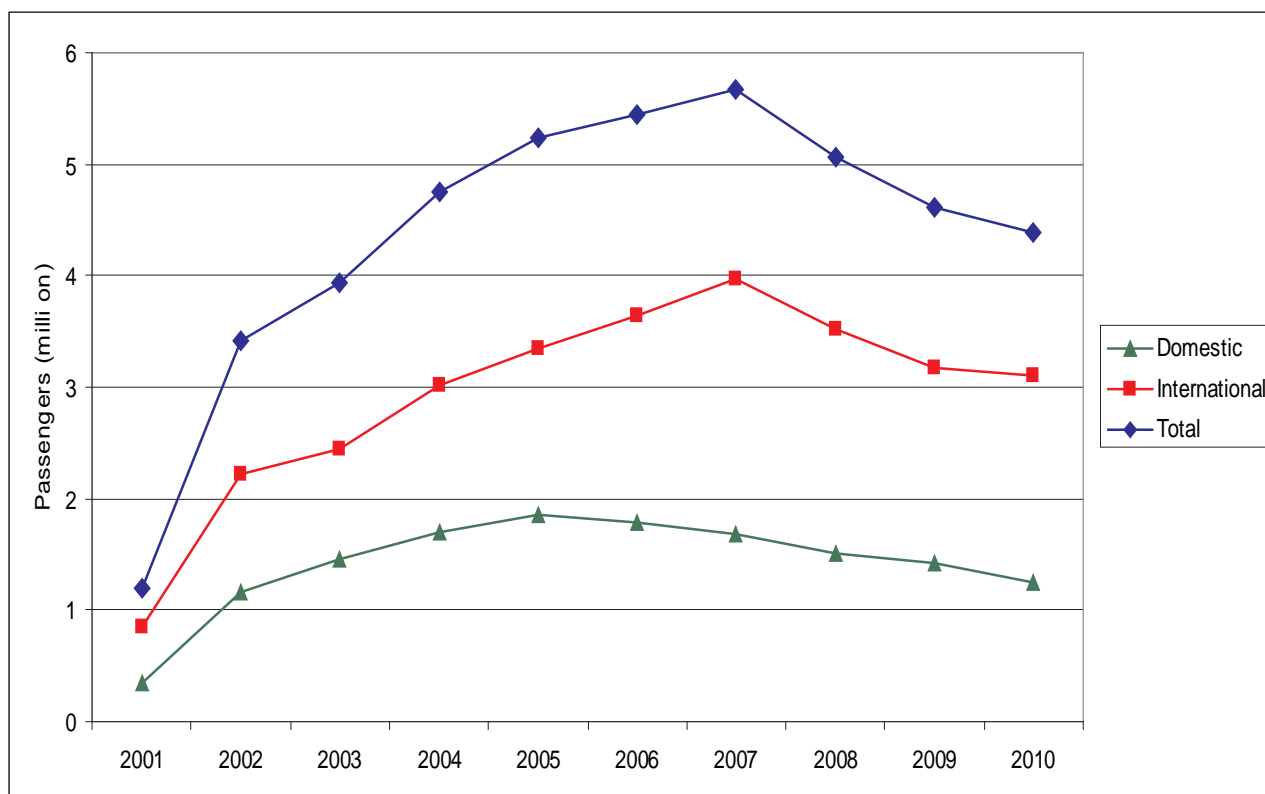
5.45 Newcastle International Airport is a key gateway to the North East region and beyond. The airport is in the process of producing an updated masterplan to reflect present-day market conditions and the effects of the global downturn in air travel. Table 5.18 confirms that passenger numbers using Newcastle International Airport have been affected by the recession, falling from 5.7m in 2007 to 4.4m in 2010 - this is nevertheless still a significant increase from the figure of 1.2m passengers at the start of the decade.

8 WAV = Wheelchair Accessible Vehicle

Table 5.17 Passengers travelling through Newcastle Airport 2001 - 2010

| Year | International | Domestic | Other | Total |
|------|---------------|-----------|--------|-----------|
| 2001 | 846,430 | 351,252 | 7,058 | 1,204,740 |
| 2002 | 2,218,917 | 1,167,954 | 25,422 | 3,412,293 |
| 2003 | 2,451,187 | 1,456,945 | 29,563 | 3,937,695 |
| 2004 | 3,020,053 | 1,696,566 | 32,101 | 4,748,720 |
| 2005 | 3,352,921 | 1,849,945 | 30,736 | 5,233,602 |
| 2006 | 3,638,556 | 1,790,408 | 24,373 | 5,453,337 |
| 2007 | 3,968,794 | 1,682,379 | 24,173 | 5,675,346 |
| 2008 | 3,526,276 | 1,512,434 | 24,529 | 5,063,239 |
| 2009 | 3,173,927 | 1,414,367 | 24,515 | 4,612,809 |
| 2010 | 3,097,111 | 1,253,780 | 39,408 | 4,390,299 |

Figure 5.9 Newcastle International Airport Passengers 2001 - 2010



Source: Newcastle International Airport
<http://www.newcastleairport.com/Newsroom/Facts/PassengerStatistics.htm>
 Accessed: 07/03/11

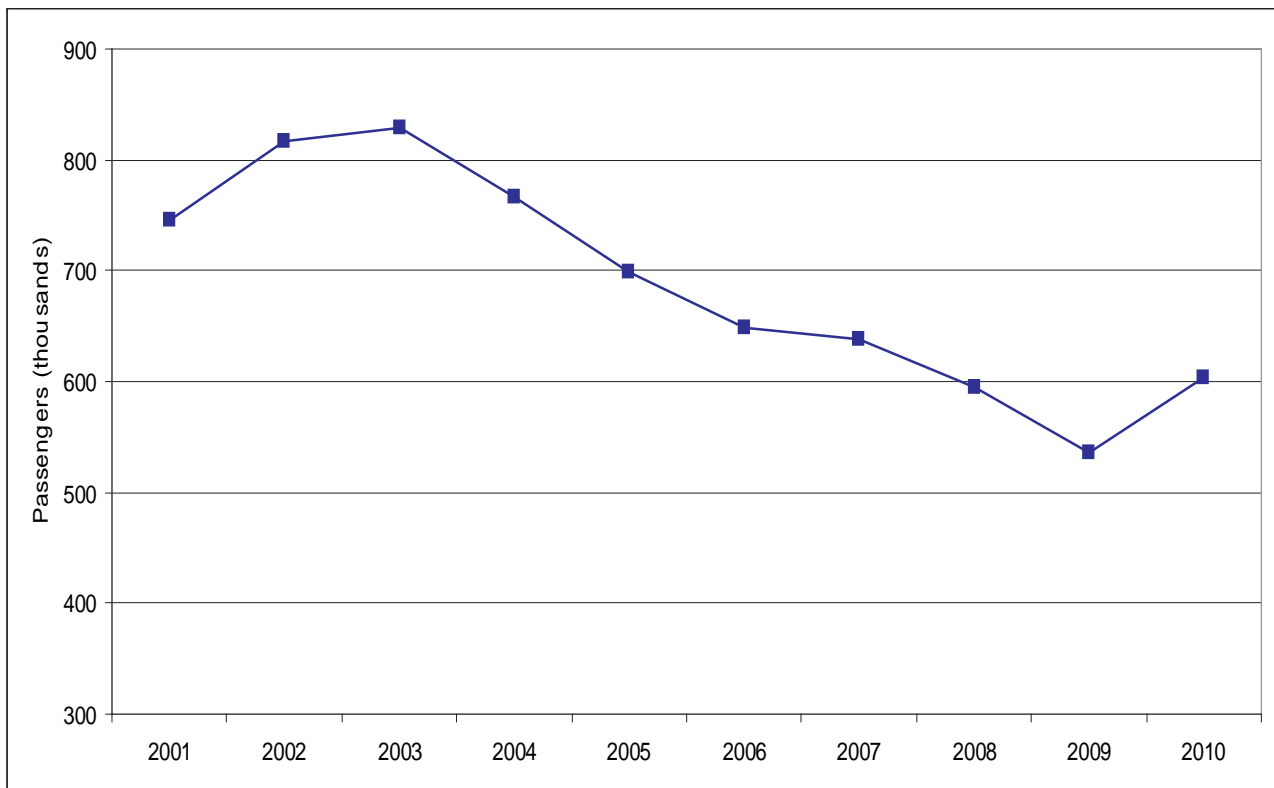
5.3.9 International sea passenger movements

5.46 The Port of Tyne also offers a daily passenger ferry sailing to Amsterdam. Cruise and Ferry volumes, in total, reflect the full year effect of the loss of the Bergen route which had its last sailing in August 2008. However, it is pleasing to report that on a like for like basis, the Newcastle to Amsterdam route has shown growth of 13%. Whilst cruise volumes are slightly down, vessel arrivals during the year and indeed booked for 2011, indicate that the Port of Tyne is now a well established port of call for the major operators such as Holland & America, Fred Olsen and P&O. Table 5.18 'International sea passenger numbers 2001 - 2010' and Figure 5.10 'International sea passenger numbers 2001 - 2010' show the trend in passenger numbers passing through Port of Tyne.

Table 5.18 International sea passenger numbers 2001 - 2010

| Year | Passengers (Thousands) |
|------|------------------------|
| 2001 | 745 |
| 2002 | 816 |
| 2003 | 829 |
| 2004 | 767 |
| 2005 | 699 |
| 2006 | 648 |
| 2007 | 638 |
| 2008 | 595 |
| 2009 | 536 |
| 2010 | 604 |

Figure 5.10 International sea passenger numbers 2001 - 2010



5.47 Source: DfT
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/passengers/>
Accessed: 07/03/11

5.4 Car ownership

5.48 Car ownership in Tyne and Wear has historically been significantly below the national average, as indicated in Table 5.19 'Car ownership in Tyne and Wear in 2001'. Consequently, the potential for future growth in car ownership within Tyne and Wear is greater than in the rest of the country. A key challenge for Tyne and Wear, therefore, is to disengage increasing prosperity from growing car use.

Table 5.19 Car ownership in Tyne and Wear in 2001

| Area | Households with cars available | | | Average cars per household |
|---------------|--------------------------------|-------|-------------|----------------------------|
| | None | One | Two or more | |
| Tyne and Wear | 41.8% | 41.5% | 16.6% | 0.78 |
| North East | 35.9% | 43.1% | 21.0% | 0.90 |
| England | 26.8% | 43.7% | 29.5% | 1.11 |
| Great Britain | 27.5% | 43.8% | 28.8% | 1.09 |

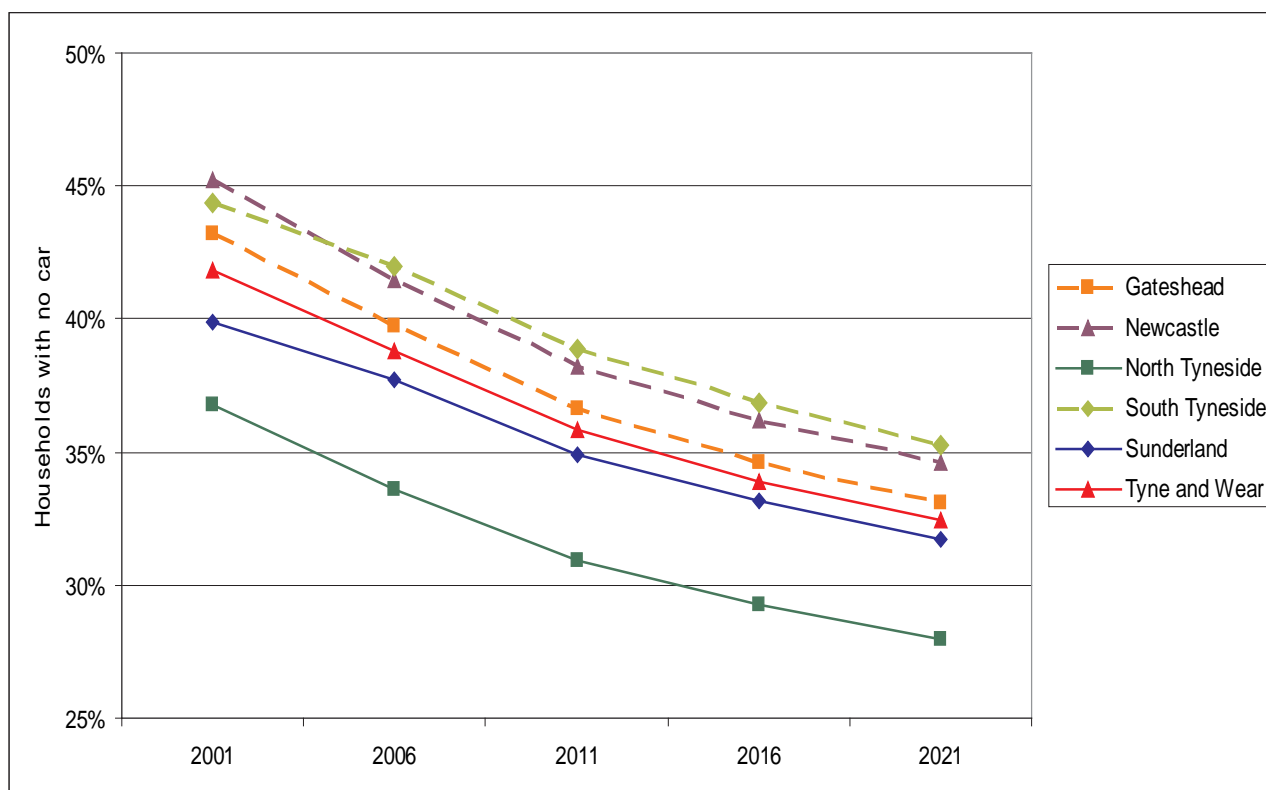
Source: Census 2001

5.49 Current estimates are that the proportion of households in Tyne and Wear without access to a car has fallen from 42% in 2001 to 36% in 2011, as shown in Table 5.20 'Forecast change in car ownership 2001 - 2021' and Figure 5.11 'Forecast change in car ownership 2001 - 2021'. It is predicted that this will fall to 32% in 2021.

Table 5.20 Forecast change in car ownership 2001 - 2021

| Area | Households with no car available | | | | |
|----------------|----------------------------------|------|------|------|------|
| | 2001 | 2006 | 2011 | 2016 | 2021 |
| Gateshead | 43% | 40% | 37% | 35% | 33% |
| Newcastle | 45% | 42% | 38% | 36% | 35% |
| North Tyneside | 37% | 34% | 31% | 29% | 28% |
| South Tyneside | 44% | 42% | 39% | 37% | 35% |
| Sunderland | 40% | 38% | 35% | 33% | 32% |
| Tyne and Wear | 42% | 39% | 36% | 34% | 32% |

Figure 5.11 Forecast change in car ownership 2001 - 2021



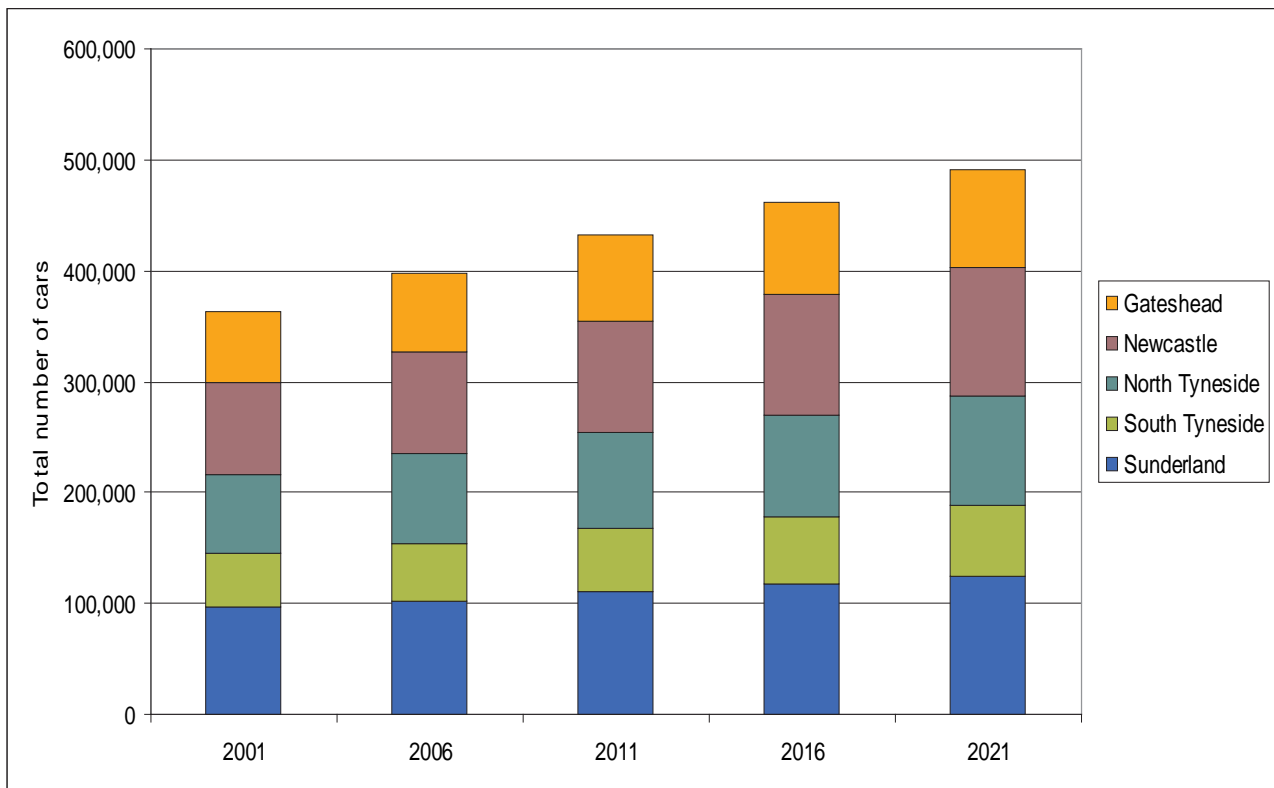
Source: *Tempo v6.2 using dataset v5.4*

5.50 Tempo has also been used to generate estimates for the total number of cars in Tyne and Wear to 2021. These are shown in Table 5.21 'Forecast change in cars 2001 - 2021' and Figure 5.12 'Forecast change in cars 2001 - 2021'.

Table 5.21 Forecast change in cars 2001 - 2021

| Area | Total cars | | | | |
|----------------|------------|---------|---------|---------|---------|
| | 2001 | 2006 | 2011 | 2016 | 2021 |
| Gateshead | 64,398 | 71,070 | 77,351 | 82,669 | 88,350 |
| Newcastle | 82,033 | 91,596 | 101,127 | 109,083 | 116,614 |
| North Tyneside | 72,156 | 80,100 | 86,765 | 92,168 | 97,590 |
| South Tyneside | 48,520 | 51,816 | 56,391 | 59,930 | 63,664 |
| Sunderland | 96,066 | 102,434 | 110,845 | 117,821 | 124,960 |
| Tyne and Wear | 363,173 | 397,016 | 432,478 | 461,672 | 491,178 |

Figure 5.12 Forecast change in cars 2001 - 2021



Source: *Tempo v6.2 using dataset v5.4*

5.5 Public Rights of Way

5.51 The composition of the definitive public rights of way, cycle and 'other' networks in Tyne and Wear are summarised in the second Tyne and Wear Rights of Way Improvement Plan which is Appendix D of the LTP Strategy.

5.6 Walking

5.52 Walking is the most basic form of transport and the one with least environmental impact, accounting for around 10% of all home-to-work trips in Tyne and Wear⁽⁹⁾ 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.

5.53 We are exploring ways of robustly measuring levels of walking and trends in walking. Some information is available via the Tyne and Wear Household Survey.

5.7 Cycling

5.7.1 Counts

5.54 The annual reviews for Tyne and Wear cycle count sites, based on 55 sites, show a pattern of general growth in the numbers cycling since 2004 (shown in Table 5.22 'Indexed cycle counts 2004 - 2009' and Figure 5.13 'Indexed cycle counts 2004 - 2009'). The network includes four national, and numerous regional and local cycle routes, and growth in cycling across measured sites during LTP2 averaged 4.5% per year. Growth varies between authorities and across the network, with some sites experiencing annual growth of 15% per year.

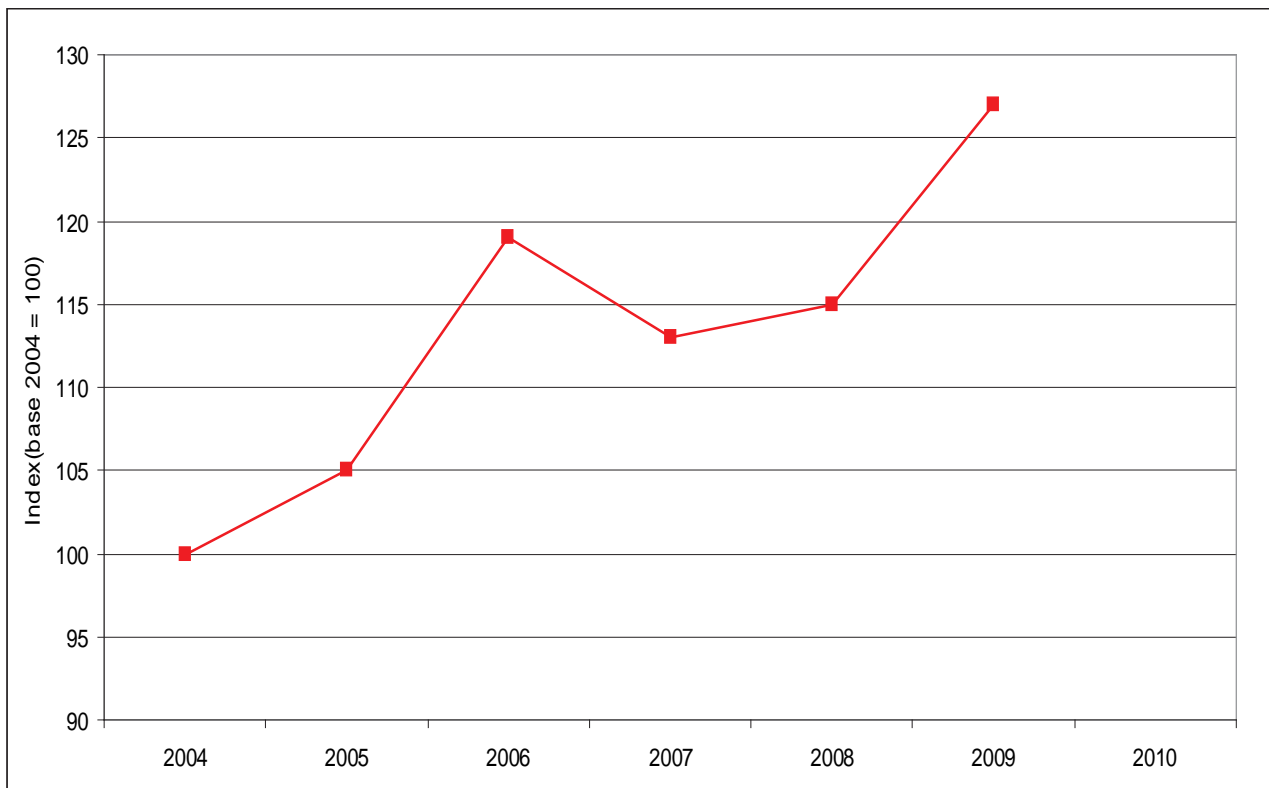
5.55 The LTP2 target of a 5% growth by 2011 from 2004 base has been exceeded.

5.56 Good performance is an increase in cycling counts

Table 5.22 Indexed cycle counts 2004 - 2009

| Year | Indexed cycle counts (2004 = 100) |
|------|-----------------------------------|
| 2004 | 100 |
| 2005 | 105 |
| 2006 | 119 |
| 2007 | 113 |
| 2008 | 115 |
| 2009 | 127 |

9 Source: Tyne and Wear Household Travel Survey

Figure 5.13 Indexed cycle counts 2004 - 2009

Source: TADU

<http://www.northeast-tadu.gov.uk/>

5.57 During 2011 the location of the count sites will be reviewed in conjunction with the strategic cycle network across Tyne and Wear. The target for LTP3 will be set during 2011/12.

5.7.2 Infrastructure

5.58 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 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. Table 5.23 'Cycle route lengths (km) by area 2010' gives lengths of each type of route by area.

Table 5.23 Cycle route lengths (km) by area 2010

| Route Type | Gateshead | Newcastle | North Tyneside | South Tyneside | Sunderland | Durham | Northumberland | Total |
|------------------------------|------------|------------|----------------|----------------|------------|------------|----------------|-------------|
| On-road advisory | 202 | 244 | 196 | 91 | 213 | 263 | 420 | 1629 |
| On-road NCN ⁽¹⁰⁾ | 5 | 5 | 10 | 13 | 7 | 6 | 23 | 69 |
| On-road signposted | 43 | 6 | 13 | 28 | 14 | 13 | 39 | 156 |
| Traffic-free path | 35 | 15 | 44 | 8 | 15 | 32 | 58 | 207 |
| Off-road NCN ⁽¹⁰⁾ | 34 | 21 | 29 | 16 | 42 | 39 | 38 | 219 |
| Mountain bike only | 1 | 1 | 4 | 0 | 0 | 0 | 3 | 9 |
| Footpath, walk bike | 9 | 9 | 37 | 8 | 29 | 8 | 27 | 127 |
| Total | 329 | 301 | 333 | 164 | 320 | 361 | 608 | 2416 |

Source: Cycle City Guides

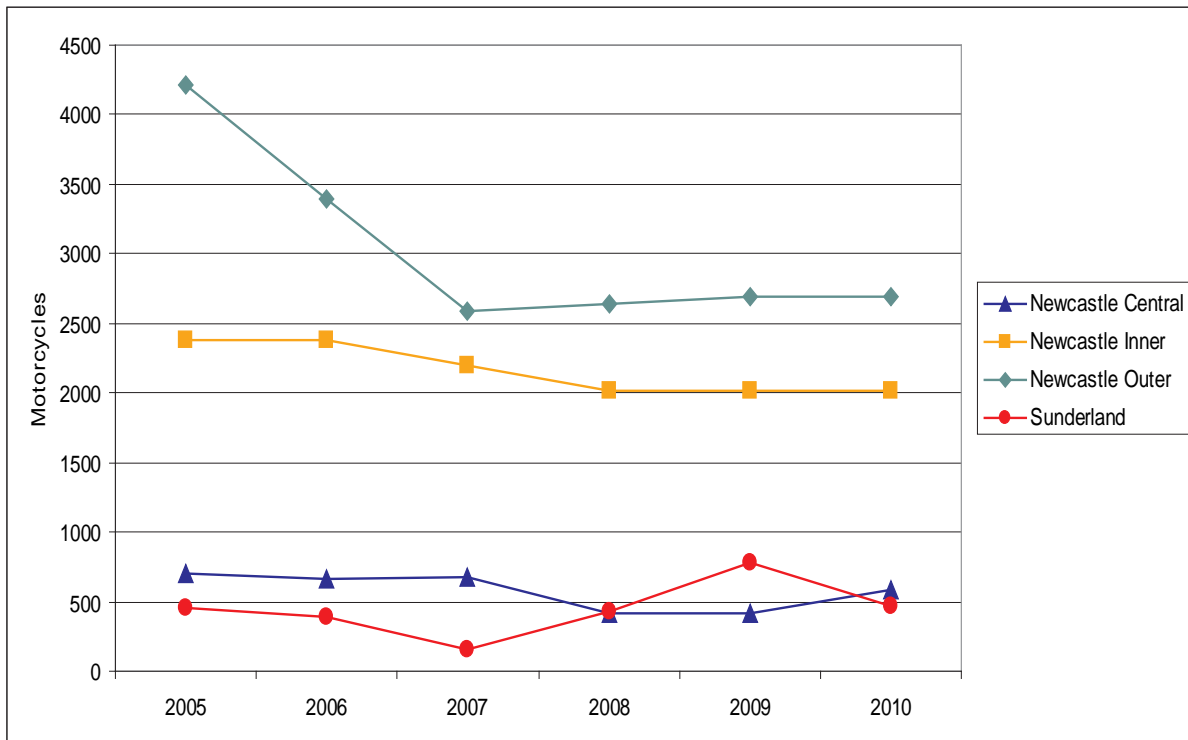
5.8 Motorcycles

5.59 Motorcycles are counted as part of the annual cordon counts carried out in Newcastle and Sunderland city centres and the average annual 12-hour flows are given in Table 5.24 'Motorcycle cordon counts 2005 - 2010' and Figure 5.14 'Motorcycle cordon counts 2005 - 2010'. As the cordon surveys are carried out on one day per year, these figures are subject to large variability, but in general flows have fallen. The use of cordon counts to monitor levels of motorcycle use is not ideal given their limited coverage.

Table 5.24 Motorcycle cordon counts 2005 - 2010

| Cordon location | Average 12 hour flow (7am to 7pm) | | | | | |
|--------------------|-----------------------------------|----------------------|----------------------|----------------------|------|------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Central Newcastle | 705 | 669 | 672 | 412 | 412 | 579 |
| Inner Newcastle | 2385 ⁽¹¹⁾ | 2378 | 2198 ⁽¹¹⁾ | 2017 | 2016 | 2015 |
| Outer Newcastle | 4211 | 3397 ⁽¹¹⁾ | 2582 | 2638 ⁽¹¹⁾ | 2693 | 2693 |
| Central Sunderland | 461 | 393 | 155 | 426 | 775 | 464 |

Figure 5.14 Motorcycle cordon counts 2005 - 2010



Source: Tyne and Wear LTP

11 Figures are interpolated as inner and outer cordons are surveyed bi-annually.

5.9 Freight

5.9.1 Goods vehicles

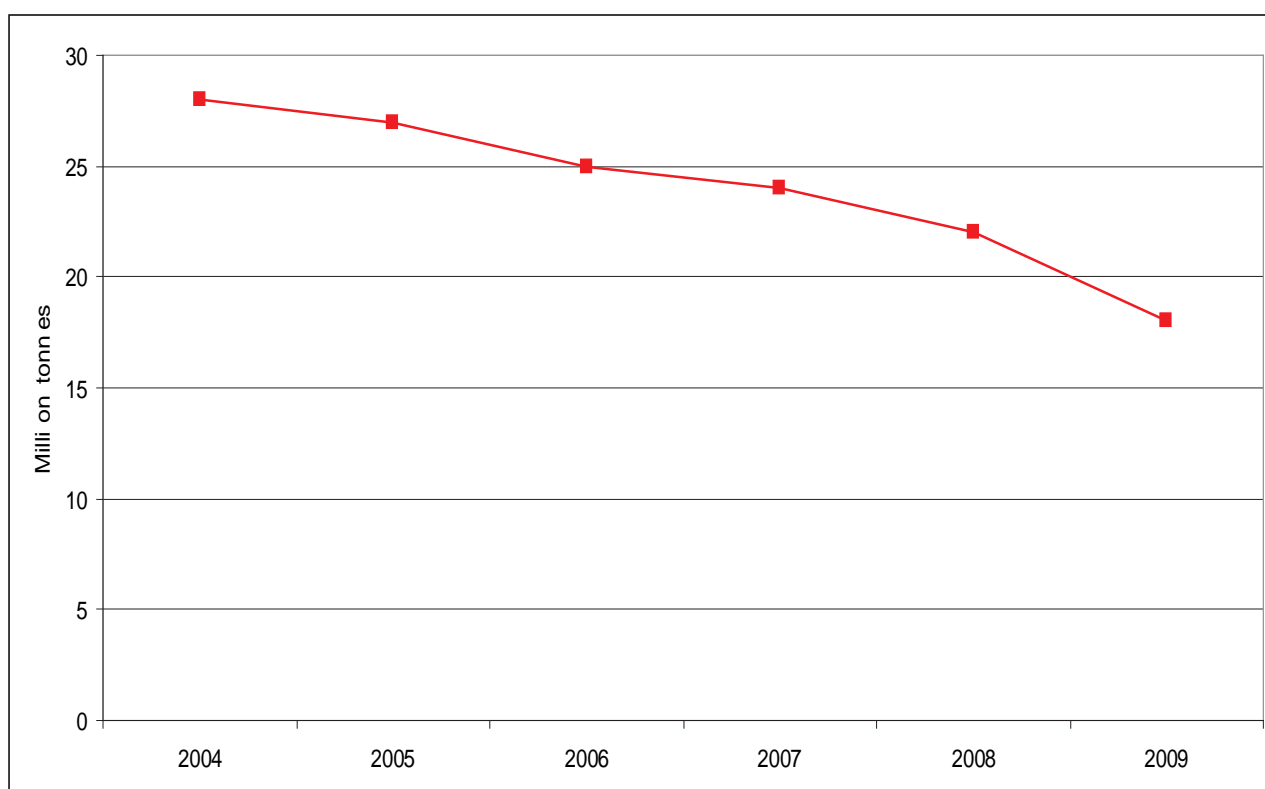
5.60 Goods vehicles are a significant part of road traffic within Tyne and Wear and managing their safe and effective operation is important, both for traffic flow and the local economy. Following a detailed investigation into the “*Nature of Freight*” in Tyne and Wear, in partnership with the Freight Transport Association and the Northern Freight Group, in 2004, the Tyne and Wear Freight Partnership was established a year later.

5.61 In 2009, 18 million tonnes of goods were transported by road from Tyne and Wear. This has fallen from 28 million tonnes in 2004, as shown in Table 5.25 'Freight transported by road 2004 - 2009' and Table 5.25 'Freight transported by road 2004 - 2009'

Table 5.25 Freight transported by road 2004 - 2009

| Origin | Freight transport (million tonnes) | | | | | |
|---------------|------------------------------------|------|------|------|------|------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Tyne and Wear | 28 | 27 | 25 | 24 | 22 | 18 |

Figure 5.15 Freight transported by road 2004 - 2009



Source: DfT Regional Transport Statistics

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/regionaldata/rtslivetables>

Accessed: 07/03/11

5.9.2 Ports

5.62 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.

5.63 In 2008, 5,417 thousand tonnes of freight passed through the Port of Tyne and 805 thousands tonnes of freight passed through the Port of Sunderland⁽¹²⁾. Provisional figures for 2009 from DfT has 3,540 thousands tonnes for Port of Tyne and 651 thousands tonnes for Port of Sunderland.

5.9.3 Freight on Rail

5.64 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 has been investigating the potential for further railfreight growth in the region, although the volume of rail-borne freight traffic has been adversely affected by the recession.

5.65 The Rail Freight Review carried out by Aecom in 2010 on behalf of the Tyne and Wear Freight Partnership found that:

- The majority of rail freight movements pass through Tyne Yard
- 307 train movements per week operate through Tyne Yard
- 51% travel at day and 49% travel during the day (7am to 7pm)
- 52% of loaded freight trains are carrying imported coal.

12 Source: Department for Transport.

5.10 Accessibility

Accessibility to employment by public transport, walking and cycling (NI176)

- 5.66** Information on the accessibility of sites of employment to the economically active population by public transport, walking and cycling enables local authorities to direct interventions (transport and planning measures related to both economic and residential sites) to encourage economic growth and reduce social exclusion.
- 5.67** NI176 Working age people with access to employment by public transport (and other specified modes). Definition: percentage of people of economically active age with access within a reasonable time to more than 500 jobs by public transport, cycling and/or walking.
- 5.68** Trend is shown in Table 5.26 'NI176 Access to employment 2007 - 2009' and shows a small decrease for Tyne and Wear from 2007 to 2009.
- 5.69** Good performance is an increase in the proportion of those aged 16-74 with access to more than 500 jobs by public transport and/or walking or cycling. Good performance will be achieved by reducing the journey time to employment locations by public transport, walking and cycling.
- 5.70** Target to be set during 2011/12.

Table 5.26 NI176 Access to employment 2007 - 2009

| Area | Proportion of people with access | | |
|---------------------|----------------------------------|------|------|
| | 2007 | 2008 | 2009 |
| Gateshead | 81.7 | 80.9 | 81.2 |
| Newcastle upon Tyne | 85.0 | 84.7 | 85.0 |
| North Tyneside | 83.7 | 82.9 | 83.2 |
| South Tyneside | 81.7 | 82.0 | 81.4 |
| Sunderland | 83.7 | 84.0 | 83.8 |
| Tyne and Wear | 83.4 | 83.2 | 83.2 |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2009>

Accessed: 07/03/11

5.11 Air quality

5.11.1 NO₂ levels in AQMAs

- 5.71** Definition: Nitrogen dioxide (NO₂) in declared Air Quality Management Areas (AQMAs)
- 5.72** Source: Gateshead Council, Newcastle City Council, South Tyneside Council
- 5.73** Base year: 2009. see Table 5.27 'Nitrogen dioxide levels in AQMAs 2009'
- 5.74** Trend: Worsening of air quality in Newcastle City Centre. Slight improvement in Gateshead Town Centre. Portobello AQMA may be revoked as situation has improved. Lindisfarne roundabout AQMA may have to be extended.
- 5.75** Good performance: reductions in NO₂ in each AQMA with no exceedences.
- 5.76** Target: Our target is to have no AQMAs in Tyne and Wear. In order for AQMAs to be revoked, the annual mean NO₂ concentration must be less than 40 µg/m³ with no exceedences. Once this has happened and the local authority is confident the AQMA is no longer needed, it may be revoked. This has not yet happened for any AQMA in Tyne and Wear.

Table 5.27 Nitrogen dioxide levels in AQMAs 2009

| AQMA | Local authority | Base year | Annual mean NO ₂ concentration | Number of exceedences of 1 hour mean |
|------------------------------------|-----------------|-----------|---|--------------------------------------|
| Gateshead Town Centre | Gateshead | 2009 | 32 µg/m ³ | 0 |
| Portobello, Birtley | Gateshead | 2009 | 28 µg/m ³ | 0 |
| Newcastle City Centre | Newcastle | 2009 | 55 µg/m ³ | 0 |
| Gosforth | Newcastle | 2009 | Awaiting data | 0 |
| Lindisfarne Roundabout / Leam Lane | South Tyneside | 2009 | 23 µg/m ³ | 0 |
| Boldon Lane / Stanhope Road | South Tyneside | 2009 | 29 µg/m ³ | 0 |

Source: Local authorities

5.11.2 Take up of Electric Vehicles

- 5.77** Uptake of Electric Vehicles:

- Definition: Uptake of electric vehicles through the North East *Charge Your Car* membership scheme
- Source: Newcastle City Council
- Base year: 2010
- Base data: Awaiting data
- Trend: Awaiting data
- Good performance: an increase in the uptake of electric vehicles.

5.12 Climate change (low carbon)

5.12.1 Carbon dioxide per capita

5.78 Action by local authorities is likely to be critical to the achievement of Government's climate change objectives. Local authorities are uniquely placed to provide vision and leadership to local communities by raising awareness and to influence behaviours. In addition, through their powers and responsibilities (housing, planning, local transport and powers to promote wellbeing) and by working with their Local Strategic Partnership they can have significant influence over emissions in their local areas.

5.79 This indicator relies on centrally produced statistics to measure end user CO₂ emissions in the local area from:

- Business and Public Sector,
- Domestic housing, and
- Road transport⁽¹³⁾

5.80 NI 186 Per capita reduction in CO₂ emissions in the LA area. Definition of indicator: Percentage reduction of the per capita CO₂ emissions in the local authority area: The indicator comprises of an annual amount of end user CO₂ emissions across an agreed set of sectors (housing, road transport and business) measured as a percentage reduction (or increase) of the per capita CO₂ emission from the 2005 baseline year.

5.81 Base data: see Table 5.28 'CO₂ per capita from road transport for Tyne and Wear 2005 - 2008 (from NI186)'

5.82 Trend: Total (industry + domestic + road transport) per capita emissions has fallen year on year between 2005 and 2008. The proportion of emissions from road transport has fallen from 1.87t in 2005 to 1.76t in 2008.

5.83 Good performance is typified by an increasing year on year percentage reduction in CO₂ per capita (i.e. if it is compared to the same baseline, then as well as seeing a decrease, the size of the decrease should get bigger each year).

5.84 Target to be set during 2011/12.

13 excluding motorways

Table 5.28 CO₂ per capita from road transport for Tyne and Wear 2005 - 2008 (from NI186)

| Year | Emissions (kt CO ₂) | | | | Population ('000s, mid-year estimate) | Emissions (t CO ₂) | |
|------|---------------------------------|----------|----------------|-------|---------------------------------------|--------------------------------|--------------------------------|
| | Industry and Commercial | Domestic | Road Transport | Total | | Per Capita | Per Capita from Road Transport |
| 2005 | 3,056 | 2,694 | 2,041 | 7,791 | 1,088.5 | 7.2 | 1.87 |
| 2006 | 3,040 | 2,671 | 1,983 | 7,694 | 1,090.0 | 7.1 | 1.82 |
| 2007 | 2,877 | 2,564 | 2,002 | 7,443 | 1,091.7 | 6.8 | 1.83 |
| 2008 | 2,773 | 2,555 | 1,930 | 7,258 | 1,096.0 | 6.6 | 1.76 |

Source: DECC

<http://www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx>

Accessed: 08/03/11

5.13 Information

5.85 Provision of PT information:

- Definition: To be determined
- Source: Nexus
- Base year: 2009/10
- Base data: *Awaiting data*
- Trend: *Awaiting data*

5.86 Target to be set during 2011/12.

5.14 Maintenance

Roads condition - principal roads

- 5.87** This provides an indication of the proportion of principal road carriageway where maintenance should be considered. This is a significant indicator of the state of the highways asset.
- 5.88** NI 168 Principal roads where maintenance should be considered. Definition: The indicator measures the percentage of the local authority's A-road and principal (that is, local authority owned) M-road carriageways where maintenance should be considered.
- 5.89** Good performance is typified by a low percentage. A reduction in levels represents improvement.
- 5.90** Trend: see Table 5.29 'NI168 Principal roads where maintenance should be considered 2006/07 - 2009/10'
- 5.91** Target to be set during 2011/12.

Table 5.29 NI168 Principal roads where maintenance should be considered 2006/07 - 2009/10

| Authority | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|---------------------|---------|---------|---------|---------|---------|
| Gateshead | 4% | 4% | 2% | 3% | |
| Newcastle upon Tyne | 10% | 6% | 4% | 3% | 4% |
| North Tyneside | 5% | 5% | 3% | 4% | 5% |
| South Tyneside | 9% | 3% | 2% | 3% | 4% |
| Sunderland | 5% | 2% | 1% | 2% | |
| Tyne and Wear | 6% | 4% | 2% | 3% | |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/>

Accessed: 04/03/11

Tyne and Wear averages derived from district data and network lengths

Road condition - non-principal roads indicator

- 5.92** Provides an indication of the proportion of B and C-class road carriageways where maintenance should be considered. This is a significant indicator of the state of the highways asset.

- 5.93** NI 169 Nonprincipal classified roads where maintenance should be considered. Definition: The indicator measures the percentage of the local authority's B-road and C-road carriageways where maintenance should be considered.
- 5.94** Good performance is typified by a low percentage. A reduction in levels represents improvement.
- 5.95** Trend: See Table 5.30 'NI169 Non-principal roads where maintenance should be considered 2006/07 - 2009/10'
- 5.96** Target to be set during 2011/12.

Table 5.30 NI169 Non-principal roads where maintenance should be considered 2006/07 - 2009/10

| Authority | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|----------------------|------------|-----------|-----------|-----------|---------|
| Gateshead | 11% | 5% | 4% | 4% | |
| Newcastle upon Tyne | 16% | 4% | 3% | 3% | 3% |
| North Tyneside | 12% | 11% | 4% | 5% | 8% |
| South Tyneside | 16% | 6% | 5% | 6% | 7% |
| Sunderland | 8% | 3% | 2% | 2% | |
| Tyne and Wear | 12% | 6% | 3% | 4% | |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/>

Accessed: 04/03/11

Tyne and Wear averages derived from district data and network lengths

Road condition - un-classified roads indicator

- 5.97** Definition: Proportion of un-classified roads where maintenance should be considered.
- 5.98** Good performance is typified by a low percentage. A reduction in levels represents improvement.
- 5.99** Trend: See Table 5.31 'Un-classified roads where maintenance should be considered 2006/07 - 2009/10'

Table 5.31 Un-classified roads where maintenance should be considered 2006/07 - 2009/10

| Authority | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|-----------|---------|---------|---------|---------|---------|
| Gateshead | 8% | 5% | 9% | 8% | |

| Authority | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|----------------------|-----------|-----------|-----------|------------|---------|
| Newcastle upon Tyne | 10% | 8% | 8% | 8% | 8% |
| North Tyneside | 9% | 7% | 12% | n/a | |
| South Tyneside | 8% | 6% | 5% | 3% | |
| Sunderland | 6% | 5% | 6% | 5% | |
| Tyne and Wear | 8% | 6% | 8% | n/a | |

Source: DfT

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/>

Accessed: 04/03/11

Tyne and Wear averages derived from district data and network lengths

Footway condition indicator

5.100 Definition: Percentage of footways which are in greatest need of treatment.

5.101 Source: Local highway authorities via the Footway Network Survey (FNS). To be introduced on a Tyne and Wear basis from 2011/12.

5.102 Good performance: a reduction in the percentage of footways requiring treatment.

5.15 Safety and security indicators

5.15.1 Casualties

5.103 In LTP2 we set challenging targets to reduce the number of people killed or injured in road accidents. These were to:

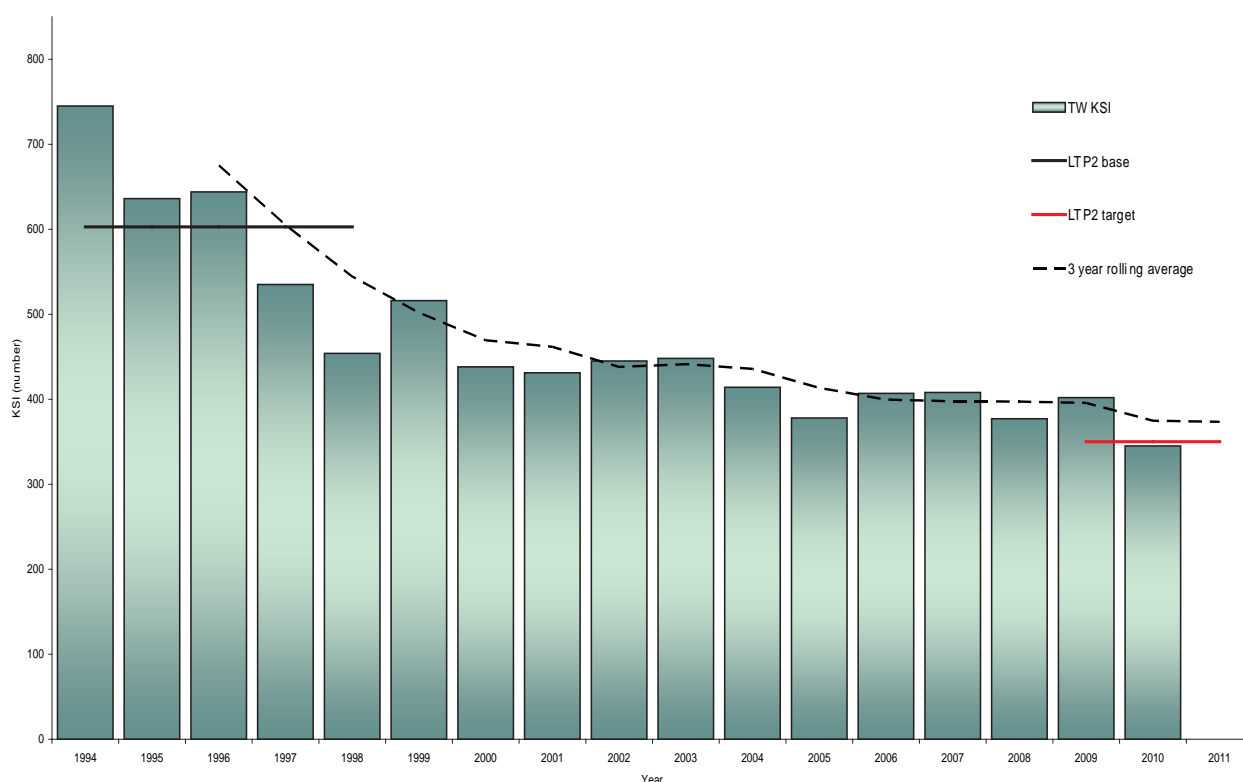
- Reduce the number of people killed and seriously injured by 40% (compared to the 1994-98 average);
- Reduce the number of children killed and seriously injured by 50% (compared to the 1994-98 average) and
- Reduce the number of slight casualties by 5% (compared to the "do-nothing" trend line).

People killed and seriously injured

5.104 Table 5.32 'People killed and seriously injured 2006 - 2010' and Figure 5.16 'People killed and seriously injured 1994 - 2010' show our progress in reducing the number of people killed and seriously injured in road traffic accidents. We have achieved our target for 2010.

Table 5.32 People killed and seriously injured 2006 - 2010

| | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|------|------|------|------|------|
| Actual | 407 | 408 | 377 | 402 | 345 |
| Target | 407 | 392 | 378 | 364 | 350 |

Figure 5.16 People killed and seriously injured 1994 - 2010

5.105 NI47 people killed or seriously injured in road traffic accidents. Definition of indicator: the percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.

5.106 Good performance is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with previous 3 year rolling average.

5.107 Target to be set during 2011/12.

Children killed and seriously injured

5.108 NI 48 Children killed or seriously injured in road traffic accidents. Definition of indicator: the percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.

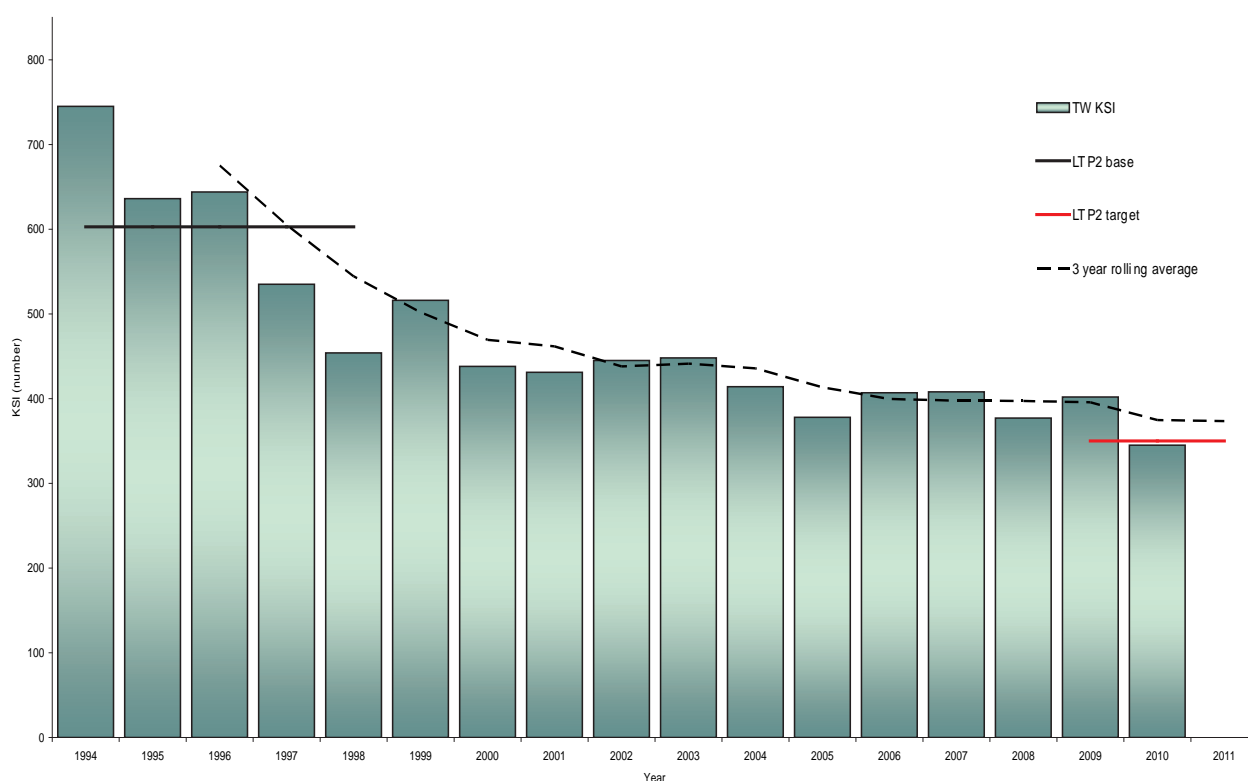
5.109 Table 5.33 'Children killed and seriously injured 2006 - 2010' and Figure 5.17 'Children killed and seriously injured 1994 - 2010' show our progress in reducing the number of children killed and seriously injured in road traffic accidents. We have achieved our target for 2010.

5.110 Good performance is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with previous 3 year rolling average.

Table 5.33 Children killed and seriously injured 2006 - 2010

| | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|------|------|------|------|------|
| Actual | 77 | 79 | 57 | 70 | 69 |
| Target | 85 | 82 | 79 | 75 | 72 |

Figure 5.17 Children killed and seriously injured 1994 - 2010



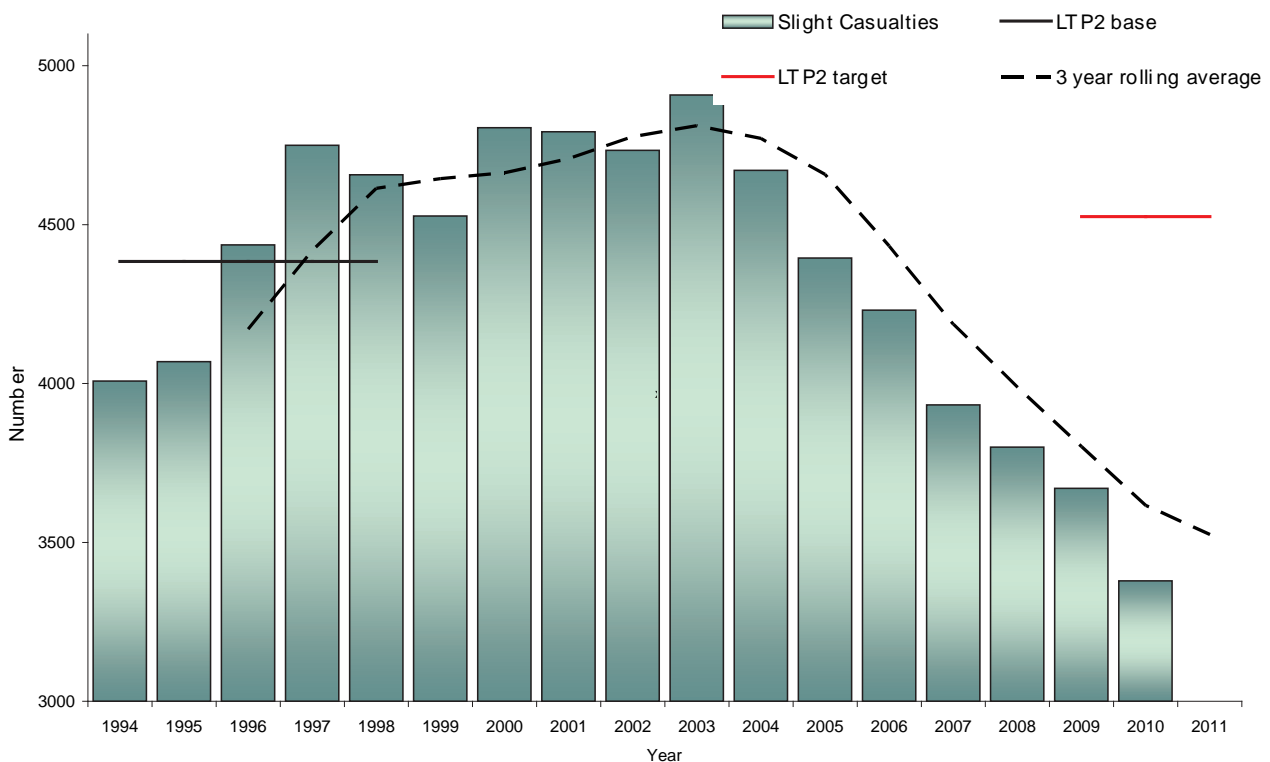
5.111 Target to be set during 2011/12.

Slight casualties

5.112 Table 5.34 'Slight casualties 2006 - 2010' and Figure 5.18 'Slight casualties 1994 - 2010' show our progress in reducing the people slightly injured in road traffic accidents. We have met our target for 2010.

Table 5.34 Slight casualties 2006 - 2010

| | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|------|------|------|------|------|
| Actual | 4231 | 3933 | 3800 | 3670 | 3379 |
| Target | 4686 | 4645 | 4605 | 4565 | 4525 |

Figure 5.18 Slight casualties 1994 - 2010**5.113 Slight casualties indicator:**

- Definition: Percentage change on 3 year rolling average
- Source: TADU
- Base year: 2008-10
- Base data: 3616 and 4.9% improvement on previous 3 year rolling average
- Trend: Year-on-year improvement
- Good performance: a positive percentage change

5.114 Target to be set during 2011/2.**5.15.2 Perception****5.115 Perception of safety on public transport indicator:**

- Definition: Passengers who feel safe when travelling on public transport
- Source: Nexus

- Base year: 2009/10
- Base data: 99% of people travelling on bus during the day. 56% of people travelling on bus in the evening.
- Trend: Not yet available.
- Good performance: an increase in the proportion of people who feel safe.

5.16 Satisfaction

5.116 Satisfaction with local bus services was measured through each local authority's residents surveys. Table 5.35 'Satisfaction with local bus services 2003/04 - 2009/10' shows that satisfaction levels has risen from 61.5% in 2003/04 to 71.3% in 2009/10.

Table 5.35 Satisfaction with local bus services 2003/04 - 2009/10

| | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 |
|--------|---------|---------|---------|---------|---------|---------|---------|
| Actual | 61.5% | - | - | 62.9% | - | - | 71.3% |
| Target | - | - | - | 61.5% | - | - | 61.5% |

Source: Tyne and Wear LTP

Note: surveys are carried out every 3 years

5.117 From May 2011 Nexus will be carrying out an annual customer satisfaction survey and the results will be reported through updates to the Delivery Plan. Good performance would be an increase in satisfaction.

Evaluation of policies and measures

Chapter 6 Evaluation of policies and measures

- 6.1** In order to record the benefit of transport interventions the Partners will monitor individual transport schemes and policies (using indicators outlined in Chapter 5 where appropriate) to measure the impact of specific actions. How scheme evaluation will take place will be carefully planned before schemes are taken forward to ensure that the necessary processes can be put into place where relevant.
- 6.2** This knowledge and information, combined with learning, knowledge and experience built up during the LTP1 and LTP2 plan periods will be used to judge where best to direct future funding. This will enable Tyne and Wear to undertake a programme of transport interventions in Tyne and Wear that have the potential to deliver a wider range of benefits.

Risk management

Chapter 7 Risk management

7.1 Major schemes – Have their own detailed risk registers and risks for these schemes are managed through those risk registers.

7.2 Risks and methods for managing those risks for the rest of the programme are identified below:

- Funding levels – the level of funding is a fundamental risk to delivery of LTP programmes and policies. The approach to funding uncertainty is set out in Part 2 of this Delivery Plan.
- Deliverability of annual programmes – deliverability of schemes within the relevant financial year will be one of the criteria used to establish annual programmes. Schemes that require statutory authority or land will be particularly scrutinised before being included in annual programmes.
- Managing delivery and cost of annual programmes – a Working Group of ITA to oversee delivery of the LTP programme is in place. Programme delivery will be closely monitored and annual programmes will be over programmed to ensure available resources are utilised.
- Value for Money – there is a risk that investment does not achieve best value in delivering against policies and targets. The procedure to guide investment to achieve best value is set out in Part 2 of this Delivery Plan
- Public and political support – this will be managed through consultation.
- Partners – support of partners e.g. Train Operating Companies and bus companies is essential in delivering many aspects of the LTP programme. Tyne and Wear ITA has a good working relationship with partners.
- Staffing resources and skills – some Tyne and Wear LTP partners has framework consultants to provide resources and skills not available in house.

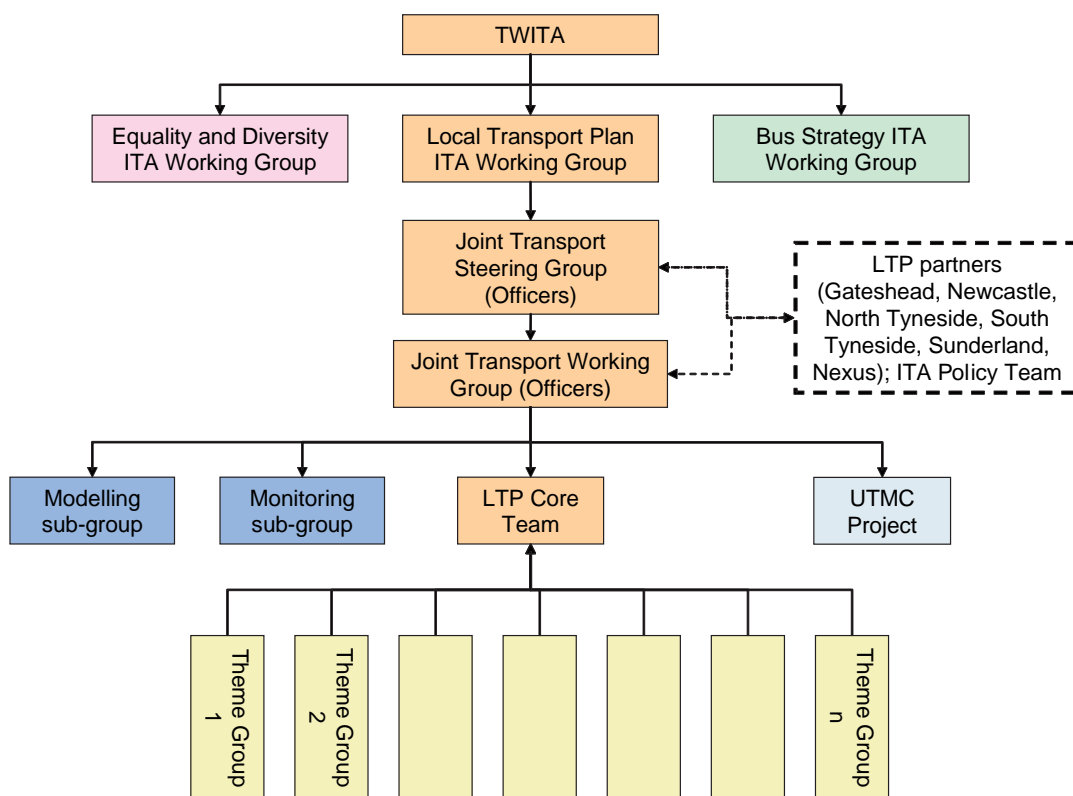
7.3 The LTP governance structure is shown in Figure 7.1. Tyne and Wear Integrated Transport Authority (TWITA) is responsible for the LTP. The LTP Working Group is an informal advisory working group of the ITA, with the following terms of reference:

1. To monitor progress, implementation and delivery of Local Transport Plan 2
2. To offer advice and recommendations to ITA on the preparation, development and implementation of LTP3, including the local transport capital investment programme for Tyne and Wear
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to the LTP, and provide a strategic steer to officers working on behalf of the ITA on LTP3 development
4. To help develop and co-ordinate the working relationships between the ITA, Nexus, the five metropolitan districts, and the two neighbouring unitary authorities needed to deliver LTP2 and prepare LTP3 for Tyne and Wear
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with relevant and appropriate representatives.

7.4 Joint working arrangements for LTP planning across Tyne and Wear are delivered through a number of joint officer committees at different levels:

- Joint Transport Working Group is a routine meeting of officers with responsibility for transport planning and traffic engineering. This group is charged with preparation and delivery of the LTP.
- LTP Steering Group is a Director-level officer group charged with overseeing and steering the strategic direction of the LTP process. This group reports to the ITA via ITA LTP Working Group.
- Tyne and Wear Chief Executive group take a high level role in overseeing the strategic change agenda for LTP.

Figure 7.1 LTP governance structure



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:

- Nitrogen oxides (NO and NO₂)
- Particulate matter of varying size fractions, notably PM₁₀ and PM_{2.5}

Capacity enhancement: Supply side measures intended to increase the number of passengers or volume of freight conveyed.

Carbon dioxide (CO₂): 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.

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.

Department for Transport (DfT): The Government department responsible for the English transport network.

Electric Vehicle: A vehicle 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.

Freight: Goods or produce transported.

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 (CO₂).

Interventions / Measures: Transport or non-transport changes (schemes, policies, regulations) intended to help meet the study objectives.

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

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.

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.

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.

Ultra Low Carbon Vehicle: A vehicle with very clean technology

UTMC: Urban Traffic Management and Control.

Acronyms

Appendix B Acronyms

| Acronym | Meaning / Definition |
|------------------------|--|
| AAP | Area Action Plan |
| AQMA | Air Quality Management Area |
| ASB | Anti-Social Behaviour |
| BSI | British Standards Institute |
| CO ₂ | Carbon Dioxide |
| DfT | Department for Transport |
| GI | Green Infrastructure |
| HA | Highways Agency |
| HAMP | Highway Asset Management Plan |
| ITA | Integrated Transport Authority |
| JLAF | Joint Local Access Forum |
| KSI | (People) Killed or Seriously Injured (in road traffic accidents) |
| LDF | Local Development Framework |
| LEP | Local Enterprise Partnership |
| LHA | Local Highway Authority |
| LSTF | Local Sustainable Transport Fund |
| LTP | Local Transport Plan |
| MtCO ₂ p.a. | Metric Tonnes of CO ₂ per annum |
| NCN | National Cycle Network |
| NESTI | North East Smart Ticketing Initiative |
| NGO | Non-Government Organisation |
| NMU | Non-Motorised Users |
| NI | National Indicator |
| NO ₂ | Nitrogen Dioxide |
| ONS | Office for National Statistics |

| Acronym | Meaning / Definition |
|-------------------|--------------------------------------|
| PHV | Private Hire Vehicle |
| PM | Particulate Matter |
| PM _{2.5} | Particulate Matter < 2.5µm |
| PM ₁₀ | Particulate Matter < 10µm |
| PROW | Public Rights of Way |
| RGF | Regional Growth Fund |
| RSS | Regional Spatial Strategy |
| SCS | Sustainable Community Strategy |
| SOA | Statement of Action |
| SUDS | Sustainable Drainage Systems |
| TADU | Traffic and Accident Data Unit |
| TCPA 1990 | Town and Country Planning Act 1990 |
| TEMPRO | Trip End Model Presentation Program |
| TPM | Transport Planning Model |
| TRO | Traffic Regulation Order |
| UK | United Kingdom |
| UTMC | Urban Traffic Management and Control |
| WACA 1981 | Wildlife and Countryside Act 1981 |
| WAV | Wheelchair Accessible Vehicle |

ROWIP Statements of Action

Appendix C ROWIP Statements of Action

C.1 Gateshead

Table C.1 Gateshead Statement of Action

| Area | Priority | Statement of action (SOA) | GATESHEAD COUNCIL |
|------|-------------------------------|---|--|
| A | Consolidate the records | <ol style="list-style-type: none"> 1. definitive map anomalies documented (within & 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 | <ol style="list-style-type: none"> 1. Network survey to identify DMS anomalies [2010 – 2011] 2. Determination of claimed routes on-going 3. Legal work towards DMS consolidation progressing [2010 – 2011] 4. Gateshead PROW data available on-line [2011] 5. Network survey will identify PROW assets and data will be incorporated into Gateshead HAMP |
| B | Work partnerships effectively | <ol style="list-style-type: none"> 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 prowl | <ol style="list-style-type: none"> 6. Optimise regular meetings with user groups and other organisations for most efficient use of time and resources [2010 à] 7. Continue liaison with neighbouring authorities towards resolution of cross-boundary anomalies and issues [2010 à] 8. Continue to support and facilitate the work and development of the T&WJLAF, in conjunction with other T&W authorities [2010 à] 9. Continue, and further develop, working relationships with government agencies (e.g. Natural England) and other relevant bodies (e.g. wildlife trusts) [2010 à] 10. Continue close liaison with local policing teams to combat disorder and ASB associated with the access network (e.g. motorcycle disorder, fly-tipping, etc) [2010 à] |

| Area | Priority | Statement of action (SOA) | GATESHEAD COUNCIL |
|------|--|---|--|
| C | Stream-line PROW service systems | 11. prow advice notes (developer large & small, landowner, user) 12. prow application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/Gr forms and guidance) 13. on-line digital PROW records: definitive PROW, temporary and permanent TROs, and formal route claims and change applications | 11. Review existing advice notes for developers and landowners, and develop new types of advice aimed at encouraging good practice, legal activity and consideration for others (e.g. planned leaflet designed to reduce conflict on multi-use routes) [2010 à] 12. Revise and update information/application packs, and make available via Council website [2010 – 2011] 13. Provide access to PROW network information and relevant application via Council website [2010 – 2012] |
| 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 | 14. Continue to work with Natural England, the LGA and other relevant organisations to refine and improve PROW legislation and practice [2010 à] 15. Continue involvement in development of LDF Core Strategy , particularly in relation to Green Infrastructure and Health & Well-being [2010 à] |
| 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 & clearance systems (glass, litter, dog dirt, tipping) 20. reconstruction triage plan | 16. Work with Local Environmental Services to develop annual programme for network inspection and condition survey [2010 – 2011] 17. Carry out network survey and programme renewal of signage across network [2010 – 2012] 18. Work with Local Environmental Services to consolidate existing network vegetation control programmes and develop additional programmes for spraying, tree management and verge treatment [2010 à] 19. Work with Local Environmental Services to establish programmed clearance of deposits in regular hot-spots, |

| Area | Priority | Statement of action (SOA) | GATESHEAD COUNCIL |
|------|--|---|---|
| | | | <p>and adequate reactive responses to emergency reports [2010 – 2011]</p> <p>20. Work with Local Environmental Services to develop processes for assessing and prioritising PROW network maintenance tasks [2010 – 2011]</p> |
| F | Redress network deficit | <p>21. Implement target standards detailed in Part 10 of ROWIP2 and apply them to all new routes where viable.</p> <p>22. strategic equestrian network mapped with equestrians & JLAF</p> <p>23. strategic cycle network mapped</p> <p>24. strategic pedestrian network mapped with pedestrians & JLAF</p> <p>25. accessibility improvements with all, and targeted, schemes</p> <p>26. pedestrian, equestrian, and cycle permeability improved</p> | <p>21. Establish Target Standards as the agreed goal in the development and improvement of PROW routes [2010 à]</p> <p>22. Work with equestrian organisations and T&WJLAF to develop map of strategic equestrian routes [2011 – 2012]</p> <p>23. Work with cycling organisations, T&WJLAF and neighbouring authorities to develop strategic cycle network mapping [2011 – 2012]</p> <p>24. Work with pedestrian organisations, T&WJLAF and other relevant bodies to develop strategic pedestrian mapping [2011 – 2012]</p> <p>25. Work with other sections of Council and partner organisations to improve general accessibility of key routes within network [2011 – 2015]</p> <p>26. Work with other sections of the Council to identify areas where NMU permeability could be increased [2010 à]</p> |
| G | Ensure development includes necessary access | <p>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</p> | <p>27. Continue to ensure that PROW and access requirements are adequately considered by all parties in the planning process, and that planners and developers are fully aware of the Council's obligation to maintain, improve and develop the PROW network where possible [2010 à]</p> |

| Area | Priority | Statement of action (SOA) | GATESHEAD COUNCIL |
|------|--------------------|--|---|
| 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. | 28. Continue to ensure that land owners and occupiers, public utility companies and other managers of land with public access or crossed by PROWs understand their duty to ensure that the public's right to access is protected at all times. To this end, to work with the Council's enforcement officers and the appropriate officers within other organisations and companies to provide advice, guidance and, as necessary, incentive to maintain the accessibility and amenity of Gateshead's access network. |

C.2 Newcastle

Table C.2 Newcastle Statement of Action

| Area | Priority | Statement of action (SOA) | Newcastle City Council |
|------|-------------------------------|--|--|
| A | consolidate the records | <ol style="list-style-type: none"> 1. definitive map anomalies documented (within & 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 | <ol style="list-style-type: none"> 1. Network survey to identify and document Definitive Map anomalies. 2. Claimed routes determined within 12 months of receipt. 3. Consolidation order to be completed by 2020. 4. Once Definitive map is fully updated, an online version will be produced. 5. Network survey to be conducted to determine type and location of assets. |
| B | work partnerships effectively | <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 6. Only necessary meetings to be attended. Full agendas agreed in advance. 7. PROW Officer meetings to commence with the 4 neighbouring Authorities. 8. Continue to support the work of the T&W joint Local Access Forum. 9. Continue to work with Natural England and develop partnerships. 10. Work in partnership with Neighbourhood Response Managers. |

| Area | Priority | Statement of action (SOA) | Newcastle City Council |
|------|--|---|---|
| C | stream-line prowl service systems | <ul style="list-style-type: none"> 11. prowl advice notes (developer large & small, landowner, user) 12. prowl application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/Cr forms and guidance) 13. on-line digital PROWL records: definitive PROWL, temporary and permanent TROs, and formal route claims and change applications | <ul style="list-style-type: none"> 11. Provide online advice notes, accessible via the Council's website. 12. Provide online information/application packs via the Council's website. 13. Provide online access to network information and relevant applications. |
| D | influence strategic planning to ensure access protection | <ul style="list-style-type: none"> 14. local authority and national policy influenced to ensure appropriate treatment of prowl 15. LDF including GI strategy, emergent legislation | <ul style="list-style-type: none"> 14. Continue working with neighbouring authorities and partners. 15. Provide appropriate advice as and when required. |
| E | consolidate network maintenance | <ul style="list-style-type: none"> 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 & clearance systems (glass, litter, dog dirt, tipping) 20. reconstruction triage plan | <ul style="list-style-type: none"> 16. Establish regular network inspections and condition surveys. 17. Initiate a programme for renewal/repair of signage. 18. Initiate annual vegetation control programmes. 19. Work with Neighbourhood Response Managers and establish hot spots. 20. Develop a system to assess and prioritise maintenance tasks. |
| F | redress network deficit | <ul style="list-style-type: none"> 21. Implement target standards detailed in Part 9 of ROWIP2 tactically, opportunistically, and apply them to all new routes where viable. | <ul style="list-style-type: none"> 21. Establish target standards as a benchmark for improvements. |

| Area | Priority | Statement of action (SOA) | Newcastle City Council |
|------|--|--|--|
| | | <p>22. strategic equestrian network mapped with equestrians & JLAF</p> <p>23. strategic cycle network mapped</p> <p>24. strategic pedestrian network mapped with pedestrians & JLAF</p> <p>25. accessibility improvements with all, and targeted, schemes</p> <p>26. pedestrian, equestrian, and cycle permeability improved</p> | <p>22. Work with Equestrian organisations and T&WJLAF to map routes.</p> <p>23. Work with Cycling organisations and T&WJLAF to map routes.</p> <p>24. Work with pedestrian organisations and T&WJLAF to map routes.</p> <p>25. Apply British Standards and adhere to the DDA Act wherever possible.</p> <p>26. Work with other sections within the Council to secure improvements.</p> |
| G | ensure development includes necessary access | <p>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</p> | <p>27. Continue to provide necessary advice to Planners and Developers and consult with appropriate bodies to ensure new network arrangements meet the required standards.</p> |
| H | network protection | <p>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.</p> | <p>28. Provide advice, guidance and encouragement to landowners and occupiers, public utility companies and other land managers to ensure they understand their duty to ensure that the public's right of access is protected at all times and work with the Council's Enforcement Officers when necessary.</p> |

C.3 North Tyneside

Table C.3 North Tyneside Statement of Action

| Area | Priority | Statement of action (SOA) | North Tyneside Council |
|------|-------------------------------|---|---|
| A | consolidate the records | <ol style="list-style-type: none"> 1. definitive map anomalies documented (within & 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 | <ol style="list-style-type: none"> 1. Ongoing assessment. Deal with at appropriate time and before consolidation of the Definitive Maps 2. Determine with 12 months of Definitive Map Modification Order Application 3. Consolidation Order to be completed within the next 10 years 4. Definitive Map areas will be placed online when maps are updated 5. Identify PROW assets and incorporate into HAMP |
| B | work partnerships effectively | <ol style="list-style-type: none"> 6. cyclical meeting minimised to necessary meetings 7. neighbouring authorities worked with on cross boundary issues 8. local access forum facilitated and consulted | <ol style="list-style-type: none"> 6. Attend meetings when possible 7. Develop partnership working when necessary 8. Consultation with JLAF on any legal Orders and planning applications 9. Develop partnership working when necessary |

| Area | Priority | Statement of action (SOA) | North Tyneside Council |
|------|---|--|--|
| | | <p>9. government agencies and NGOs worked with as appropriate</p> <p>10. police worked with to reduce crime and ASB connected to prow</p> | <p>10. Work in partnership where possible</p> |
| C | <p>stream-line prow service systems</p> | <p>11. prow advice notes (developer large & small, landowner, user)</p> <p>12. prow application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/Cr forms and guidance)</p> <p>13. on-line digital PROW records: definitive PROW, temporary and permanent TROs, and formal route claims and change applications</p> | <p>11. Develop advice and make advice notes available on the Council's website</p> <p>12. Update applications packs and guidance when necessary</p> <p>13. Update digital records where necessary and investigate the capacity to place online</p> |
| D | <p>influence strategic planning to ensure access protection</p> | <p>14. local authority and national policy influenced to ensure appropriate treatment of prow</p> <p>15. LDF including GI strategy, emergent legislation</p> | <p>14. Change procedures where necessary</p> <p>15. Advise where appropriate</p> |
| E | <p>consolidate network maintenance</p> | <p>16. network inspection regime implemented</p> <p>17. network signage and way-marking audited and restored to standard</p> | <p>16. Annual inspections of network to be undertaken</p> <p>17. Annual audit and repair or replace where necessary</p> |

| Area | Priority | Statement of action (SOA) | North Tyneside Council |
|------|-------------------------|---|---|
| | | <p>18. vegetation management system (on track, verge, trees)</p> <p>19. deposit prevention & clearance systems (glass, litter, dog dirt, tipping)</p> <p>20. reconstruction triage plan</p> | <p>18. Review and undertake annual vegetation contracts annually</p> <p>19. Work in partnership with Blitz It and the Dog Wardens</p> <p>20. Use CAMS to assess and prioritise maintenance</p> |
| F | redress network deficit | <p>21. Implement target standards detailed in Part 9 of ROWIP2 tactically, opportunistically, and apply them to all new routes where viable.</p> <p>22. strategic equestrian network mapped with equestrians & JLAF</p> <p>23. strategic cycle network mapped</p> <p>24. strategic pedestrian network mapped with pedestrians & JLAF</p> <p>25. accessibility improvements with all, and targeted, schemes</p> <p>26. pedestrian, equestrian, and cycle permeability improved</p> | <p>21. Establish target standards and apply where necessary</p> <p>22. With the information develop promotional leaflets for horse riders i.e circular rides. Provide links where necessary</p> <p>23. With the information develop promotional leaflets for cyclists i.e circular rides. Provide links where necessary</p> <p>24. With the information improve promotional leaflets for pedestrians i.e circular rides. Provide links where necessary</p> <p>25. Improve accessibility where possible i.e. BSI Standard structures, ramps etc.</p> <p>26. Work with other Council departments to improve network</p> |

| Area | Priority | Statement of action (SOA) | North Tyneside Council |
|------|--|--|--|
| 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 | 27. Assist planners and developers where necessary |
| 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 / innovative design. | 28. Undertake enforcement action where necessary and implement improvement schemes if possible |

C.4 South Tyneside

Table C.4 South Tyneside Statement of Action

| Area | Priority | Statement of action (SOA) | South Tyneside Council |
|------|-------------------------------|--|---|
| A | consolidate the records | <ol style="list-style-type: none"> 1. definitive map anomalies documented (within & 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 | <ol style="list-style-type: none"> 1. Ongoing assessment. Deal with at appropriate time and before consolidation of the Definitive Maps 2. Determine with 12 months of Definitive Map Modification Order Application 3. Consolidation Order to be completed within the next 10 years 4. Definitive Map areas will be placed online when maps are updated 5. Identify PROW assets and incorporate into HAMP |
| B | work partnerships effectively | <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 6. Attend meetings when possible 7. Develop partnership working when necessary 8. Consultation with JLAF on any legal Orders and planning applications 9. Develop partnership working when necessary 10. Work in partnership where possible |

| Area | Priority | Statement of action (SOA) | South Tyneside Council |
|------|--|---|---|
| C | stream-line prowl service systems | <ol style="list-style-type: none"> 11. prowl advice notes (developer large & small, landowner, user) 12. prowl application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/CR forms and guidance) 13. on-line digital PROWL records: definitive PROWL, temporary and permanent TROs, and formal route claims and change applications | <ol style="list-style-type: none"> 11. Develop advice and make advice notes available on the Council's website 12. Update applications packs and guidance when necessary 13. Update digital records where necessary and investigate the capacity to place online |
| D | influence strategic planning to ensure access protection | <ol style="list-style-type: none"> 14. local authority and national policy influenced to ensure appropriate treatment of prowl 15. LDF including GI strategy, emergent legislation | <ol style="list-style-type: none"> 14. Change procedures where necessary 15. Advise where appropriate |
| E | consolidate network maintenance | <ol style="list-style-type: none"> 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 & clearance systems (glass, litter, dog dirt, tipping) 20. reconstruction triage plan | <ol style="list-style-type: none"> 16. Annual inspections of network to be undertaken 17. Annual audit and repair or replace where necessary 18. Review and undertake annual vegetation contracts annually 19. Work in partnership with Blitz It and the Dog Wardens 20. Use CAMS to assess and prioritise maintenance |
| F | redress network deficit | <ol style="list-style-type: none"> 21. Implement target standards detailed in Part 9 of ROWIP2 tactically, opportunistically, and apply them to all new routes where viable. | <ol style="list-style-type: none"> 21. Establish target standards and apply where necessary |

| Area | Priority | Statement of action (SOA) | South Tyneside Council |
|------|--|--|---|
| | | <p>22. strategic equestrian network mapped with equestrians & JLAF</p> <p>23. strategic cycle network mapped</p> <p>24. strategic pedestrian network mapped with pedestrians & JLAF</p> <p>25. accessibility improvements with all, and targeted, schemes</p> <p>26. pedestrian, equestrian, and cycle permeability improved</p> | <p>22. With the information develop promotional leaflets for horse riders i.e circular rides. Provide links where necessary</p> <p>23. With the information develop promotional leaflets for cyclists i.e circular rides. Provide links where necessary</p> <p>24. With the information improve promotional leaflets for pedestrians i.e circular rides. Provide links where necessary</p> <p>25. Improve accessibility where possible - BSI Standard structures, ramps etc</p> <p>26. Work with other Council departments to improve network</p> |
| 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 | 27. Assist planners and developers where necessary |
| 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. | 28. Undertake enforcement action where necessary and implement improvement schemes if possible |

C.5 Sunderland

Table C.5 Sunderland Statement of Action

| Area | Priority | Statement of action (SOA) | SUNDERLAND CITY COUNCIL |
|------|-------------------------------|--|--|
| A | consolidate the records | <ol style="list-style-type: none"> 1. definitive map anomalies documented (within & 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 | <ol style="list-style-type: none"> 1. plan complete by 11/2011 2. continue to settle historic claims for routes, and to prevent further accumulation on undetermined claims for routes. 3. by 12/2012 4. by 12/2012 5. by 12/2011 |
| B | work partnerships effectively | <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 6. optimise use of meeting time to advance material priority outcomes. 7. ongoing esp. for SOA1 + SOA3 8. continue to facilitate and consult with the LAF in accordance with statute 9. continue to work with government agencies and NGOs in accordance with statute, and where this will support priority outcomes. 10. continue to work with Northumbria Police to tackle crime and disorder affecting Prow |

| Area | Priority | Statement of action (SOA) | SUNDERLAND CITY COUNCIL |
|------|--|--|---|
| C | stream-line prowl service systems | <p>11. prowl advice notes (developer large & small, landowner, user)</p> <p>12. prowl application packs (s.31(6) deposit, Sch. 14 applic, DO/EO/CR forms and guidance)</p> <p>13. on-line digital PROWL records: definitive PROWL, temporary and permanent TROs, and formal route claims and change applications</p> | <p>11. developer notes in place; landowner + user by 6/2011</p> <p>12. develop by 3/2011</p> <p>13. by 12/2012</p> |
| D | influence strategic planning to ensure access protection | <p>14. local authority and national policy influenced to ensure appropriate treatment of prowl</p> <p>15. LDF including GI strategy, emergent legislation</p> | <p>14. continue to respond to consultations promote ROWIP 2 priorities.</p> <p>15. continue to contribute and respond to promote ROWIP 2 priorities.</p> |
| E | consolidate network maintenance | <p>16. network inspection regime implemented</p> <p>17. network signage and way-marking audited and restored to standard</p> <p>18. vegetation management system (on track, verge, trees)</p> <p>19. deposit prevention & clearance systems (glass, litter, dog dirt, tipping)</p> <p>20. reconstruction triage plan</p> | <p>16. in place with 2-3 whole network inspection pa</p> <p>17. major work 1 2009-10; phase 2 2010-11; cycle network by 6/2011</p> <p>18. in place within department coupled to maintenance of cycle network</p> <p>19. in place in conjunction with SOA18, planned + reactive</p> <p>20. develop a scheme prioritisation system in conjunction with HAMP</p> |

| Area | Priority | Statement of action (SOA) | SUNDERLAND CITY COUNCIL |
|------|--|---|---|
| F | redress network deficit | <p>21. Implement target standards detailed in Part 9 of ROWIP2 tactically, opportunistically, and apply them to all new routes where viable.</p> <p>22. strategic equestrian network mapped with equestrians & JLAF</p> <p>23. strategic cycle network mapped</p> <p>24. strategic pedestrian network mapped with pedestrians & JLAF</p> <p>25. accessibility improvements with all, and targeted, schemes</p> <p>26. pedestrian, equestrian, and cycle permeability improved</p> | <p>21. apply the target standards in works design, delivery and advice</p> <p>22. identify a strategic equestrian network by 12/2012</p> <p>23. identify, with partner organisations, a regional strategic cycle network by 12/2012</p> <p>24. identify a strategic pedestrian network by 12/2012</p> <p>25. apply Overarching Accessibility Strategy to all including OAS specific work.</p> <p>26. implement SOAs 22, 23 and 24 according to budget, grant opp.s & SOA27.</p> |
| G | ensure development includes necessary access | <p>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, s.278, T&CPA s.257 etc.</p> | <p>27. assist planners and developers, and secure necessary new network in accordance with SOA27.</p> |
| H | network protection | <p>28. from unlawful obstruction and deterioration associated with land management, development, public utilities, and natural forces where practicable, by advice, enforcement and robust / innovative design.</p> | <p>28. protect the network from the range of potential threats to condition and accessibility as necessary, pragmatic and within budget, and to seek to do so through the most effective and far means.</p> |



LTP TYNE AND WEAR

LTP Team at Freepost NT 623,
Strategic Housing Planning and Transportation,
Environment and Regeneration,
Newcastle City Council,
Civic Centre,
Barras Bridge,
Newcastle upon Tyne
NE1 8PD

