



# North East Transport Plan 2021-2035

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Moving to a green, healthy, dynamic and thriving North East

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# Foreword

**On behalf of the North East Joint Transport Committee (NEJTC), I am delighted to present the North East Transport Plan.**

This is the first regional Transport Plan which sets out our collective ambitions up to 2035. Through its delivery, we will create a modern transport network of which we are all proud.

Our schemes are ambitious and are so far worth £6.8 billion, an amount which will grow as further schemes are developed over the lifetime of the Plan. We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government to 2021-2035.

These projects will help to protect our environment by providing attractive carbon-neutral sustainable transport for people across the North East. Our plans will also significantly fuel regional economic growth which will help to boost job creation.

Our region not only has the passion to drive forward this exciting plan, we also have the existing transport assets to provide a strong foundation upon which we can build. Here we set out how we will deliver this game-changing system, including greener travel options which will greatly improve the physical and mental health of people across the North East.

As we reflect on the significant challenges our region has faced in 2020, I am pleased now to turn to the future and consider how transport across the North East will look and feel in 2035. Developing our network is key to unlocking our green transport ambitions. It will boost our economy, increase connectivity across the North East and help us to overcome long-standing health, social and economic inequalities.

Following extensive discussions and debates during the public consultation, we've listened to feedback and we have shaped this final version of the Plan further. We received almost 3,400 responses from people from right across our region and beyond.

It was clear that people agree strongly with the Plan's vision and objectives, especially our environmental ambitions; and some people asked to us to be even bolder.

We've listened and introduced new initiatives into the Plan, for example plans to work with employers to promote sustainable transport use, and commitments to see how sustainable transport can support tourism, especially in rural areas. We are clear that all regionally promoted transport schemes must be assessed rigorously to ensure they contribute positively to our objectives with a focus on schemes which grow the proportion of people travelling using sustainable transport types. We will build on our existing assets deliver a more seamless, coordinated and integrated transport system right across the region.

On behalf of the NEJTC I would like to thank the public, our partners and stakeholders for playing their part in the development of this strategic Transport Plan. Now we must turn this Plan into real, tangible actions to achieve our vision of 'moving to a green, healthy, dynamic and thriving North East'.



**Cllr Martin Gannon**  
Leader of Gateshead Council  
and Chair of the North East Joint  
Transport Committee

# Executive summary

**This is our first region-wide Transport Plan for the seven local authority areas in the North East, covering two Combined Authorities, brought together by the North East Joint Transport Committee:**

**The North East Combined Authority**  
(comprising Durham, Gateshead, South Tyneside and Sunderland)

**The North of Tyne Combined Authority**  
(comprising Newcastle upon Tyne, North Tyneside and Northumberland)

**This North East Transport Plan sets out the transport priorities for our region up to 2035.**

Home to two million people, our region is distinct and diverse. It consists of urban and rural communities all with a rich history and positive people who want to contribute to moving our country forward.

This mixture of urban, suburban and rural communities results in a range of transport challenges, from rural isolation in more remote areas to poor air quality and congestion in parts of our cities, along with pockets of 'transport poverty' across the entire region.

We already have a well-established integrated public and sustainable transport system which makes a real difference to people's everyday lives, allowing them to get to work, to visit friends and family, to the shops, and to get to essential services such as schools and hospitals.

This Plan will show that our region has the potential to improve it further to expand its reach, capability and quality.

In some areas of our region, the existing network needs to be improved and expanded so that it better connects the people and communities which it is supposed to serve, leaving no one and nowhere behind. Creating one, total network with integration at the heart is key. Solving our transport challenges will go a long way to enable the region's long-standing health, social and economic inequalities to be overcome.

Recent years have seen rising levels of car use and ownership in the region and reductions in

the use of public transport, cycling and walking, resulting in congestion and poor air quality. However, the Covid-19 pandemic lockdowns in 2020 gave us cleaner and quieter towns, cities and neighbourhoods. **We will work to sustain some of the benefits this afforded and this Plan will help take us towards carbon neutrality.**

Ultimately, our approach recognises that different communities across the North East have different transport needs and will need different transport solutions. For example, the role of the car and of public transport is very different in rural and urban communities.

Those transport links need to be fast, reliable, resilient, accessible and affordable. They must have the capacity we need and, crucially, be sustainable. **Better integration is also key.**

This is our Plan for how we will rectify our wider regional and transport challenges and grasp future opportunities by 2035.




We already have the foundations to launch a world-class sustainable transport network. This Plan builds on our existing assets and gives us the framework to enable us to deliver a more seamless, co-ordinated and integrated transport system across the region.

The Plan sets out our priorities and forms the basis for bids and requests for funding for transport investment in the North East up to 2035.

**This Plan is for the whole of the North East. It recognises the different needs of communities. It considers why we travel and how those trips are made and how journeys can be improved. Our Plan is for everyone, young and old and for people traveling to, from, and within North East England.**

The North East Transport Plan vision is: **'Moving to a green, healthy, dynamic and thriving North East'.**

The objectives of the Transport Plan are:

-  **Carbon-neutral transport**
-  **Overcome inequality and grow our economy**
-  **Healthier North East**
-  **Appealing sustainable transport choices**
-  **Safe, secure network.**

## Implementation Plan

We have an ambitious but deliverable timeline which will lead us towards delivering our vision and achieving our objectives by 2035. We have clearly set out the timeline showing our priorities and ambitions in our Delivery section of this Plan and this will be accompanied by an Implementation Plan.

A programme of schemes has been developed and this will be managed as a live programme with regular updates to the schemes and evidence that underpins them to ensure that the region can continue to address our challenges and grasp opportunities. Our Plan is divided into the following timescales:

- Shovel-ready schemes
- Schemes for delivery in the next five years – requiring funding to be accelerated
- Schemes for development and delivery in the next 10 years
- Schemes for development and delivery beyond 10 years

We have set schemes across seven work programmes consistent with our Policy Areas:

- Making the right travel choice;
- Upgrading North East active travel infrastructure;
- Public transport: travelling by bus, ferry and on demand public transport;
- Public transport: travelling by local rail and Metro;
- Private transport: travelling by car and using road infrastructure;
- Maintaining and renewing our transport network; and
- Connectivity beyond our own boundaries.

We have compiled a Technical Appendix, available on request, containing all of our data sources and evidence used.

The Integrated Sustainability Appraisal (ISA) also accompanies this Plan. The appraisal seeks to identify any impact of our programme on key factors.

**Delivering this Plan, achieving our vision and objectives will support a shift to a more sustainable and healthier way of life in the North East, through lowered emissions, better air quality and travel choices.**

- Easier access to education, skills, and higher value jobs
- Health levels at least equal to other regions in the UK
- Better connections from the North East to national and international destinations
- A transport network with improved environmental credentials including more sustainable journeys, better air quality and reduced carbon output
- A safer and more reliable integrated transport network, which is more intuitive for customers, with a sustainable cost base
- Direct job opportunities in the transport and infrastructure sectors
- Enabling new development and housing sites and improving accessibility to existing communities.

**This Plan will deliver profound and lasting improvements that will shape the North East and its people for decades to come.**

**To 2035, our region requires an estimated £6.8 billion of capital investment, an amount which will grow as further schemes are developed over the lifetime of the Plan.**

**We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government from 2021-2035.**

# What is the North East Transport Plan?

**The North East Transport Plan is the first comprehensive Transport Plan for the region, bringing together the seven local authorities in North East England: Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland.**

A single Plan giving a truly regional focus is a step forward for the North East. Travel patterns in our region are complex but 95% of our population live and work within our seven local authority areas and travel behaviour isn't constrained by administrative boundaries.

**This Plan sets out the region's transport priorities up to 2035. If successfully delivered, the projects and policies in the Plan will help to protect our environment by providing attractive carbon-neutral sustainable transport for people across the region. Our plans will also significantly fuel regional economic growth which will help to boost job creation. It will move us to a green, healthy, dynamic and thriving North East.**

The Plan is centred on connecting people to good employment opportunities, generating economic growth, while enabling the region and its people to move to healthier and greener more sustainable ways of travel.

The improvements we have identified have been agreed by the region and will be delivered by a number of organisations through the range of programmes and schemes set out in the Implementation section of this Plan.

We will use this Plan to communicate opportunities for investment and improvements to our transport network. The Plan is our bedrock for bids and requests for funding inward transport investment to the region from Central Government and other sources. This is the long-term transport strategy for our forward-looking region.

## Making journeys is good

Covid-19 accelerated the demand, ambition and delivery of both digital transformation and mobility but we want to encourage people to make trips around the North East. We travel to school, to work, to shop, to care for others and to socialise with friends. For businesses, the ability to travel enables the opportunity to acquire, move and sell products and goods. Doing so benefits local economies of communities which make up our region. Transport can also enable social connectivity to people who are isolated and can enhance independence and opportunity. It is also the key to tackling inequality and deprivation by facilitating access to jobs and leisure. High-quality and integrated transport links can also help promote and strengthen tourism, leisure and regional development. Making journeys of course leaves an impact on our environment and plays a big role in our health and wellbeing, so how we choose to travel is important. That is why connecting people to opportunities using greener, healthier and sustainable transport options is key to this Plan.

## Why is transport important?

Transport is a means to an end, a way of being able to do the things that make up our lives and enables our region and its people to keep moving. It enables physical connectivity between people and jobs, businesses and workers, and businesses to suppliers and customers. Within our region, it's important that our population of two million residents can reach work, education and healthcare and visit friends and loved ones. Links to and from other regions and to other countries are also fundamental for facilitating economic growth and trade.








Well-coordinated transport investment and land use planning can foster social mobility (OECD 2018), and collectively lead to better economic performance of specific areas as businesses are located closer together.

## £42-50m

For example, if the economies of Ashington, Blyth and Newcastle are brought 'closer' together through restored passenger rail links, there will be an increase in the level of interaction between the two, resulting in economic growth of £42m-£50m in both areas.

Successful delivery of the Plan will lead to the North East having a world-class sustainable transport network. Carrying out our Plan and achieving our vision and objectives will lead to better outcomes for our region's residents, businesses and visitors and overcome our long-standing challenges:

-  We have a growing population but one that is ageing over time (2m people, average age 43.7).
-  There are major health and income based inequalities. A high percentage of economically inactive people in the region are long-term sick (North East: 28.5%, UK 22.1%)
-  Plans for substantial housing growth need to be supported by good public and sustainable transport connections: 109,555 new homes planned by 2036.
-  Average productivity per head in our region remains 16% below the output for England. This has an impact on the potential competitiveness and resilience of our businesses. (GVA) terms)

-  Gross Value Added output rising but challenged by external pressures with a persistent productivity gap GVA of £20,338. This is below the national average of £24,181.
-  We have fewer businesses per head and fewer jobs in high skilled occupations than other areas.
-  Analysis by IPPR North suggests that in 2019, planned Government spend on transport in London was £3,636 per person, over seven times more than the £519 per head in the North East.
-  A range of transport issues has led to a contrast between rural isolation in our remoter areas and poor air quality and congestion in parts of our cities.
-  Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity and increases inactivity and vehicle emissions.
-  Public transport use is falling over the long-term, despite an increase in bus use in 2019 as a result of investment by bus operators.
-  Transport contributes a significant proportion of carbon emissions and we have an air quality problem in our region.
-  Cars are our region's most used form of transport and car ownership in the North East is increasing, leading to more traffic congestion and vehicle emissions.






# What this Plan covers

The North East Transport Plan provides the strategic framework to enable us to deliver an improved, more seamless, co-ordinated and integrated transport system across the region.

It is a strategy document setting out how we will improve our transport network to achieve our vision and objectives.

It is not intended to include operational information such as detail or decisions about transport timetables, specific routes or services. We have set out a helpful table which clearly highlights what is in Plan and what is available elsewhere, for each form of transport, based on our policy areas:

- Active travel
- Public transport: travelling by bus, ferry and on demand public transport
- Private transport: travelling by car and using road infrastructure
- Public transport: travelling by local rail and Metro
- Connectivity beyond our own boundaries

Transport type	What this Plan covers	What you'll find elsewhere
 <p><b>Active travel</b></p>	How Active travel contributes to our region's transport network, future development and policy aims.	Information on pop up cycle routes, local cycling and walking improvement plans, and Rights Of Way Improvement Plans (Local Authority websites).
 <p><b>Public transport: travelling by bus, ferry and on demand public transport</b></p>	How buses, the Ferry and 'on demand' public transport contribute to our region's transport network.	Details of, and decisions about, specific ferry and bus services, fares, ticketing, timetables and routes: NEBus is the bus operators' association which encompasses the providers of services across the North East. (Nexus website).
 <p><b>Private transport: travelling by car and using road infrastructure</b></p>	How roads contribute to our region's transport network and their future development.	Local Highway management and investment proposals. Highway Asset Management Plans and Traffic Asset Management Plans. Highway Design Standards. Parking standards and car park CCTV. Roadworks management (Local Authority websites). Tyne Tunnel Toll information.
 <p><b>Public transport: travelling by local rail and Metro</b></p>	How Metro and local rail contribute to our region's transport network and their future development.	Details of, and decisions about, specific services, times fares and ticketing. (Northern trains and Nexus website).
 <p><b>Connectivity beyond our own boundaries</b></p>	How our national and global gateways contribute to our region's transport network for both passengers and freight. How we will work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.	Details of, and decisions about, specific routes and port and airport operations. (Newcastle Airport, Port websites, Main Line railway services, flight and sailing schedules).

# What this Plan covers

## Interaction with other policies and strategies

The North East Transport Plan provides the strategic framework to enable us to deliver an improved, more seamless, co-ordinated and integrated transport system across the region.

This Plan also sets out how transport in the North East can help support our region's wider goals of creating and sustaining 100,000 more and better jobs in a growing and decarbonised economy, where social and health inequalities are greatly reduced.

This document also builds on Connected North East – Our Blueprint, published in October 2020, which sets out how a connected North East can increase the prosperity, quality of life and health of the region by uniting the potential of digital and transport.

## Working with partners

We will also work closely with Nexus (the Passenger Transport Executive) and with the North East Local Enterprise Partnership.

We will work collaboratively with Transport for the North, to achieve improvements in transport connectivity across the wider north that will help to re-balance the national economy.

The Plan is therefore closely aligned and interfaces with the North East Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) and Local Industrial Strategy (LIS), Central UK Government strategy, as well as all relevant policies and Plans of Transport for the North (TfN), the region's two Combined and seven Local Authorities, and Nexus.

## Our upcoming Transport Strategies and Policies

Over the coming years, we will also publish a series of detailed strategies and policies which will act as daughter documents aligned to this Plan.

They will set out strategic aims further, using this Plan as a guide, and will provide further detail and evidence with recommendations to help us accomplish our vision and objectives.

The below table sets out our planned strategies and policies which we will bring forward.

This list isn't exhaustive, we may choose to launch research pieces to develop our thinking and latest evidence ahead of strategy and policy documents.

Over the coming years, we will take a flexible approach to providing transport strategy, planning and delivery for the North East, using this Plan, its vision and objectives to guide us.

We will provide regular updates and detail on how to get involved on our Transport North East website: [transportnortheast.gov.uk](https://transportnortheast.gov.uk)

Strategy / Policy	What it will cover?	Year Planned
<b>North East Rail and Metro strategy</b>	A refreshed North East Rail and Metro strategy detailing how we will deliver passenger and freight rail improvements the region needs, helping to make the network bigger and better, more accessible and useable for all.	2021/22
<b>Zero Emission Vehicle Policy</b>	A policy to further develop and expand the North East's Electric Vehicle charging network, and to increase the number of plug-in vehicles licensed across the region and investigate other clean fuel alternatives including hydrogen.	2021/22
<b>TNE Engagement Strategy</b>	A new strategy to set out how we will engage to deliver our objectives including working with communities and organisations, to get people involved.	2021/22
<b>Bus Strategy</b>	A policy direction for buses in our region, produced collaboratively with our region's bus operators.	2021/22
<b>Active Travel Strategy</b>	A strategy setting out how we will work with Local Authorities and stakeholders in the region to increase the uptake of active travel, considering targets, and deliver infrastructure that is safe, appealing, well designed, and accessible for all.	2022/23
<b>Road Infrastructure and Zero Emissions Strategy</b>	A regionwide strategy for the future management, safety, maintenance and improvement of the North East's strategic, major and key road networks for all users. This will also set out how we will support sustainable, low-carbon travel around and through the region, including rural areas, making alternative fuels a realistic and attractive option.	2022/23
<b>Customer Experience Strategy</b>	We intend to produce a strategy which develops a high-level accessibility standard for the region, setting out a framework for ideas around journey experience; access to stations and the public transport network; safety and security on the public transport network and using active travel; access to essential services, healthcare and education.	2022/23
<b>Ticketing, Pricing, and Information Strategy</b>	Explore how integrated transport and ticketing could be improved, including looking at potential policies to tackle barriers to transport, such as transport poverty, affordability and information provision.	2022/23

# Our vision and objectives

The vision and objectives for the Plan set the standard of what we want to achieve and where we want to be by 2035.

## The Vision

“Moving to a green, healthy, dynamic and thriving North East”

## The Objectives



### Carbon neutral North East

We will initiate actions to make travel in the North East net carbon zero, helping to tackle the climate emergency declared by our two Combined and seven Local Authorities, addressing our air quality challenges, and helping to achieve the UK's net zero by 2050 commitment.



### Overcome inequality and grow our economy

The Plan is aligned with the North East LEP's long term goals to first return the region to pre-Covid-19 GDP and employment levels and then to move forward in pursuit of the economic ambitions set down in their Strategic Economic Plan (SEP).



### Healthier North East

The North East has the lowest life expectancy of all the English regions. The Plan will help achieve better health outcomes for people in the region by encouraging active travel and getting people to travel by more sustainable means, improving air quality, helping our region to attain health levels at least equal to other regions in the UK.



### Appealing sustainable transport choices

We will introduce measures which make sustainable travel, including cycling and walking, a more attractive, greener, and easy alternative to getting around.



### Safe, secure network

We will improve transport safety and security, ensuring that people are confident that they will be able to feel safe and secure when travelling around the North East.

## Policy areas



### Making the right travel choice

We will enable people to make greener and healthier travel choices whenever they can and ensure our sustainable network takes everyone where they need to go at a price they can afford.

We must ensure all our actions improve transport across the region and deliver to the objectives of this Plan so we are greener, more inclusive, healthier, safer and our economy thrives.



### Active travel

We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.



### Public transport: travelling by bus, ferry and on demand public transport

We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly. We will take action to continue to support the Ferry and develop potential improvements where possible. We must help more people to reach the sustainable transport network with more 'on demand' solutions.



### Private transport: travelling by car and using road infrastructure

We must make our roads flow better for goods and essential car journeys. We must strengthen use of cleaner, greener cars, vans and lorries.



### Public transport: travelling by local rail and Metro

We must invest in Metro and local rail to extend and improve the network. We will take action to drive our partners to make travelling and moving goods around our region more efficient and greener.



### Connectivity beyond our own boundaries

We must work with partners to make movement of people and goods to and from our region, more efficient and greener. We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.



### Research, Development and Innovation

We will embrace new technologies to meet our transport objectives and set innovation challenges to industry creating new opportunities with our network as the testbed.

## Overarching policy areas

We will strive to integrate within and between different types of transport, so that each contributes its full potential and people can move easily between them.

We must constantly seek funding opportunities to deliver our Transport Plan objectives.

We will take action to make travel in the North East net carbon zero and improve transport safety and security.

We must ensure that we work with partner organisations to drive new, quality roles and innovate in the transport sectors.

# North East England – our region

Home to **2 million people**

### 5 sea ports

Port of Berwick, Port of Blyth, Port of Sunderland, Port of Tyne and Seaham Harbour

### Newcastle International Airport

– 80 direct routes, 5.2 million passengers, 4,745 tonnes of freight in 2019.

### Value of exports

£13.3 billion (2019)

### Value of imports

£14.4 billion (2019)

### 5 national catapult centres

Digital, Energy Systems, High Value Manufacturing, Offshore Renewable Energy and Satellite Applications

### Home to a range of national innovation centres

Newcastle Helix, NETPark in Durham

### Manufacturing

15% of our GVA and 11% of employment

### Home to Nissan Motor Manufacturing

One in three British cars is made at this plant – 442,300 in 2018

### Nationally significant offshore energy hub

**31 National Rail stations** with 15.6 million entries and exits in stations in 2018/19

### 54 million tonnes of freight in 2018 were lifted by GB registered HGVs

4.7% of all freight (by tonnage) lifted in England exc London

### Growing cycling and walking network

### Shields Ferry

400,000 passenger journeys a year

### Two UNESCO World Heritage sites

### Tyne and Wear Metro

60 stations  
89 trains  
36m passenger journeys in 2018/19

Every journey on our Metro and Local Rail network brings an **£8.50 direct benefit to our economy**

**28% of households do not own a car** – the highest proportion outside of London – shrunk by 9% since 2002/03

**162.4 million bus passenger journeys in 2018/19**

### Home to the largest purpose built datacentre campus in the UK

Stellium Data Centers, Cobalt Business Park, North Tyneside

### Four universities

80,000 students, 17,000 international students



## Key

- Ports
- Port of Tyne – Ferry Terminal
- Newcastle International Airport
- Tyne and Wear Metro
- Railway Line
- East Coast Main Line
- Motorway
- Major Road Network
- Enterprise Zones



# Our environment

## Carbon Neutral North East

In recent years there has been a general increased awareness of the need to take action on climate change. In June 2019 the UK Government became the first major global economy to pass a law that requires the UK to achieve 'net zero' greenhouse gas (GHG) emissions by 2050.



All seven local authorities and both Combined Authorities **have declared climate emergencies.**

## How can transport help?

Transport can play a significant role in providing solutions to achieve the UK's net-zero carbon emissions commitment by 2050. This will require further development and use of low carbon technology. It will also require helping people to make the right travel choice for their journey.

In early 2020, the UK Government announced a consultation on bringing forward the end to the sale of new petrol and diesel cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible. The Independent Committee on Climate Change (CCC) concluded that this is required for the UK to end its contribution to climate change by 2050.

Over the coming years, there will need to be substantial investment in new fleets of cars, buses, and other road vehicles as well as trains, together with the necessary infrastructure (including electric vehicle charging points and railway electrification) for them to operate.

This means that interventions are required in the North East to create a sustainable transport network that is attractive throughout our region and beyond for both existing and potential users.

If we do not address our carbon emissions from transport, then the locations of emission exceedance in several urban communities will continue to have a significant detrimental impact not only on the environment but on the health of the people living and working in our region.

Over the period to 2035, we need to focus on a decarbonised future and this Plan will take us towards carbon neutrality.

## Air Quality

The North East has air quality hotspots in cities and towns. We face environmental directions from Government to improve air quality in parts of the region as soon as possible.



Although 92% of days were classed as 'low emissions' on the Air Quality Index in the North East in 2019, it is estimated that **poor air quality is responsible for around 360 deaths each year** in Central Tyneside alone.

## The region has the following air quality management areas:

Authority	Authority Location(s)
Durham County Council	Durham City, Chester Le Street
Gateshead Council	Gateshead Town Centre
Newcastle City Council	Newcastle City Centre, Gosforth
South Tyneside Council	Boldon Lane/Stanhope Road Leam Lane/Lindisfarne Roundabout

Some of the measures we have included in our AQMAs are:

- Reducing the volume of traffic entering the area
- Working with bus operators on emission standards for buses and to encourage the use of cleaner vehicles
- Encouraging cycling and walking.

The aim of these management areas is to improve air quality for a continued period. If this could be achieved, then the AQMA in question could be revoked on the grounds that air quality has improved sufficiently that it is no longer a concern.

To compound this issue, people in the North East of England live shorter lives and have shorter healthy life expectancy. Peak-hour congestion, particularly at city centre river crossings, is leading to poor air quality and unreliable bus journeys.

We need to increase the volume and proportion of journeys made by low-carbon, sustainable transport types. This will bring about improvements in air quality across the region, with a focus on areas that exceed target levels.



While **28% of households in the North East do not own a car** – the highest proportion outside of London – this has shrunk from 37% in 2002/3. The proportion of households owning two or more cars has increased from 20% to 32% over the same period.

Most current vehicles on our roads significantly contribute to carbon emissions. Dominance of the private car for commuting trips is a significant challenge for the region that we must address.

Commuting data suggests that rural residents are more dependent on a car than people living in urban areas and make less use of buses largely as a result of service provision and levels of density.

## Congestion

Our region has significant road congestion problems. High proportions of car and van use in the region results in road corridors into the centres of Durham, Newcastle, Gateshead and Sunderland being regularly congested, especially at peak times and particularly at city centre river crossings.

However, car use is continuing to rise and remains the most common mode of transport for commuting. As with the rest of the UK, recent decades have seen rising levels of car use and ownership in the North East.

Demand for higher levels of car ownership in the coming years suggests increased future traffic congestion if alternative provision is not made.



Road transport contributes 37% to the North East's carbon emissions – **the most out of any sector.**

The North East is the lowest ranked region for transport CO2 emissions per person outside London. This gives us solid foundations on which to build a greener and more sustainable transport network.

# Our environment



**Overall carbon emissions per capita – 5.8 tonnes per person per year (2017).**

We are the third highest region in England for carbon emissions per capita as a result of having higher than average per capita emissions from industrial, commercial, public and domestic sectors.

## Cleaner fuels

The rise of cleaner fuels, in particular electric, will continue over the next decade following legislation to end the sale of all new petrol and diesel cars by 2030; and, the region has a clear opportunity to accelerate and assist in the uptake of these vehicles. Currently there are almost 3,000 registered electric vehicles in our region, over 800 chargers and through programmes such as Go Ultra Low North East we are confident that the adoption of these vehicles will grow. Other sectors including the bus and logistics industries are also investing in this area. A cleaner vehicle fleet results in potentially improved air quality and a more efficient energy sector. Government has announced that through a £5 billion fund, initiatives including at least 4,000 new Zero Emission Buses will be funded to make greener travel the convenient option, driving forward the UK's progress on its net zero ambitions.

However, an increase in the uptake of electric vehicles will not enable us to achieve our objectives alone, as it will not fully resolve health impacts, make efficient use of road space or improve road safety.

Electrification is not the only potential solution. Some vehicles including heavy goods vehicles and off-road vehicles may consider alternative fuels eg hydrogen to be the best solution going forward to meet the objectives. It is vital that, to meet the net zero greenhouse gas emissions targets by 2050, the transport sector explores and implements several different technology solutions.

## The future

The North East has been at the forefront of decarbonisation and developing low-carbon solutions for our transport network, with successes in offshore wind technologies and electric vehicles. The North East Automotive Alliance (NEAA) is an internationally significant automotive cluster that brings together regional organisations on workstreams including advanced propulsion. Transport operators are also reducing emissions from buses and freight vehicles, including the successful deployment of biomethane operated buses in Sunderland by Stagecoach and the roll-out of nine electric buses for Go North East (funded through the Government's Ultra Low Emission Bus Fund). Our new Metro fleet will be 32% more energy efficient, saving tonnes of carbon. Over the coming years, we are extremely well placed to explore the connections between zero emission transport, advanced propulsion and energy systems to improve our region's environment.

The timelines associated with the ending of all new petrol and diesel cars and vans highlight that it is imperative that the region has an accessible and fit for purpose EV charging network, which meets the needs of our residents, including those drivers who do not have access to off-street parking and those in rural areas where there may be increased barriers to installing EV charging infrastructure. We commit to partnership working with local authorities, NELEP, universities and businesses to ensure that a holistic approach is taken in the future direction of EV charging.

The region will investigate the opportunities relating to other alternative fuels. Hydrogen has a role to play in decarbonising transport, however innovative solutions and pilot test beds need to be explored in order to roll out hydrogen to its full potential. The region has a wealth of knowledge and experience in piloting new and innovative solutions and will work with partners in the relevant industries to investigate the practicalities of becoming a Transport Hydrogen Hub. We will also look to work with the National Centre for Data and the Newcastle University Centres for Research and Excellence to ensure that essential data is compiled which can be utilised to assist in the future deployment of hydrogen.

As a region with a world-leading natural and historical environment it is our duty to protect it for future generations against harmful pollution levels. Making better decisions about transport provision can lead to a more sustainable (and therefore healthier) way of life in the North East for our residents, commuters and visitors.



This Plan will address these challenges and embrace the opportunities, taking the North East towards carbon neutrality, achieving our objective of **Carbon Neutral North East**.

# Our economy

Our economy, measured by GVA levels (total and per capita), is performing below the national average, with a significant productivity gap and we have a smaller than average private sector economy.

In 2018, the GVA per head of the North East was £20,617 – well below the GVA per head of England excluding London (£25,346) and England as a whole (£29,356).

## Our economy

The North East economy was historically dominated by mining and manufacturing. Our region's traditional heavy industries such as coal mining and shipbuilding ceased by the early 21st century, leaving us with an unemployment rate higher than many other areas despite our best efforts to take advantage of new economic opportunities. While manufacturing remains an important part of the regional economy, it has diversified over recent decades. This has led to a strong service sector including education, financial, professional and business services, transport and logistics, and construction.

We have key assets in the energy sector, including offshore energy and subsea technologies, regional energy, and demonstration and innovation. We are home to a world-leading clinical research sector that supports a growing health and life sciences sector.

We have plans to build on our manufacturing strengths with the development of the International Advanced Manufacturing Park (IAMP) in Sunderland and South Tyneside near Nissan's car plant close to the A19. Providing infrastructure to bring businesses here is a key element of our Plan.

In recent years, a vibrant digital community with a combination of start-up, high growth and established businesses across a wide range of specialisms has been established.

But above all, our region has significant employment in the public sector across both local services and Central Government back office and shared services.

## Wages

Within the North East, the median gross weekly wage for a full-time employee also varied by local authority of residence and workplace:

Wages and salaries (62%) and income from self-employment (5%) accounted for a smaller percentage of total household income in the North East region in 2018/19 than across England as a whole (63% and 10%, respectively). In contrast, pension income and benefits accounted for a larger proportion of household income than across England.

It is also important to note that the employment rate also differed widely in different parts of the region:

Authority	Employment rate
Newcastle	67%
Northumberland	74%
North Tyneside	78%
Gateshead	76%
South Tyneside	70%
Sunderland	72%
County Durham	72%

The above figures were recorded to the period July 2019 – June 2020.

Many of the long-standing economic challenges and inequalities that the region has always been vulnerable to have re-emerged as a result of the Covid-19 pandemic. **It took until 2016 for North East employment to return to 2008 levels following the last recession** – the speed of this recovery must be faster and transport can play a key role.

## Economic inactivity

23.4% of the North East's working age population (16-64) were not in work or actively seeking employment in the year to June 2020 (economically inactive).

This was above the England excluding London rate of 20.2%.

## Public/private sector employment challenges

There is a gap between the North East and other regions on private sector employment density.

In 2018, North East private sector employment per head of working age population was 0.52. For England excluding London the figure was 0.62.


In March 2020, there were 53,530 private sector enterprises in the North East LEP area. This is equivalent to 325 private sector enterprises for every 10,000 adults in the North East. If the North East LEP area had the same rate of private sector enterprises per head as England excluding London, there would be an additional 26,000 enterprises.

## Productivity challenges

The key issues that underpin our lower level of GVA per head compared to England excluding London are:

- A lower proportion of the population that is in employment
- A lower level of productivity.

GVA per hour worked in the North East LEP in 2018 was £29.94. This is below the rates for England (£35.57) and England excluding London (£32.74) It is the third lowest GVA per hour among the eight core city LEP areas.

 Average productivity in our region remains **16% per head below the output for England.** (GVA) terms)

# Our economy

## Our places

Transport investment can be transformational in the way that people choose to live and work across the region. The region already has ambitious plans to grow and develop through the provision of new housing and commercial development.

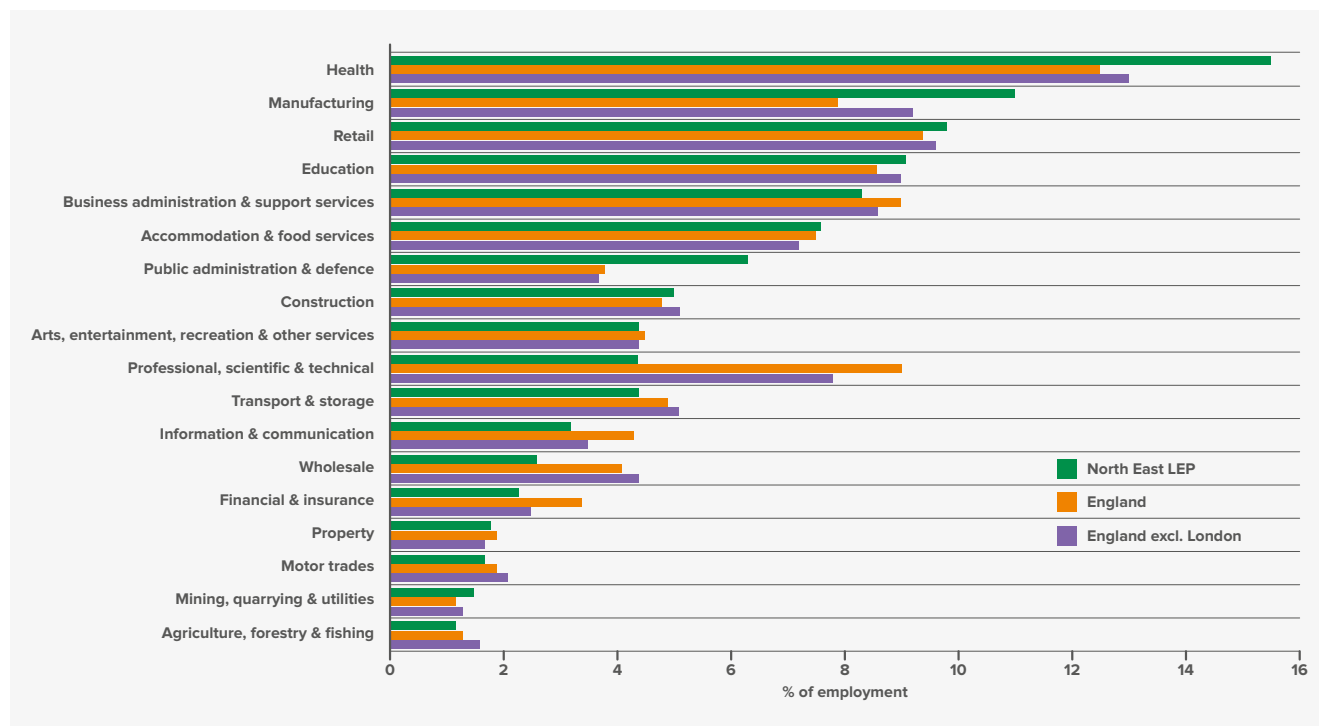
We believe central Government is currently considering its guidance in this area. Collectively, LA7 authorities are able to work together to ensure we have access to the latest thinking and best practice in design to inform their own planning policies. This can dovetail with work which will take place regionally associated with quality walking and cycling to encourage active travel and improved public health, public transport network planning, EV charging and any future car share, bike hire or micro mobility projects.



Approximately 110,00 new homes planned in the region by 2036



Addressing these challenges and embracing the opportunities will allow us to **overcome inequality and grow our economy**, by creating a faster, more attractive and affordable transport system.



Employment by broad industrial grouping (% of total), 2018

The six largest employing sectors in our region are responsible for over three-fifths of employment.

While broadly similar to the national picture, our region has some key differences:

- A higher percentage of employment in the North East is in manufacturing, health, public administration and defence
- A smaller percentage of employment in the North East is in professional, scientific and technical activities, wholesale, information and communication, financial and insurance.

The largest employing sectors in the North East are:

	<b>Health</b>	<b>15.5% of total employment</b>
	<b>Manufacturing</b>	<b>11% of total employment</b>
	<b>Retail</b>	<b>9.8% of total employment</b>
	<b>Education</b>	<b>9.1% of total employment</b>
	<b>Business administration and support services</b>	<b>8.3% of total employment</b>
	<b>Accommodation and food services</b>	<b>7.6% of total employment</b>

# Our economy

## Key sectors

The North East LEP's Strategic Economic Plan (SEP) identifies four areas of strategic importance, where our region has a distinct opportunity to improve its economic competitiveness:



### Digital



### Advanced manufacturing



### Health and life sciences



### Offshore, subsea and energy technology



## Digital

Our vibrant digital community is one of the most productive and fastest developing in the UK, across industry and public services. A combination of start-up, high-growth and established businesses exist across the region.

PROTO, an emerging technology centre, located in Gateshead, is home to some of the region's most innovative businesses. The Digital Catapult Centre in Sunderland provides localised and tailored services to drive digital adoption across the North East.

In the near future, the North Atlantic Optical Fibre Loop cable will link Stellium Datacenters in North Tyneside - the largest purpose-built datacentre campus in the UK - to mainland Europe, giving the region faster and more reliable digital connectivity and interconnecting national and international networks.

As well as this, our schools, colleges and universities are leading the development and uptake of digital skills.

The Covid-19 pandemic accelerated the demand, ambition and delivery of digital transformation, and has presented our region with significant opportunities as well as considerable challenges.



**PROTO in Gateshead** – an emerging technology centre home to some of the region's most innovative businesses



## Advanced manufacturing

Across the North East, advanced manufacturing and engineering are globally focused with strong clusters in automotive manufacturing. Manufacturing accounts for 15% of our GVA and 11% of employment.

Nissan Motor Manufacturing UK, based in Sunderland, employs over 6,000 people and supports over 27,000 supply chain jobs, 75% of which are in the North East. IAMP is designated a Nationally Significant Infrastructure Project (NSIP) by the UK Government and has the potential to deliver over 7,000 new jobs over the next 10-15 years.



**Nissan UK and IAMP** – connecting these major employment sites to our public and sustainable transport network is a key element of our Plan.

# Our economy

## Health and life sciences

Our region is home to pharmaceutical manufacturing and world health and life science innovation. In combination with the NHS and our universities, this is our largest sector.

The Newcastle Campus for Ageing and Vitality is Europe's largest multidisciplinary site focused on ageing and the National Innovation Centre for Ageing will drive innovation delivery in this area.



**Newcastle Helix** – home to world-leading Health and Life sciences research



**Beamish in County Durham** – the living museum of the North

## Offshore, subsea and energy technology

There are huge economic, social and environmental opportunities for the North East to contribute to new solutions that provide clean, secure and accessible energy. Our assets are categorised into three key areas: regional energy, offshore energy and subsea technology, demonstration and innovation.

The Port of Blyth is a nationally significant offshore energy hub. In 2017, Northumberland generated the second highest amount of electricity from onshore wind of any English local authority.

A March 2020 research study found that the total number of jobs created in and supported by the supply chain for offshore wind could reach 8,600 in the North East by 2025.



**Port of Blyth in Northumberland** – the second largest port in the region by turnover and a nationally significant offshore energy hub

### Key insight

These sectors are critical to harnessing future growth, and our transport networks have a role to play in facilitating that potential, by moving people and goods.

Improving connections from our major employment sites to our public and sustainable transport network is also a key element of our Plan.

## Urban events, rural getaways

On average, between 2017 and 2019, 3.4 million trips were taken each year to the North East. These equated to 1.06 million nights per year and the annual value of these trips was £656 million.

The Great North Run brings 43,000 participants and supporters to our region each year. The logistics of the event rely heavily on our transport network and it is a key contributor to our visitor economy in our urban areas.

Our rural economy, particularly in Durham and Northumberland, places a significant reliance on tourism. In 2018, tourism made up 11.8% of Northumberland's economy, 2.7% higher than the national average, and it contributes £665 million to the economy, underpinning an estimated 1,500 jobs.

The growth in 'staycations' and people seeking holidays in more remote outside spaces also benefitted rural tourism in the North East in 2020.

Transport will play a key role in enabling the recovery and growth of the region's tourism sector.

To ensure that it does, we will work with all partners and stakeholders such as individual tourist attractions, public transport operators, tourist boards and local communities to support and grow the region's tourism offer. This won't be limited to urban areas of the region, we also intend to support rural tourism.

We will also work with partners to explore ticketing initiatives and work with transport operators and tourism venues to promote sustainable travel.

We will consider future schemes which could improve interchange and integration between rail, bus and coaches, at rural stations, linking tourism assets.

# Our health and social inequalities

## Deprivation and Inequality

Pockets of health and income inequalities are seen across the North East, with deprivation being largely concentrated in urban areas.

Public transport provision is also poor in some of our more deprived urban areas. The 2019 Index of Multiple Deprivation (IMD) concluded that all areas of Tyne and Wear have above average levels of multiple deprivation.

Accessible public transport which allows people to reach employment, education and training opportunities outside of their immediate area can help to reduce these disparities.

In the map to the right, the darkest shaded areas are within the most deprived 10% in England, with the next darkest within the second most deprived 10%. The lightest shading shows areas among the least deprived 50%. Some of the most deprived areas in the North East border some of the least deprived areas, highlighting disparities.

Transport and socio-economic inequality are linked. Inequalities in the provision of transport services are strongly linked with where people live, and the associated differences in access to employment, healthcare, education, and local shops. Our 'Making the right travel choice' policy pages (30-32) details 'Transport poverty' and affordability.

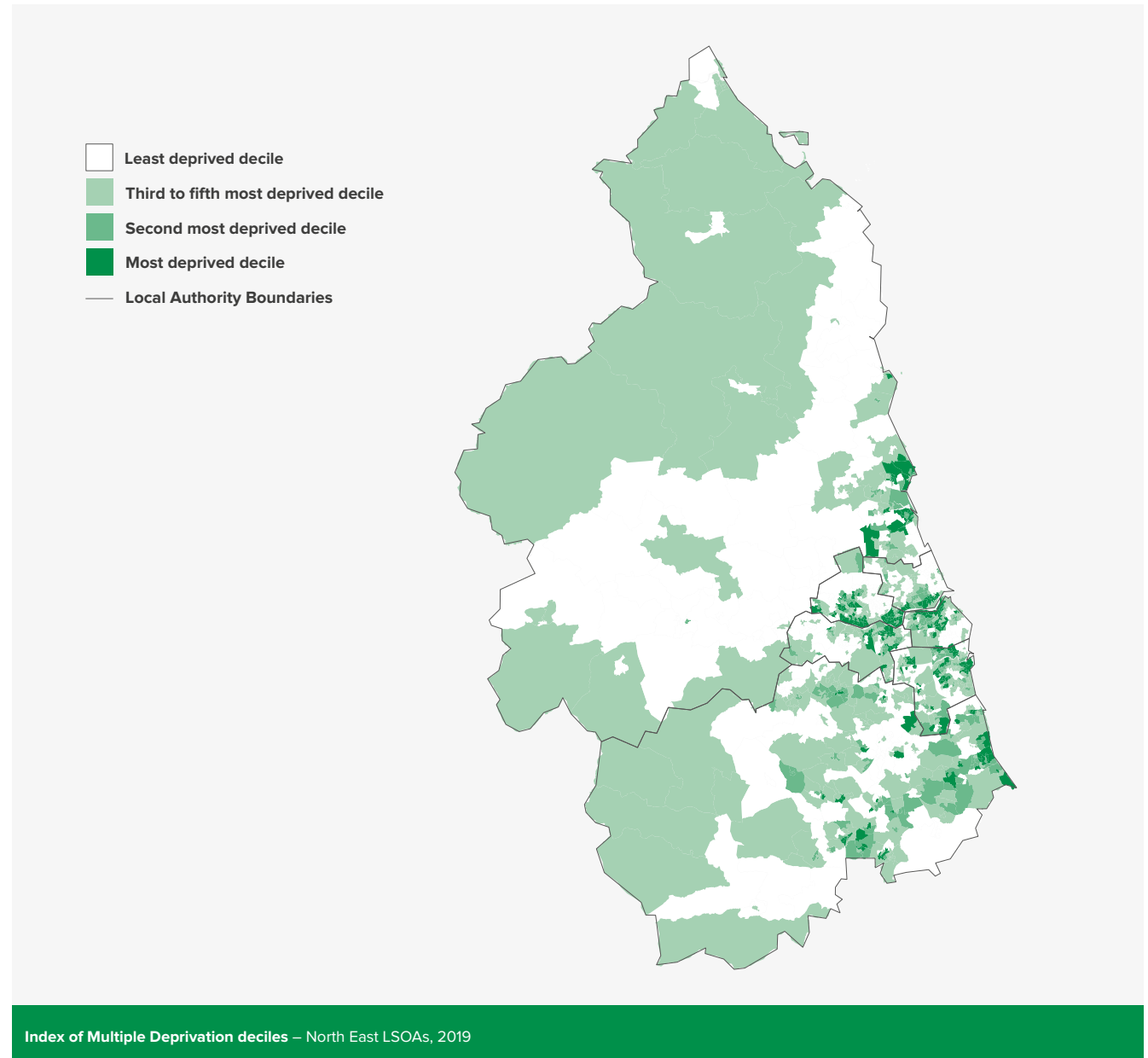
## Index of Multiple Deprivation

The Index of Multiple Deprivation (IMD) combines information from seven different measures to present an overall measure of deprivation:

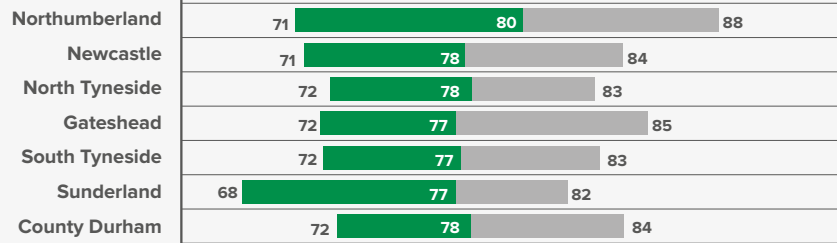
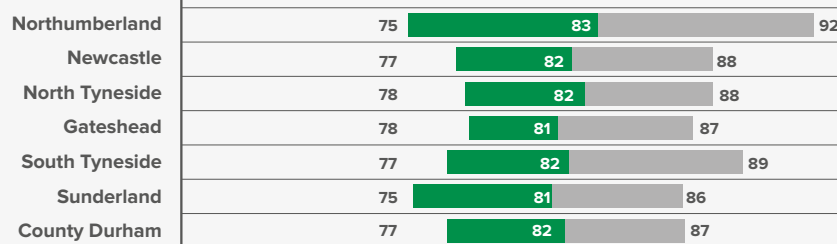
- Income Deprivation
- Employment Deprivation
- Education, Skills and Training Deprivation
- Health Deprivation and Disability
- Crime
- Barriers to Housing and Services
- Living Environment Deprivation

The latest release is 2019. The map shows lower layer super output areas (LSOAs). They are the most used small area geography for statistics.

The shading clearly identifies pockets of deprivation across the North East in both rural and urban areas. Improved connectivity can allow people to access more and better jobs, stimulate increased inward investment, bring businesses closer together, and can help promote social inclusion if targeted in deprived areas.



# Our health and social inequalities



Life expectancy at birth – median, minimum and maximum values within North East local authority areas, 2013-2017



Life expectancy at birth for both men and women is about **one year lower** in the region compared with England. Similarly, healthy life expectancy is about **four years lower**.

Life expectancy at birth in the UK in 2017 to 2019 was 79.4 years for males and 83.1 years for females.

Transport can help to reduce inequalities by enabling people to access a range of services quickly and easily. Good transport links also play a role in reducing deprivation by enabling people to access job opportunities which in turn can improve quality of life and reduce inequality.

## Life expectancy

Estimates of life expectancy at a local authority level are similar across the North East LEP area. However, this conceals major differences within each local authority which can be seen using small area (MSOA) data. There are gaps of nine years or more

between highest and lowest life expectancy for both males and females in all seven North East local authorities. The largest range is in Northumberland in both cases.

## Disability

The incidence of disability is higher in the North East region than England, with 28% of the North East population having a disability in 2018/19, compared to just 21% across England. A person is considered to have a disability if they have a long-standing illness, disability or impairment which causes substantial difficulty with day to-day activities. We want to ensure that our transport network leaves no one behind and is accessible to all.

It is also important to recognise that people's needs and experiences vary between the type of area they live in, for example urban or rural. People also experience particular barriers to mobility and access such as people with a disability or injury, elderly people and people with hidden disabilities and conditions. We want to help eliminate barriers to using transport across the region.

Therefore, in order to ensure that this Plan is for everyone, we

will work with stakeholders such as public transport operators and disability groups across the region to ensure that the region's transport infrastructure, services and information are accessible, regardless of people's age and mobility.

Our Integrated Sustainability Appraisal (ISA) will also assess Equalities and Health impacts of our programme. See pages 49 – 50 Our call to action for further details on scheme assessments.

## Household poverty

Between 2016 to 2019, 19% of people in the North East region were living in households with below 60% of median household income before housing costs. This compares to 17% across England as a whole.

If housing costs are included, in the North East region 35% of children, 24% of working age people and 14% of pensioners lived in households in poverty, compared to, respectively, 31%, 21% and 16% for England as whole.

## Quality of employment opportunities

In the last quarter of 2019, 47,000 individuals in the North East region were employed on a zero-hours contract. This is equivalent to 3.9% of those in employment – the second highest rate amongst English regions.

In 2018, the Low Pay Commission estimated that about 74,500 employees in the North East were paid at or below the National Living Wage (NLW) or equivalent for their age group. This is 9.6% of all employees, a higher percentage than England (6.9%) and England excluding London (7.5%).

An estimated 20,000 jobs in the North East region were paid below the National Minimum Wage (NMW) or equivalent in 2019, about 1.9% of the total. This is the highest percentage of any English region.

## Free school meals

In the North East, almost a quarter of pupils are eligible for free school meals, the highest proportion of any English region.



Addressing these challenges and embracing the opportunities will allow us to **overcome inequality and grow our economy**, creating a faster, more attractive and affordable transport system.



# Our geography and people

The North East is diverse, comprising a mix of urban and rural communities with a proud heritage and flexible economy that make our region an attractive place to live, learn and do business.

Located between Scotland, Cumbria, the Tees Valley, North Yorkshire and the North Sea, it consists of seven council areas in two Combined Authorities:

- The North East Combined Authority (comprising Durham, Gateshead, South Tyneside and Sunderland)
- The North of Tyne Combined Authority (comprising Newcastle, North Tyneside and Northumberland)

Our mix of urban, suburban and rural landscapes results in complex demands for travel and is reflected in our varied transport challenges, from rural isolation in our remoter areas to poor air quality and congestion in parts of our cities.

Our cities, towns, villages and countryside are home to a wide range of leisure, cultural, sporting and historical attractions, including two UNESCO World Heritage sites (Hadrian's Wall and Durham Cathedral and Castle). The region also boasts miles of unspoilt coastline as well as Northumberland National Park.

The North East is well connected to the UK, Europe and the rest of the world by rail, sea, road and air through key gateways for freight and passengers including mainline rail stations, five sea ports and Newcastle International Airport.



## Our people

But above all, it is our people that make our region unique. The North East is home to just under two million people who want to contribute to moving our country forward.



	Population 2019	Rural* %	Urban* %
County Durham	530,094 (27%)	45	55
Gateshead	202,055 (10%)	8	92
Newcastle	302,820 (15%)	2	98
North Tyneside	207,913 (10%)	4	96
Northumberland	322,434 (16%)	46	54
South Tyneside	150,976 (8%)	0.4	99.6
Sunderland	277,705 (14%)	1	99
<b>North East</b>	<b>1,993,997</b>		

\* Based on Rural Urban Classification (2011) of Local Authority Districts in England

### Key insight

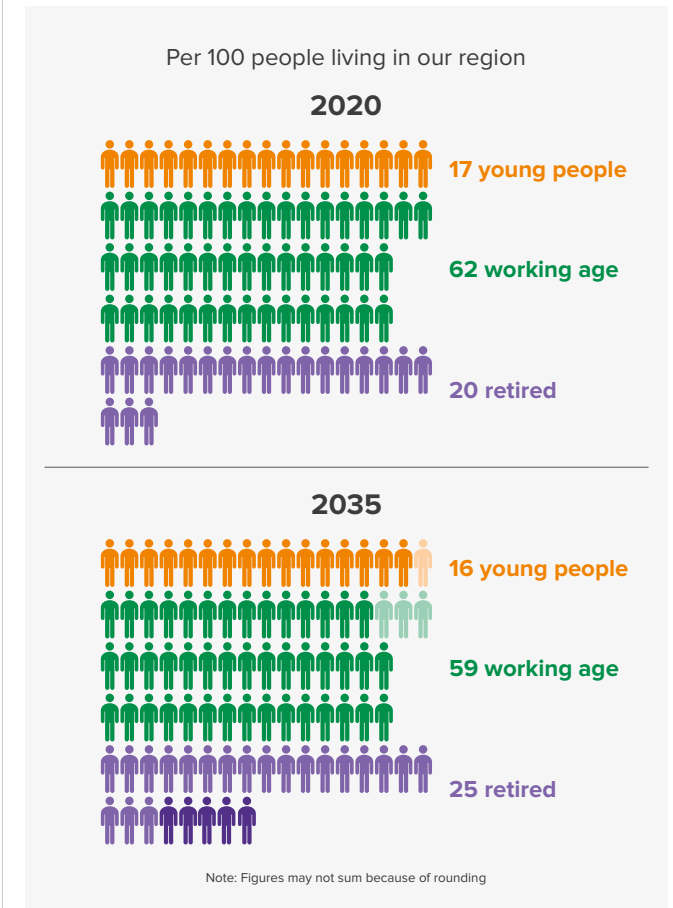
Our Plan considers different solutions for different communities across our region as we map out how to develop the North East transport network and grow our economy by 2035.

## Population

### Age profile

The proportion of the population that are of working age (aged 16 to 64) in the North East is 62.8%, similar to that of England 62.6%.

However, we have a larger proportion of our population aged 50 to 64 and 65+ and a smaller proportion of people aged 0 to 15 and 25 to 49 compared to the national average. This means that our population is ageing and the infographic below shows that by 2035 more of our residents are expected to be of retirement age and fewer will be of working age.



# Our geography and people

## Skills

The working age population of the North East has a lower qualifications profile than England as a whole. A higher proportion of those aged 16 to 64 have no qualifications and fewer are qualified to degree-level or above (NVQ Level 4 or above). However, the North East has made progress on this since 2014, with the percentage of people with higher level qualifications increasing and the percentage with none decreasing.

## Education

The region's academic sector includes four major universities: Durham, Newcastle, Northumbria and Sunderland.

In 2018/19, North East universities had almost 90,000 undergraduate and postgraduate students.

The North East has nine further education colleges:

- Bishop Auckland College
- Derwentside College
- East Durham College
- Gateshead College
- Newcastle College
- New College Durham
- Northumberland College
- Sunderland College
- Tyne Coast College

## Apprenticeships

In 2018/19, there were 16,990 apprenticeship starts in the North East.

Over 80% of North East apprenticeship starts were in one of four subject areas:

- Business, administration and law (32%)
- Health, public services and care (22%)
- Engineering and manufacturing technologies (16%)
- Retail and commercial enterprise (11%)

Although the North East is home to just 3.6% of England's working age population, the proportions of apprenticeship starts in 2018/19 were higher:

- 4.3% of all apprenticeships in England
- 4.5% of intermediate apprenticeships
- 4.3% of advanced apprenticeships
- 4.1% of higher apprenticeships

In particular, the North East had:

- 6.3% of all apprenticeship starts in construction, planning and the built environment
- 5.8% of higher apprenticeship starts in engineering and manufacturing technologies
- 4.5% of higher apprenticeship starts in information and communication technology



We will use transport to improve health and wellbeing outcomes for local people, enabling the North East to attain health levels at least equal to other regions in the UK, achieving a **Healthier North East**.



# Our transport network and travel habits

The infographics on this and the following pages show a range of facts and information about our transport network.

## Integration

Our region currently has the basis of a fully integrated public transport network. Presently, our ticketing offer does include some products that allow interchange between different operators and types of transport. However, the complex range of brands, fare offers and timetables has significant limitations – for example not all the tickets valid on different forms of public transport in Tyne and Wear currently extend across the whole of our region. In addition, some types of ticket still exist only in paper versions rather than using smarter forms of payment, while timetables at important interchange points are not coordinated.

New technology has also helped make comprehensive information more easily available but it could be utilised to a greater extent.

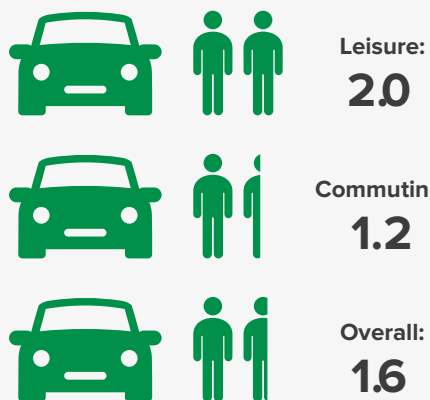
Therefore, by 2035 we want to create a properly integrated and efficient public transport network across the whole of our region, including simpler ticketing and payment, easily available and accurate travel information and seamless interchange between different forms of transport.

This won't be just limited to some transport types, our ambition is to create a one, total network approach, aligning different types of transport together. We want to create a transport network where walking, cycling, bus, rail and Metro are integrated to better connect all our of our communities.

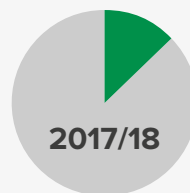
Therefore, by 2035 we want to create a properly integrated and efficient public transport network across the whole of our region, including simpler ticketing and payment, easily available and accurate travel information and seamless interchange between different forms of transport.

## Car occupancy by journey purpose and car sharing to work 2017/18

### Car occupancy 2017/18



**13%**  
of commuters  
car share



## Congestion on our region's Strategic Road Network and how it compares

### Strategic Road Network:

congestion = average delay  
(seconds per vehicle mile)

**Ranked 5th out of nine English regions for congestion**  
Yorkshire and The Humber best, London worst

**Of the LA7, five exceed national average congestion**  
Sunderland and County Durham below average

**1% improvement in LA7 between 2017 - 2018**  
Compared to 2% worsening in North East

**12.1 seconds of delay per vehicle mile in LA7**  
Compared to the best, Harrow at 3.8 seconds  
and the worst, Sandwell at 48.2 seconds

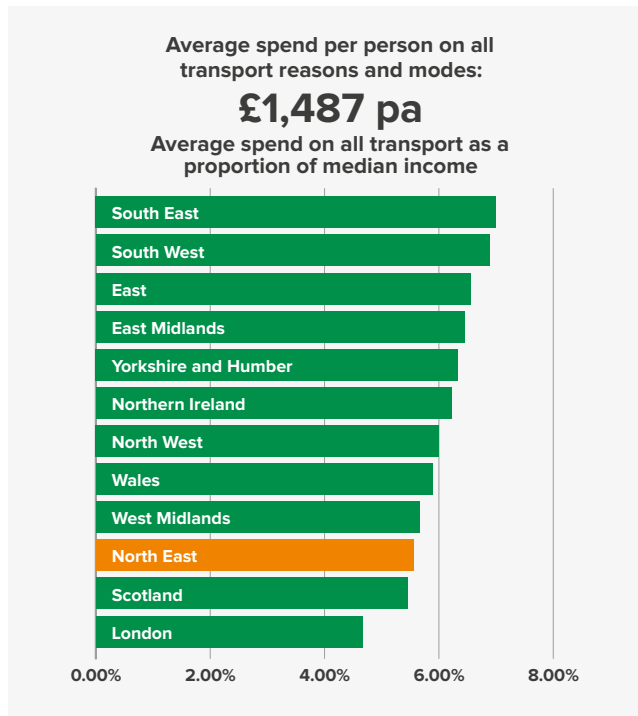
### Over last 10 years:

**1.2 mins**  
slower commute  
**0.5 miles**  
longer commute

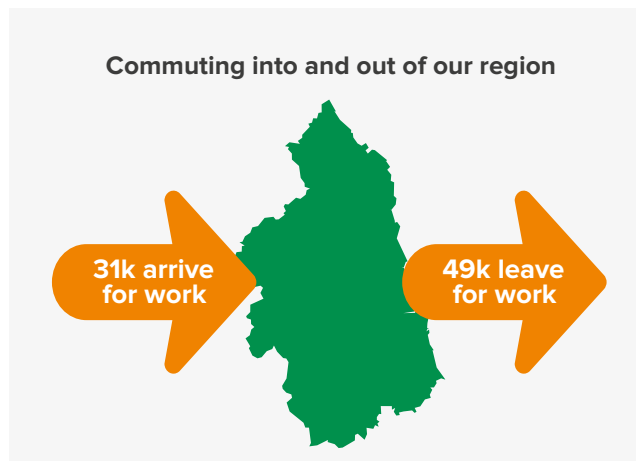
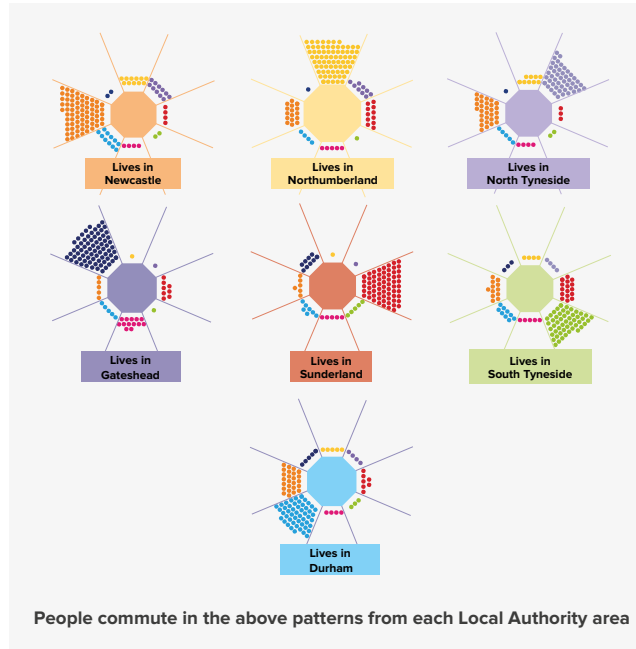
**8 roads**  
on the Strategic  
Road Network in LA7  
A1 | A1(M)  
A19 | A194(M)  
A184 | A66  
A69 | A696

# Our transport network and travel habits

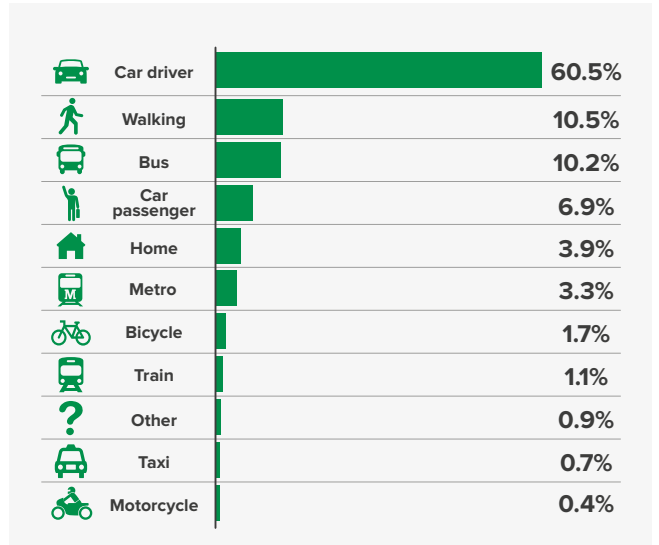
## The distance, time and cost of our travel



## Travel to work – within, to and from our region



## Travel to work – what transport we use



**Method of travel to work – all transport modes** (Source: Census 2011)

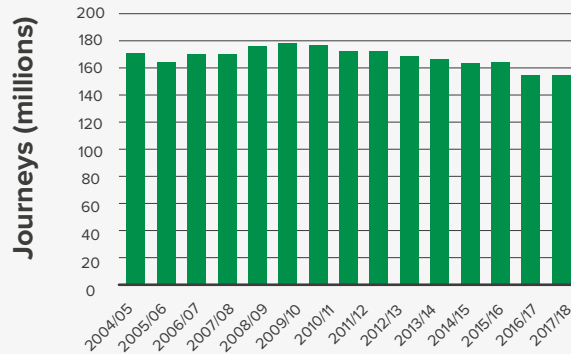
Note – the low % share of the Metro is a result of it operating within Tyne and Wear only. This table shows the total number of travel to work journeys across the entire region.

Method	Number of people
<b>Private transport</b> Car, taxi, motorcycle	<b>595,000</b>
<b>Public transport</b> Bus, Metro, Train	<b>127,000</b>
<b>Active travel</b> Walking, cycling	<b>106,000</b>
<b>Other &amp; home</b> Other, work at home	<b>41,000</b>

# Our transport network and travel habits

## Travel by bus – journeys, punctuality and how fares have risen

### Bus patronage in our region



**6%** of those on buses in T&W use tickets which connect them to other modes

**64** million bus vehicle miles in our region

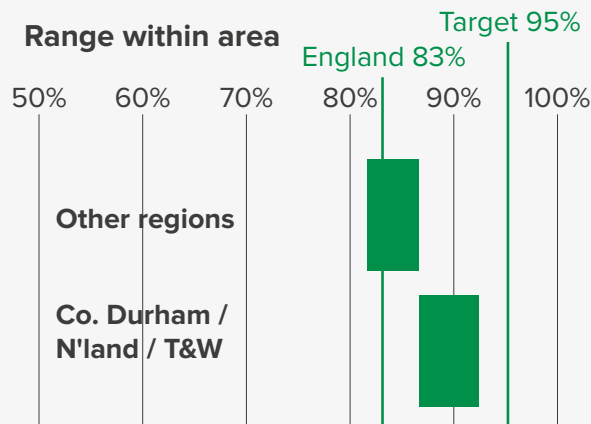
**6km** average journey distance in T&W

### Cost of travel after RPI

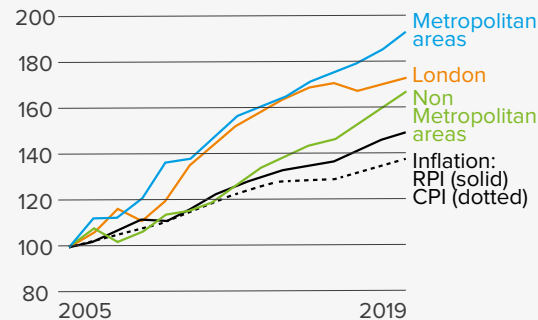
**43%** real terms increase in metropolitan areas  
**23%** in London  
**18%** Non metropolitan areas

Bus fares index (2005 = 100)

### Bus punctuality



### Bus fares index (2005 = 100)



## Travel to education – time, distance, numbers travelling and how

Primary School      Secondary School



**13**  
mins



**25**  
mins

**1.6**  
miles



**3.4**  
miles

**304,000 + 88,000**

School age population

University students during term time



**50%**



**38%**



**12%**

# Our transport network and travel habits

## Travel by Metro and local rail – stations, costs, passenger numbers and what passengers want

**On the Metro, the 5 most popular stations to commute to are:**

Monument, Central, Haymarket, Gateshead, Regent Centre

**And the 5 most popular starts to commute from are:**

South Gosforth, Gateshead, Heworth, Monument, Central

A single Metro ticket for a journey from South Gosforth to Gateshead of 3.8 miles costs £1.55 with a pop card, compared to £2.40 for a comparable journey in London between Elephant and Castle to Angel, and £4.60 on national rail between Kings Cross and Haringay.

Metro passengers want to see improvements in the punctuality of trains and ticket cost; and like the fair treatment, effectiveness of signage and the condition of the lighting and escalators in Metro stations.

**5% of Metro journeys included use of a car to get to Metro**



**Tyne and Wear Metro**

36 million passenger trips per year

60 stations

77.5km of electrified track

New trains arriving from 2023



**Local Rail**

5 million passenger trips per year

31 stations

1980s diesel powered trains

Collectively, Metro and Local Rail supported **34,800 daily commuting trips**

within the North East in 2018



**Appealing sustainable transport choices**

We will introduce measures which make sustainable travel, including cycling and walking, a more attractive, greener, and easy alternative to getting around.



# Safe, secure network

**Safe, secure networks means people being able to travel as much as they want, whenever they choose, however they wish and to wherever they decide to go, without worries about being involved in an accident or becoming a victim or witness of crime.**

## Active travel

A transport network needs to be safe and secure. In addition to high quality roads and public transport the walking and cycling conditions should also be safe in order to encourage active travel. Several studies have found that concerns about safety are a barrier to active travel. In addition to a lack of time, perceived dangers from traffic are a barrier for schoolchildren contemplating active travel to and from school. Older children travelling without an adult also have concerns about personal safety, including strangers, bullies and busy traffic. Environmental factors such as poor lighting, secluded areas or woodland on the journey exacerbate these fears. Other studies have found that people from deprived areas consider safety to be a barrier to walking for travel or leisure and that women are constricted by perceived dangers from the external environment. Traffic is an issue for older people and people with mobility impairments, who also mention that narrow pavements and obstacles such as parked cars on pavements impact on safety and cycle tracks and bus lanes create hazards.



86% of respondents to an insight survey feel more footpaths should be built alongside current roads and 81% feel the same for cycle paths.

(Source Nexus 2020)

## Public transport

### Perceptions of Safety on Buses

In our region 88% of bus passengers are very or fairly satisfied with their personal safety when on a bus. This is higher than the national figure of 81%.

### Perceptions of Safety at Railway Stations and on Trains

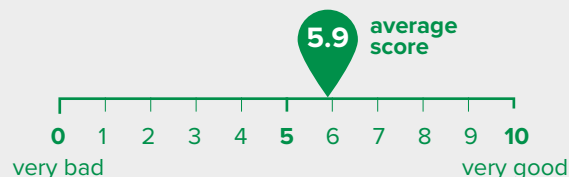
Nationally 73% of rail users rated personal security whilst using stations as good, rising to 75% when on board a train.

When we categorised passengers by journey purpose, commuters were more concerned about personal safety than were other passengers.

National Results by Journey Purpose	Station	Train
Commuter	69	70
Business	76	78
Leisure	76	79
Long distance	80	83
Regional	74	74
By operator		
CrossCountry	83	83
Grand Central	78	88
London North Eastern Railway	79	88
TransPennine Express	79	81
Northern	68	71

Source: National Rail Passenger Survey, Spring 2020

### How would you rate the behaviour of other passengers?



February 2020 Metro customer satisfaction survey

**If extra staff were available on the Metro, which of the following would you like the staff to do?**

**94%** Keep trains free of anti-social behaviour

**91%** Keep stations free of anti-social behaviour

Tackling anti-social behaviour is seen as a priority

Perceptions of safety on the Metro 2019 survey

### Security when using public transport

This refers not only to actual incidents of crime, but also whether people believe they may be victims of, or witnesses to, crime while travelling. A number of surveys have identified that crime and fear of crime limits the use of public transport, second only in many surveys to reliability and accessibility, so that reducing the fear of crime could increase patronage by three percent at peak and ten percent at off peak times. The benefits of concentrating resources on tackling perceptions of crime on our transport network rather than actual crime are borne out by indications that the gap between perceived and actual risk is more marked on public transport than for general patterns of fear of crime.

The region's main bus operators have invested in safety measures including onboard CCTV and a vehicle location system using mobile technology is also used on many buses which immediately pinpoints the location of any bus or incident in real time, improving response times and passenger support.

Crime rates on the Metro remain low and Nexus works closely with the police to limit anti-social behaviour on the system. Nexus spends £1m a year on dedicated police patrols for Metro, and have stepped up patrols in the evening to provide customers with reassurance and to ensure that more staff and police are visible on the Metro in recent years.

# Safe, secure network

## Road safety

This will remain a challenge as long as anyone is killed or injured on our roads – there can never be an acceptable level or number of road accident casualties, so zero must always be our target. Despite good progress in reducing serious accidents on our road network compared to other parts of the country, we need to determine how to tackle our child (0-15) casualty rates, which are higher than the rest of England, with children in deprived communities at particularly higher risk.

In addition, pedestrian injuries still make up a high proportion of the number of people killed or seriously injured on our roads, while cyclists and Powered Two-Wheeler (PTW) riders are involved in more accidents than their respective share of the general traffic.

### Total Road Casualties by Year and Severity – NE LA7 area

Year	Fatal	Serious	Slight	Total
2014	48	589	5,389	6,026
2015	56	628	5,037	5,721
2016	46	659	4,308	5,013
2017	50	682	3,615	4,347
2018	40	688	3,453	4,181
2019	58	744	3,135	3,937
2020	46	523	2,144	2,713

### Walking, cycling and powered two wheelers (PTWs)

Evidence suggests that concerns about safety when walking or cycling are a significant deterrent factor. Among cyclists and potential cyclists, concerns about negotiating roads, the risk from other traffic and potential cycle theft appear to be prominent, while the most significant concern regarding walking was the possible threat from other people in a poorly supervised urban environment. The security of parked bicycles, Motorcycles and PTWs can also be a concern.

Although there has been a slight drop in the number of cyclist injuries between 2014 and 2019, the number remains too high.

### Pedestrian Casualties by Year and Severity

Year	Fatal	Serious	Slight	Total
2014	18	142	519	679
2015	10	166	482	658
2016	10	164	495	669
2017	19	156	450	625
2018	16	180	426	622
2019	14	202	406	622
2020	12	116	300	428

### Cyclist Casualties by Year and Severity

Year	Fatal	Serious	Slight	Total
2014	2	76	394	472
2015	1	80	371	452
2016	2	79	303	384
2017	3	85	275	363
2018	1	74	276	351
2019	2	80	273	355
2020	3	93	282	378

### Motorcycle Casualties by Year and Severity

Year	Fatal	Serious	Slight	Total
2014	6	105	257	368
2015	13	121	248	382
2016	6	127	213	346
2017	7	120	160	287
2018	5	123	143	271
2019	8	124	130	262
2020	8	103	91	202

(Source: North East England Road User Casualty Dashboard)

'Casualty' is defined as a person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

### Casualty rate per Billion Vehicle Miles by road user type – NE LA7 area

Road user	2019	2018	2017	2016
Pedestrian	61	64	66	73
Pedal Cyclist	5,898	5,745	5,546	5,946
Motorcyclist	4,639	4,462	4,866	6,764
Car Occupant	310	327	354	428
Bus Occupant	1,398	2,060	1,929	2,633

### Rate of Casualties per 100,000 Population and road user type – NE LA7 area

Road user	2019	2018	2017	2016
Pedestrian	31	31	31	34
Pedal Cyclist	177	175	183	193
Motorcyclist	131	134	145	174
Car Occupant	120	127	134	159
Bus Occupant	86	125	120	136
Total per 100,000	197	210	219	253

Vulnerable road users (defined as pedestrians, pedal cyclists and motorcyclists) are the most at risk. These groups have much higher casualty rates per mile travelled, in comparison with the other road user groups.

This could partly explain why people are reluctant to cycle and is why we need to segregate pedestrians and pedal cyclists from cars where possible to improve road safety for vulnerable road users.

### What can we learn from elsewhere?

Rating systems are available that can give an indication of service quality for cycling and for pedestrians. For cyclists this can include motor vehicle traffic volumes and speeds and the proportion of heavy vehicles. While for pedestrians, in addition to vehicle traffic speeds and volumes, pavement and path conditions and the perceived separation between pedestrians and motor vehicle traffic can be included.



In order to achieve our **Safe, secure network objective** we need to improve the safety and security, and perceptions of our region's transport system, so our residents are confident that wherever, whenever and how often they travel they can do so without fear.



# Where we are now

Many of the long-standing social and economic challenges and inequalities that the region has always been vulnerable to re-emerged in 2020 as a result of the effects of the Covid-19 pandemic. We must acknowledge and address these challenges and inequalities so that we can move forward and deliver our vision and 2021 will be the point from which we start to rebuild.

## Furlough

267,000 people in the North East had been furloughed at some point between March and July 2020 – 32% of our workforce.

## Unemployment

The working age employment rate was 74.6%, the lowest among the nine English regions May to July 2020.

## Claimant count

In August 2020, almost 91,000 people in the North East LEP were claiming unemployment benefits, an increase of over 36,400 since March 2020.

## Working from home

We estimated that 27% of the region's workforce were working from home in late 2020. Post Covid-19 rates of working from home will fall back but certainly not to where they were and this is likely to be a long term change.

## Tourism

Many businesses in the region's rural areas (e.g. self-catering accommodation, campsites, restaurants, cafes) recouped some of the income lost during early 2020. The growth in staycations and people seeking holidays in more remote outside spaces has benefitted rural tourism in the North East. By contrast, hotels and hospitality businesses in urban areas are operated at low levels of capacity. For example, in Newcastle the occupancy rate for city centre hotels was approximately 30% in summer 2020, compared to 70% in a normal summer. Low occupancy rates are a result of a lack of tourist visitors, as well as a downturn in the corporate and wedding markets.

## Environment

Early 2020 gave us cleaner and quieter towns, cities and neighbourhoods. Over the coming years, we want to sustain and improve on some of the benefits this has afforded us.

## Recovery

Despite the severity of the impacts felt earlier in the year, there are signs of recovery. Economic recovery in the region is expected to vary widely between sectors. For example, the arts, culture and hospitality sectors are expecting huge job losses, business closures and a recovery that will take many years. Other sectors, such as construction, are already well on the road to recovery. Transport will play a key role in enabling the region's recovery.



It took until 2016 for North East employment to return to 2008 levels following the last recession – the speed of this recovery must be faster.



Transport emissions per capita = 1.7 (tonnes CO2) the best performing region outside of London.

## Digital connectivity

2020 brought a reduction in personal mobility never seen before and changed behaviours. Covid-19 sharply accelerated the demand for internet connectivity when going online was the only way to access healthcare, education and employment opportunities.



In 2020 there has been regular reporting of poor internet connectivity in parts of the region – a persistent problem for North East people and businesses.



Only 2.5% of households in the North East have access to 'fibre to the premises' (FTTP), compared with 18.6% of UK households.

## High streets – retail footfall

North East retail footfall has been in decline since 2015 and Covid-19 has impacted this further with a decline of 66% in June 2020 compared to last year. One of the key reasons for visiting the high street less is shop closures; as shops close, fewer people visit the high street making it less economically viable for remaining shops to trade.



Regional retail footfall  
June 2020 – down 66% compared to June 2019  
July 2020 – down 53% compared to July 2019



For example, if the economies of Ashington and Newcastle are brought 'closer' together through restored passenger rail links, there will be an increase in the level of interaction between the two, resulting in economic growth for both areas.

## Key insight

The region must meet these opportunities and challenges head-on by 2035, enabling an ambitious and productive North East in the 2030s.

# Measures of success (Key Performance Indicators)

We have developed a set of Key Performance Indicators that are designed to monitor the overall progress of our Plan with respect to our five key objectives. In this respect they can be thought of as a cross-cutting set of indicators showing the direction of travel that our region needs to achieve to deliver our Plan's vision and objectives.



# Measures of success (Key Performance Indicators)

## Motor vehicle traffic



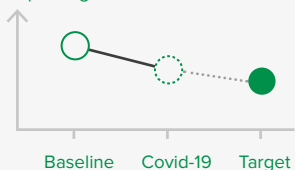
Estimated vehicle miles per head in our region in 2019

5,077

### Key insight

Estimated vehicle miles per head nationally and in the North East peaked in 2007, before declining in 2008 due to the economic downturn. However, vehicle miles per head in the North East reached 5,077 in 2019, an 11% rise since 2007. Although this may fall due to the economic impact of Covid-19, without successful interventions and alternatives, motor vehicle mileage per head will likely recover and follow an upward trend in the years ahead.

**Target: Managing motor vehicle mileage**  
Improving



## Road safety – numbers killed and seriously injured.



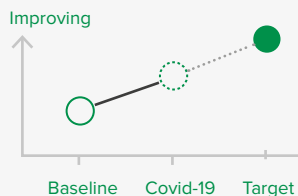
Numbers killed and seriously injured, three year rolling average (2016-17 to 2018-19).

778

### Key insight

Travel patterns during the first national lockdown in 2020 were different to pre-lockdown trends, this has contributed to large differences between the casualty reductions seen by different road user groups. However, the change has led to a reduction in all severities of injury.

**Target: Improving road safety**  
Improving



## Road safety – number of slight injuries



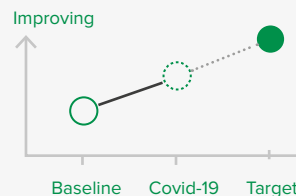
Number of slight injuries, three year rolling average (2016-17 to 2018-19).

3,275

### Key insight

The trend in the number of slight injuries has fallen recently.

**Target: Improving road safety**  
Improving



## Monitoring and evaluation

To ensure that our Plan's policies and interventions are helping to meet our objectives, we will monitor and evaluate the performance of our Key Performance Indicators and use the data to enable us to adjust our approach if necessary. Performance will be reported to the Joint Transport Committee at key points.

Individual projects will be required to submit Monitoring and Evaluation Plans within the business cases at stage gates of the framework.

These projects should undertake a detailed impact assessment of the transport, employment and economic impacts of investment in line with DfT guidance. Results will help us better understand the overall plan's performance against the KPIs. To make best use of our local and national data assets the Transport North East Strategy Unit will continue to work in partnership with:

- The seven local authorities in our region;
- Nexus;
- The Transport Accident and Data Unit (TADU);
- The North East Regional Road Safety Resource;
- The North East Local Enterprise Partnership;
- Our two Urban Traffic Management Control centres (UTMCs);
- Central Government Sources:
  - Department for Transport;
  - the Department of Business, Energy and Industrial Strategy;
  - the Office for National Statistics; and
  - Public Health England;
  - Government Office for Science
- Transport for the North; and
- Public Transport Operators.

## Targets

During the consultation period for this plan, questions were raised as to why no firm targets were set for KPIs. Funding has yet to be guaranteed from Government and other sources for the schemes which will deliver improved performance in the KPIs. Once funding is received, we will consider what targets can be introduced for these measures.



# What do our users think?

**Ultimately, the people of the North East are at the centre of our Plan. To enable us to know what we are doing well and where there is room for improvement, we have listened to the people who use our transport network.**

Their experience of using the North East's transport network is fundamental to the development of this Plan.

Their feedback informs our decisions on where change is required and ensures that the schemes we include in our implementation section are the right ones, addressing people's concerns and aspirations.

In December 2020 we held 'The Big Transport Conversation' and asked the people of the North East to tell us what they wanted to see from transport in the future. We found that there are four key themes that are important to our residents when travelling across the region:

- Connectivity and ease of movement
- Health, wellbeing and safety
- Sustainability
- Value for money.

## Connectivity

Connectivity is very important to people of the North East and our Big Transport Conversation participants told us that better public transport connectivity is needed, particularly in rural areas.

There was a feeling from both The Big Transport Conversation and the Transport Plan consultation participants that new developments and neighbourhoods could be designed so that they are less car reliant.

## Health, wellbeing and safety

Some of our Big Transport Conversation respondents told us that they liked some of the temporary active travel schemes that were introduced in 2020 and would like to see us encourage more active travel.

Our residents also told us that they want to feel safe when travelling on public transport and using stops and stations. Perceptions of safety whilst cycling was a key concern amongst our consultation and Big Transport Conversation participants. These findings were supported by a 2019 Sustrans survey on cycling in Gateshead, Newcastle and North Tyneside which found that 65% of men and 69% of women surveyed felt cycle safety needs to be improved. Our participants told us that they wanted to see more off-road cycle routes.

## Sustainability

The environment was a key theme in responses to both the Plan consultation and the Big Transport Conversation. Requests were made for hydrogen vehicles to be considered and for more electric vehicle charging infrastructure, particularly for those without access to off street parking.

## Value for money

The Big Transport Conversation told us that our residents feel that public transport fares are expensive and it is perceived to be cheaper to travel by car. Respondents also felt that an integrated public transport network across the region would provide better value for money.

## In summary

We received almost 3,400 responses to our consultation which provided us with details of what our users truly require from their transport network. The themes from the consultation responses align with those from the Big Transport Conversation. However, a theme which came out strongly in the consultation was that many respondents felt that the Plan was too road focussed with too many new roads or road schemes. This was countered by many other responses asserting that the plan was "anti-car".

The feedback received through the Big Transport Conversation and consultation has helped to shape the final version of the Transport Plan and provides assurance that the schemes in our programme are the right ones for our people and our region.

All of the quotes below are from The Big Transport Conversation, 2020

'Building of new houses should be linked to public transport availability - there is too much building going on where the only viable transport is by car which is increasing our carbon footprint hugely. Need better linkage of strategies.'

**55-64, Northumberland**

'I find the waiting times for public transport make journey times so much longer, especially the lack of coordination between the various companies.'

**65-74, Sunderland**

'I would also like to see more talk and infrastructure around Hydrogen... This will not happen until the infrastructure is in place.'

**Male, 35-44, Northumberland**

'We really need to improve public and sustainable transport in rural Northumberland as we are being over-run with visitors, cars and new residents.'

**55-64, Northumberland**

'Motorists and cyclists should not interact on the roads. Cyclists should have designated space wherever possible, to separate them from motorists and pedestrians.'

**65-74, Newcastle**

'I would like to see more electric cars on the road because it stops air pollution and also helps stop climate change.'

**Male, Under 13, Sunderland**

'I'd like more ideas to explore and travel round the amazing North East, in an environmentally friendly way. Routes to see amazing sights, in a way that will help the environment and get fit and healthy at the same time.'

**Female, 35-44, Durham**



**Metro**

"Quick journey times compared to travelling by road."

**Metro user**

(2018 Nexus Household Survey)

# Our transport network

Over the following pages, we will introduce and discuss our current transport network and the issues that need to be addressed to enable us to deliver a world class transport network for the North East. For each component which brings together our transport network, a visionary policy statement which outlines where we want our network to be by 2035 will be set out. In the meantime, the table below shows the relationship between our Policy Statements, Policies and Objectives.

Policy statement	Policy area	Objectives it will achieve
We will help people make greener and healthier travel choices whenever they can and make sure our sustainable network takes everyone where they need to go, at a price they can afford.		
We will ensure all our actions improve transport in the region and relate to the objectives of this Plan so that we are greener, thriving, inclusive, healthier and safer.		
We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.		
We will initiate actions to make travel in the North East net carbon zero and improve transport safety and security.		
We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly.		
We will work with our partners to make travelling and moving goods around our region more efficient and greener.		
We will take action to continue to support the Ferry and develop potential improvements where possible.		
We will help more people reach the sustainable transport network with more 'on demand' solutions.		
We will make our roads flow better for goods and essential car journeys.		
We will strengthen the use of cleaner, greener cars, vans and lorries.		
We will invest in Metro and local rail to extend and improve the network.		
We will work with partners to make movement of people and goods to and from our region greener and more efficient.		
We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.		
We will embrace new technologies to meet our transport objectives and set innovation challenges to industry creating new opportunities with our network as the testbed.		
We will strive to integrate different types of transport, so that each contributes its full potential and people can move easily between them.		
We will constantly seek funding opportunities to deliver our Transport Plan objectives.		
We will take action to make travel in the North East net carbon zero and improve transport safety and security.		
We will ensure that we work with partner organisations to drive new, quality roles and innovate in the transport sectors.		

## Policies

- Making the right travel choice**
- Active travel**
- Public transport: travelling by bus, ferry and on demand public transport**
- Private transport: travelling by car and using road infrastructure**
- Public transport: travelling by local rail and Metro**
- Connectivity beyond our own boundaries**
- Research, Development and Innovation**

## Objectives

- Carbon neutral North East**
- Overcome inequality and grow our economy**
- Healthier North East**
- Appealing sustainable transport choices**
- Safe, secure network**



# Making the right travel choice

Central to this Plan is our ambition to provide solutions to help people make greener travel choices where it is appropriate to do so and at a price they can afford.

In our region, with 56% of commuting trips under 10km and 37% under 5km, there is a significant opportunity to encourage shifts to active, sustainable and public transport types across the region, particularly in urban areas.

In 2018/19 there were 1,016 trips per person per year made in the North East. Of these, 442 were car journeys. (NUTS1 region)

Over the coming years, we have a significant opportunity to influence how people access public and sustainable transport across the region with better quality links.

We want to get more people in the North East to use sustainable travel types, such as walking, cycling and public transport, and encourage more sustainable travel patterns to achieve

all of the Plan's objectives. People want public and sustainable transport infrastructure and services to be good enough that they offer a credible alternative to the use of their cars for some trips.

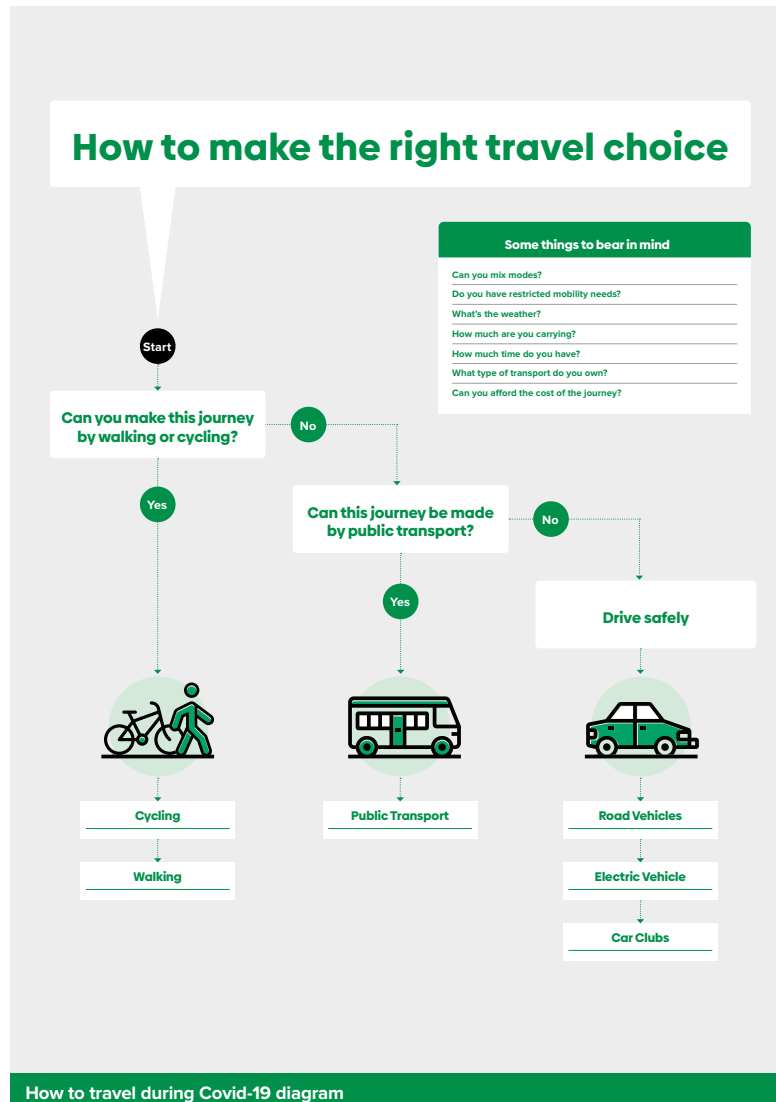
## Why?

The reason behind why we want to do this is a simple one. If we can effectively help people make the most sustainable transport choice when it is viable, it will be the most cost-effective way of achieving the North East Transport Plan's vision and objectives. Transitioning the number of journeys people make onto more sustainable and public transport types will drive our economy and improve our environment.

Transport underpins our daily lives and we specifically want to encourage people to make trips around the North East. Travelling to school, to work, to shops, to care for others and to socialise with friends improves our prospects, health and wellbeing, as well as benefiting the communities and local economies that make up our region.

## Helping people to make the right travel choice – Decision tree

We want as many journeys in the region as possible to be made in a sustainable way; this means people in our region stopping to think about their travel choices before a journey gets underway. It is a "hearts and minds" exercise which encourages people to use alternatives to the car and enjoy the benefits of doing so, whilst essential road journeys for which there is no alternative can be improved as there will be fewer cars on the road.



Work is the catalyst to many journeys; and therefore we must work with businesses in our region to help them consider how they move employees around where alternatives to road journeys exist and as they newly come online during the currency of this Plan. We say more about this later in this section.

## Background

The reasons why people make the travel and transport choices they do is often complicated and dependent on several factors and circumstances, which can change on a journey-by-journey basis. People's travel choices are also repetitive and often undertaken out of habit rather than journeys being thought through on a regular basis to take differing circumstances into account. It is also important to recognise that people's needs and experiences vary between the type of area they live in, for example urban or rural. We are aware that there are a variety of factors that influence a person's travel choice. For example, a person may be making a journey of under two miles but is required to carry several heavy items of shopping and therefore needs to use a car. The same person may make the same journey to the shop the following day, but as they are only buying a few items which can be easily carried, they decide to walk. For some journeys, people may be travelling alone or with others. People may or may not have a disability. Our decisions are influenced by what mode is available (or what we believe is available) and how it suits our circumstances.

# Making the right travel choice

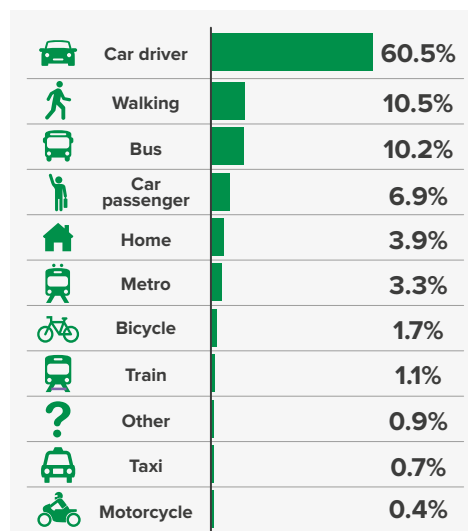
People may be persuaded to walk or cycle instead of using the car for a shorter journey in good weather, during the daytime in an area we know and where a footpath or cycleway is clearly marked. However, we are less likely to do so at night, when it is raining or in an unfamiliar location. To achieve our objectives, we must encourage and enable people to make more journeys by sustainable alternatives to the car and work to change attitudes towards public and sustainable transport. Our approach recognises that different parts of the North East have different transport needs and require different transport solutions, especially given the mix of urban and rural communities in our region. We recognise that the car will be the most suitable option for some journeys, and so we will investigate strengthening the role of carpooling and car clubs as a viable alternative when other sustainable modes are not a realistic option.

We want to provide people in the North East with the information and awareness necessary to enable them to move away from using the private car to more sustainable transport types when there is an alternative available for their journey that meets their circumstances.

## Ensuring sustainable choices are available and accessible to everyone

People's own specific needs affect their decisions of when they choose whether to travel, and how to get there. For example, people experience particular barriers to mobility and access such as people with a disability or injury, elderly people and people with hidden disabilities and conditions.

We want to make the North East's sustainable transport more inclusive, helping to overcome barriers. We therefore commit to working with stakeholders such as public transport operators and disability groups across the region to ensure that the region's sustainable transport choices are available and accessible to benefit everyone, leaving no one behind.



**Method of travel to work – all transport modes**  
(Source: Census 2011)

Note – the low % share of the Metro is a result of it operating within Tyne and Wear only. This table shows the total number of travel to work journeys across the entire region.

## Transport Poverty

Transport poverty is also an important factor to consider. While transport disadvantage and social disadvantage are not the same, they do interact, resulting in transport poverty. Transport poverty refers to households and individuals who struggle or are unable to make the journeys that they need. This can be the result of low income, poor availability of public transport and needing a long time to access essential services. The impacts of transport poverty are worst for disadvantaged people in rural areas according to a recent Transport and Inequality Evidence Review for the Department for Transport. In the North East, the average weekly household expenditure on

transport was £72.40 for 2017-19. With the average weekly wage in our region being £532.50 for the same period, this means that the average North East household spends on transport 13.6% of a gross weekly wage.

## Affordability

Pricing and affordability can also be a barrier to sustainable transport. People may consider that the cost of a ticket on public transport is too expensive, or may own a car and want to get maximum use out of it and cannot afford not to use it. Our upcoming Ticketing, Pricing, and Information Strategy, will provide policy recommendations linked to the Plan and look to identify ticketing and pricing solutions that make sustainable travel a feasible option for everyone in the region.

## How do people travel in the North East currently?

Understanding why and how people make journey choices will enable us to transform our transport offer in a way which has never been done before in the North East. Travel patterns are complex but data shows that the dominant mode of travel to work is by car, with a healthy proportion of trips by bus and a small but not insignificant number by rail. This only represents trips taken for work purposes, which is around 15% of all trips.

Accelerated by the Covid-19 pandemic, there has been an increase in the numbers of people working from home permanently or homeworking a few days a week. This means that the region must adapt to the rapidly changing economy and ensure that sustainable travel is an attractive and feasible option.

As with the rest of the UK, recent decades have seen rising levels of car use and ownership in the North East. However, car ownership in the North East is lower than all other English regions outside of London and so sustainable public transport remains important.

In future, sustainable public transport will have an even more important role to play, if car ownership reduces in the future because of changing travel habits.

## Sustainable travel to work

We've already seen in the section Our transport network and travel habits that before Covid-19 we made around 595,000 journeys to work by private transport every year. This is more than twice the number of journeys to work made by all other forms of transport combined and results in peak time traffic congestion and consequent vehicle emissions, poor air quality, environmental damage and land take for car parking space together with on-street parking and obstruction.

We've also already explained that the reasons for choosing a particular means of transport to work is not just the choice of individual employees. Where employment is located, what travel choices are available, the facilities offered by each workplace and the cost and availability of travel are all vital factors influencing this choice.

We therefore want to work with employers across the region to promote and encourage sustainable travel among their staff, including helping with measures such as:

- Campaigns promoting the benefits of sustainable travel
- Incentives for employers who provide workplace facilities for cyclists (including showers and secure bike storage)
- Discounted public transport tickets and reward schemes for employees who use sustainable forms of transport.

# Making the right travel choice

## Where we want to be

We want to continue to expand the number of people who can use sustainable transport for their journeys. Central to this is to make it as easy as possible to travel sustainably. We recognise that the car will be the only option for some journeys and is likely to continue to be the most popular form of transport in the region. Through various interventions over the coming years, we will work towards enabling people in the North East to consider transitioning to more sustainable transport modes when there is an alternative available for the right journey circumstances. Due to our region's diverse urban and rural mix, there will need to be different solutions and expectations to successfully encourage shifts away from private cars to more sustainable transport types. For those people who don't have alternative travel solutions to the car, we will deliver transport solutions which will broaden the opportunity for people to make more sustainable transport choices. Information and ticketing solutions are central to achieving this.

Over the coming years, improvements to deliver mobility options that are right for the customer, are easily accessible to all and are available in one comprehensive offer to ensure that customers can choose multiple types of transport modes will be developed. By blurring the lines between public and private transport, connectivity will be improved for all. Although in some of our rural areas transport options are more limited, by providing an information solution that embraces

### Key insight

Flexible information and payment options need to align with changing travel habits, particularly as home working and shopping become ever more prevalent.

all forms of transport options, including car clubs, carpooling, the location of electric vehicle charge points, and park and ride facilities, it will be easier for people to make a clear decision on their door-to-door journey regardless of their location. By implementing solutions that showcase existing transport infrastructure that a person has at their disposal, we can be confident the package of projects which are set out later on in the Plan are ones that will encourage more people out of their cars. Our region has access to vast amounts of data from different sources; providing developers access to this through an open data protocol will enable innovative and bespoke solutions to be developed by businesses. Through this innovative partnership, transport planning and application developers can unite to create a truly revolutionary regional product. Information provided to people needs to be comprehensive and include specific journey costs, up-to-date journey times and their environmental footprint to enable travellers to make informed decisions. Providing real-time information and live updates is also central to any information solutions, such as informing people of congestion and major disruptions. Information solutions could allow people to think through their journey choices before reaching straight for the car keys.

In a competitive market, businesses use loyalty schemes to retain their customer base through incentive offers. A regional survey undertaken by Nexus highlights how popular loyalty schemes are within the region and should be considered as a method to encourage the shift away from the private car to more sustainable modes of transport. A fares and ticketing offer that is reflective of changing travel habits and offers the best value for money is fundamental to our region. In these challenging economic times, products that are simple and affordable will open and expand labour markets by enhancing access to opportunity. Customers should feel confident that they will receive a best price promise, meaning

that a smart travel system will charge a customer the best fares possible for the journeys they have made. A survey undertaken by Price Waterhouse Cooper highlights that there is "obvious need to make pricing more "reasonable" especially when compared with the cost of a journey made in the car".

We recognise that enabling transformative change in the way people travel in our region will not be easy. Therefore, to help people transition to a sustainable alternative, we will establish a dedicated Regional Behaviour Change Team. This will look at how we can ensure people in our region can make the right travel choice and that we make the right interventions by 2035 to migrate people over to more sustainable transport types. The team will also consider:

- Information and ticketing solutions
- Education in schools
- Marketing and information campaigns
- Gamification incentives
- Engagement with local communities and employers
- Perceived and actual barriers to public and sustainable transport use
  - Why do people just not want to use public transport?
  - Travel poverty and affordability
- Current car club and carpool provision and where commercial models are not viable, investigate potential solutions to overcome this.

## Integration



We will be bringing forward a Ticketing, Pricing, and Information Strategy to explore how integrated transport and ticketing could be implemented in the region.

Our region currently has the basis of a fully integrated public transport network. Presently, our ticketing offer does include some products that allow interchange between different operators and types of transport. However, the complex range of brands, fare offers and timetables has significant limitations – for example not all the tickets valid on different forms of public transport in Tyne and Wear currently extend across the whole of our region. In addition, some types of ticket still exist only in paper versions rather than using smarter forms of payment, while timetables at important interchange points are not co-ordinated. New technology has also helped make comprehensive information more easily available but it could be utilised to a greater extent.

Therefore, by 2035 we want to create a properly integrated and efficient public transport network across the whole of our region, including simpler ticketing and payment, easily available and accurate travel information and seamless interchange between different forms of transport.

This won't be just limited to some transport types, our ambition is to create a one, total network approach, aligning different types of transport together.

## Policy Statement

We will enable people to make greener and healthier travel choices whenever they can and ensure our sustainable network takes everyone where they need to go at a price they can afford.

We must ensure all our actions improve transport across the region and deliver to the objectives of this Plan so we are greener, more inclusive, healthier, safer and our economy thrives.





# Active travel

Our growing cycle network has had £60m investment in recent years and encompasses rural and urban areas, with 16 routes that are part of the National Cycling Network. In some urban parts of our region, cycling to work has increased by 2.5 times in 6 years. The public supports measures to increase space for socialising, cycling and walking on high streets, which also benefits retailers.

Active travel means walking, cycling or journeys by wheelchair. Whilst we frequently refer to walking and cycling, our network should be accessible to everyone, and we will design it as such. Active travel journeys can be for any reason and includes instances where they are part of a journey involving other forms of transport, typically public transport.

We already have significant active travel assets in our region, but we want to grow the numbers of people using the cycling and walking tunnels and expand our active travel network across the region.

Our growing cycle network in our region includes 16 routes that are part of the National Cycling Network, while the Tyne Pedestrian and Cyclist Tunnels first opened to the public back in 1951.

The region's walking and cycling network has had around £60m investment over recent years both from local funding and from Government. This investment has begun to change how we view active travel and we work closely with partners including Living Streets and Sustrans to build on these successes, while taking into account the needs of all pedestrians including anyone with sensory impairments or other disabilities.

Our climate is no worse than places with higher levels of cycling



Amsterdam 2°C

Copenhagen 1°C

Durham 3°C

Lowest average December temperatures

Everyone benefits when more people cycle

In Central Tyneside alone, cycling:



Takes up to 16,000 cars off the road every day



Prevents 277 serious long-term health conditions



Saves 9,400 tonnes of greenhouse gas emissions



And creates £58.8 million in economic benefit

We also need to support Councils in our region with two vital documents.

The first is their Local Cycling and Walking Infrastructure Plan (LCWIP). An LCWIP complements the Government's Cycling and

Walking Investment Strategy and means a long-term approach to developing local cycling and walking. LCWIPs form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The second is their Rights of Way Improvement Plan (RoWIP). These set out how improvements made by Councils to their public rights of way network will provide a better experience for walkers, cyclists, people with mobility problems, horse riders, horse and carriage drivers and anyone using motorised vehicles such as motorbikes.

50% of Central Tyneside residents think there are too many people driving in their neighbourhood

72% support increasing space for socialising, cycling and walking on high streets

57% agree with closing streets outside schools at peak times

Evidence also shows support for reallocation of space to walking, cycling and socialising and measures to restrict traffic, including around schools at peak times.

86% of an insight survey feel more footpaths should be built alongside current roads and 81% feel the same for cycle paths

56% of Central Tyneside residents want more spent on walking provision and 49% on cycling provision

We also know there are still many barriers to people cycling and walking. In our region currently, especially in rural areas, communities are isolated if roads lack even a pavement. Higher speed limits also deter people from walking and cycling. Matters are then made worse if any cycling and pedestrian infrastructure that is in place is in poor condition.

Living Streets emphasise that fears over personal safety can be a major barrier to walking. They point out that perceptions of risk will be interpreted differently according to the individual and in different places; women, for instance, may vary their walking routes away from quiet streets according to the time of day. Meanwhile, subways with blind corners and no clear entrance and exit points can make people feel trapped, while graffiti, litter and vandalism may also increase fears. On the other hand, suitably designed street frontages as part of the public realm will help to maximise natural surveillance and provide reassurance. It is also important that streets are well lit, with vegetation located and maintained to ensure maximum visibility.

Keeping active and a better pedestrian environment can contribute to both mental and physical health and our economy.

Keeping active can reduce the risk of early death by as much as 30%

and of major depression by 26%

and as a direct result of improvements to the pedestrian environment retail turnover can increase by 17%

# Active travel

## Our starting point

Covid-19 has seen a considerable increase in walking (37%) and cycling (15%) in our region between April and July 2020, with increases in cycling up to and over 100% at some locations. Sustrans suggest that people in the North East already felt positively about cycling as a form of transport and from March 2020 there were positive increases in walking, cycling and cycle sales. A further welcome development is that families have been more active outdoors together, and indications from recent Tyne and Wear surveys indicate that individuals and families expect to walk more when the pandemic restrictions are lifted.

In response to this, we received £2.2m from the first tranche of the Government's Active Travel Fund (ATF) which has been used to reallocate road space towards active travel. This funding delivered over 30 emergency schemes in the region and drove an upsurge in cycling and walking activity during the Covid-19 pandemic. This was supported by an additional £9m of funding awarded to our region through Tranche 2 of the same Fund, which delivered schemes to further reallocate road space to pedestrians and cyclists.

We will build upon Department for Transport developments such as 'Gear change' and the Cycling and Walking Investment Strategy to move closer to where we want to be long-term, with an even better active travel offer including not only infrastructure but behaviour change measures. Because so much active travel takes place near where people live, any initiative where everyone has been involved in its design will naturally be more popular.

However, by July 2020, 35% of insight panel respondents said they were shopping online instead of travelling to the shops, leading to less walking and cycling.

Maintaining existing and new infrastructure remains a concern. Cycling UK emphasises that: potholes, ruts, loose surfaces and ice make walking and cycling uncomfortable, and can cause serious, sometimes fatal injuries. Addressing our maintenance backlog could cost as much as £490m.

## Micromobility

Micromobility refers to a range of small, lightweight vehicles which include bicycles, E-bikes, electric scooters, and electric pedal assisted bicycles. The rise of micro-mobility is evident in our region and the UK as a whole. As previously highlighted, a percentage of journeys made in our region are under 5km which are currently being made by the private car. These journeys could be replicated by these micro modes and potentially reduce congestion, air pollution and carbon emissions, whilst improving health, making our street space more attractive, and supporting the local economy. The region will work with partners to investigate the roll-out of these micro-mobility modes and integrate them to the wider transport network.

## Where we want to be

We know that facilities for active travel are a vital component of our region's transport network.

We will work with partners to deliver the improvements to the relevant Key Performance Indicators (see page 26) by investing in a series of measures to make active travel an attractive option for short journeys for anyone able to make use of this method of transport.

For this to happen, walking and cycling need to be perceived to be a safe and enjoyable means

of everyday travel. Like many other policies in this Transport Plan, delivery of this can only be by a partnership, involving local and Central Government, walking and cycling advocacy groups and local communities.

Our aim is for there to be no fatalities or serious injuries on the regions' road network by 2025.

This means addressing the problems set out here so that active travel can achieve the Plan's vision and objectives. In designing infrastructure and solutions, we will make full use of guidelines such as the Government's Cycle infrastructure design guideline document (LTN 1/20), which shows how to deliver high quality cycle infrastructure.

Our developing cycling network requires further investment to deliver its full potential, economically, environmentally and as a way of improving health.

Therefore, communities should lead on how space is best used in their localities, so they feel confident that actual and perceived safety issues have been addressed.

We need to ensure that our towns, cities and neighbourhoods enable safe and easy walking for all, with adequate space, good design, crossings, lighting and signage so that walking becomes the natural choice for short everyday journeys and combines with public transport for longer travel.

On a wider scale, we also need the funding to create a grade-separated regional cycle network, and maintain it in excellent condition, that links both urban and rural communities, is designed to a common standard and has a strong, identifiable brand; this will mean cyclists do not conflict with other road users and can travel longer distances including to link into bus, Metro and rail services.

We've already said that maintenance is essential. We will look at targeting investment in maintenance activities and work with partners to ensure they get the financial resource to ensure that maintenance is completed at pace to maintain reliability, resilience and drive up the safety of the region's network.

This includes ensuring that maintenance issues can be easily reported by stakeholders. We will also secure funds for strategic maintenance activities that cannot be undertaken through existing budgets.

We will encourage highways authorities to repair footpaths / cycle ways before repairing roads.

We will always design infrastructure schemes to include cycling and walking.

The rest of this Plan contains work programmes aimed at transforming our urban and rural environment, to achieve what we have said in this section.



In the early 1970s, improving public health in Finland became a priority.

A programme including promoting active travel meant that in four decades, there has been an increase in life expectancy of almost 11 years for men and 9 years for women.

## Policy Statement

We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.



# Public transport: travelling by bus, ferry and on demand public transport

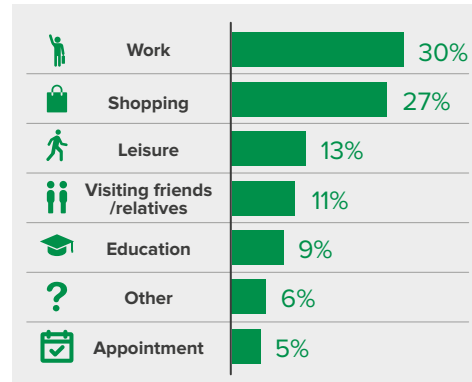
## Buses

Public transport, including the bus network, is instrumental in enabling economic growth. It enables people to get to work, school, shopping, health appointments and everything else that is vital. Without it, a great swathe of our population could not travel as they do now, leaving them isolated, or dependent on cars.

Our region's reliance on buses is demonstrated by the 162.4million bus passenger journeys in 2018/19, making buses our region's most-used form of public transport.

**Only 68% of North East households own a car, compared to 74% nationally**

2019/20 saw bus operator investment delivering results with a notable increase in passenger numbers in some parts of our region, in contrast to a long-term decline over previous years and the national picture. This investment has seen new vehicles that feature emissions controls, passenger real time information announcements, wi-fi and charging sockets, and new depot facilities to ensure effective, up-to-date maintenance. As a result, the October 2019 Transport Focus survey showed overall bus passenger satisfaction in our region remaining high at 91%.



### Bus journeys by purpose

**89% of bus services are commercially operated.**

The vast majority (89%) of all the bus mileage in our region is operated on a commercial basis, whilst the remaining is subsidised by the local transport authorities.

These subsidised services cater for passenger demand that is enough to demonstrate a need, but not sufficient to sustain a commercial bus service so extra public sector financial support is required. The bus network varies across our region; in large towns and cities it is much sparser at night-time and on Sundays than during the daytime, while many smaller towns have fewer buses and our smallest rural villages perhaps only one per week or sometimes none at all. Customer facilities range widely from high quality city centre interchanges to bus stops with only a flag and perhaps a timetable display.

Coaches are part of our tourist offer and have a role in school transport in Northumberland and Durham, together with educational activities.

Our region's bus and coach sector employs around 8,000 people, which makes a further vital contribution to our economy.

We want to upgrade and improve our Park and Ride offer and increase the use of existing facilities in our region to encourage more people to continue their journeys by bus. This is fully explained in the Roads section on page 37.

### Our starting point

The Covid-19 national lockdown's immediate impact was a dramatic fall in patronage on all public transport, with corresponding service reductions. Coordination between our local bus operators and our two Combined Authorities has been constructive throughout the Covid-19 pandemic, with agreement about which services are most needed, different bus companies accepting each other's tickets and joint contributions to a face covering awareness week. We are working to build on this close cooperation to help improve our local bus network further. The network is returning to pre-Covid levels, although we need to remember that passenger numbers could remain low both because of concerns about Covid-19 and lifestyle changes with less travel. In July, 35% of participants in a transport insight panel said they were shopping online instead of travelling to the shops, and over half said they working from home more. Over a third of participants intended to use public transport (not just buses) less when things return to normal. If this trend continues it will have a major impact on bus usage, given that the table earlier shows that 27% of bus travel is for shopping. There is also a positive point to emerge: consistently from April to July, around 75% of participants said bus operators had responded well to the pandemic, which hopefully bodes well for the future.

As regards the transport decarbonisation agenda, the region's bus operators continue to equip their fleet with better technology and accompanying maintenance regimes to reduce emissions. Whilst welcome progress has occurred, only around 32% of the commercial bus fleet in our region will have the latest "Euro VI" standard engines by the end of 2020.

### Where we want to be

We know how important buses are to our transport network and therefore to so many people. We also know there are parts of our region with little or no access to a bus and the survey quoted above, if applied to our region, suggests too many of our region's population don't see buses as an attractive form of travel. Tackling these issues needs partnership between all the Authorities in our region, our bus operators and Central Government.

Our immediate task is to secure the survival of our region's bus network in at least its present form. To do this, very significant levels of on-going funding from Central Government are needed in the short term for the bus network, so it does not stop playing its vital role in the life of our region of firstly serving anyone who relies on buses to get around and secondly driving car users away from their vehicles.

# Public transport: travelling by bus, ferry and on demand public transport

As well as this, we must also help buses travel faster and more reliably around our region. This will mean dealing with the many traffic “pinch points” in towns and cities across our region, including lack of capacity for buses at river crossings, that particularly affect buses and make journey times longer and more uncertain, which deters passengers and increases bus operator costs. But tackling these piecemeal, although important, is not the full answer. Major investment is needed in long-term solutions, including radical new rapid bus corridors offering faster, more reliable journeys through bus priority schemes such as bus lanes, together with lower fares, greener vehicles and better frequencies. These step changes will help overcome the less than excellent image that bus services have in the minds of many in our region.

We must also address the sparsity of transport in our rural and other isolated areas, where different solutions are needed such as demand responsive transport.

When improvements such as bus priority on the road network, integrated ticketing, better information, incentives to change travel choices and greener vehicles are all combined, people won't see buses as slow, expensive and inconvenient. Instead, buses will play an even greater part in enabling economic growth, achieving better and more equal outcomes for communities, and contributing to healthy and vibrant places to live and work in our region.

As well as all these measures, we will encourage all the Councils in our area to take active steps to make bus travel more appealing than using a car.

## Policy Statement

We will initiate actions to make travel in the North East net carbon zero and improve transport safety and security;

We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly;

We will work with our partners to make travelling and moving goods around our region more efficient and greener.

## The Shields Ferry

The Shields Ferry links North and South Tyneside for pedestrians and cyclists in a way that nothing else can. Taking just 7 minutes to cross the river Tyne, it carried 374,529 passengers in 2019.

### Background

Operated by Nexus, the Ferry runs up to every 30 minutes during the day and serves as an important connection for work, leisure and tourism. There are two vessels, one in use and one kept as a spare.



Satisfaction with the ferry service is particularly high, with overall satisfaction rated a score of 9.4 out of 10 and value for money rated 9.5 out of 10.

### Our starting point

Like all other forms of public transport, the ferry experienced an immediate fall in patronage as a result of the Covid-19 lockdown. The service was severely curtailed but is now getting back to the pre-Covid timetable. However, although usage has been rising, by September 2020 it was still only around 53% of the pre-Covid level and is likely to remain so into 2021.

### Where we want to be

If the ferry is going to continue to be an important part of the region's sustainable transport network, it is vital that passenger numbers are increased and the ferry made more sustainable through a reduction in its emissions, with new, greener vessels. We will support Nexus in delivering their Ferry Strategy action plan published in 2019.

## Policy Statement

We will take action to continue to support the Ferry and develop potential improvements where possible.

## “On demand” public transport



Promoting existing public transport alone will not encourage car users away from their vehicles. Getting to and from a station or bus stop, and the accompanying information to support that choice, is a vital part of the journey, otherwise the only option is to rely on a car.

### Background

Integrated public transport on demand feeds into the wider public transport network at “hub” points – major bus stops and stations, Metro and rail stations and interchanges. Available options may depend on location; for instance, anyone living in or wanting to visit isolated (particularly rural) areas of our region may find that distance and lack of alternatives makes them reliant on a car. By 2035, we want to provide more demand responsive transport options for people, leaving no one and nowhere behind when it comes to transport provision. We also want to replicate successful examples elsewhere of on demand transport as an alternative to secured bus services, which would offer a more flexible service for isolated communities while allowing us to reallocate funds to other public transport in our region.

### Where we want to be

Our current public transport network cannot serve all parts of our region and all times of day equally well. To serve anyone without a car, and to encourage others to make the switch away from cars, a combination of existing and radical new solutions is needed. Investment is needed, particularly to provide our rural and other isolated communities, and the people who want to visit them, with financially and environmentally sustainable options, together with good, integrated information on what is available. In addition, night workers now account for nearly 15% of employees in the wider North East (including Tees Valley) which is the highest proportion of anywhere in Britain. These workers play a crucial role in our nation and our region. On demand services have great potential here and we could offer advice about setting them up. For example, a factory may want to organise bespoke transport around shift times using (with the employees' consent) a database of everyone committed to paying for transport together with their home addresses. Employees

# Public transport: travelling by bus, ferry and on demand public transport

would then be confident of having door-to door transport, which would also overcome concerns about walking to or from bus stops late at night. Similar services for schools could be accompanied by an app activated by school bus passes, assuring parents of their children's safe travel to school. Therefore, we also need a range of on demand services to close the gap between everyone's travel origins and destinations. By 2035 we will have in place technology solutions for journey planning, booking and payment catering for all forms of transport which are currently being trialled to deliver efficient, integrated public transport on demand across our region leaving no one and nowhere behind when it comes to transport.

Taxis also have the potential to play a big role in any on demand solution, and we say more about what else they do in the next section.



**We have nearly 9,000 licensed Hackney Carriages and PHVs in our region, with each of our seven Councils having its own taxi policies that suit local needs.**

## Taxis

To improve the environmental and air quality footprint of our taxi fleet, external funding has been received from the Office for Zero Emission Vehicles (OZEV) to install charging facilities specific to the taxi trade.

In this Plan, we use the term "Taxis" to cover both Hackney Carriages and Private Hire Vehicles. The differences between the two are:

- A Hackney Carriage can use a designated rank, can be flagged down in the street and can be pre-booked. Most large stations, transport interchange and town and city centres have ranks for Hackney Carriages.
- A Private Hire Vehicle can only be pre-booked.

Taxis provide flexible, on-demand transport, available round the clock. They make a vital contribution to the night-time economy of villages, towns and cities. They also cater for a cross-section of the community whose travel needs are not catered for by existing sustainable transport, such as anyone who needs a door-to-door journey.

Taxis are also valued providers of school transport (particularly for

Children with Special Educational Needs and Disabilities) for each of the seven Councils in our region.

We estimate that each year, households across our region make around 21million taxi trips and spend a total of about £64m on taxi fares (giving an average taxi fare of around £3), all of which means income for taxi firms and individual drivers, many of whom are self-employed. Given the nature of many of the journeys made by taxi, even if the existing public transport network ran at high frequency 24 hours a day, 365 days per year, there would still be a vital need for taxis.

We've already mentioned taxis and one of the roles they can play. Given their high profile, especially in the urban core where congestion and emissions may be highest, we want to see a green taxi fleet in our region with a switch to low/zero emission vehicles for which we intend to provide more and better charging infrastructure. External funding has already been received from the Office for Zero Emission Vehicles (OZEV) to install charging facilities specific to the taxi trade; we've already got 10 electric vehicle charging points especially for taxis and we want to increase the number of taxis powered by electricity and other sustainable fuels.

## Coaches



**Coach travel plays a vital role in transporting people to, from and around our region every day. One coach can keep perhaps 28 cars, or one mile of traffic, off the roads, contributing to savings in carbon and nitrogen oxide emissions, particularly if it has the latest Euro VI engine.**

Coaches provide an environmentally sustainable way for people on holidays and short breaks to visit our region's many attractions.

In doing so, they support our tourism industry, contributing to the around 75 million visitors a year who spend £2.4 billion in our region and Tees Valley. They play a crucial role in taking children to school every day, enable social clubs, societies and other groups to enjoy visits and days out, take sports teams and their supporters to games and ensure people can still get where they need to go during rail engineering works.

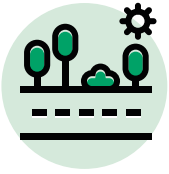


## Policy Statement

We will initiate actions to make travel in the North East net carbon zero and improve transport safety and security;

We will help more people reach the sustainable transport network with more 'on demand' solutions; and





We will work with our partners to make travelling and moving goods around our region more efficient and greener.



# Private transport: travelling by car and using road infrastructure

The North East's road network is instrumental in enabling economic growth and unlocking opportunities for people. Roads also enable connections to new housing and employment developments. We aim to grow the proportion of people travelling using sustainable modes, to improve road safety, to reduce congestion, and to meet climate change targets. Regionally promoted road schemes will be subject to rigorous environmental and other tests to confirm their delivery and roads must work for all road users such as cars, buses, cyclists and pedestrians. We intend to publish a Road Infrastructure and Zero Emissions Strategy which will build on this. Schemes which cannot prove their net benefit to helping the region achieve its transport vision and objectives are therefore less likely to be prioritised regionally.

Our current network is divided as described below:

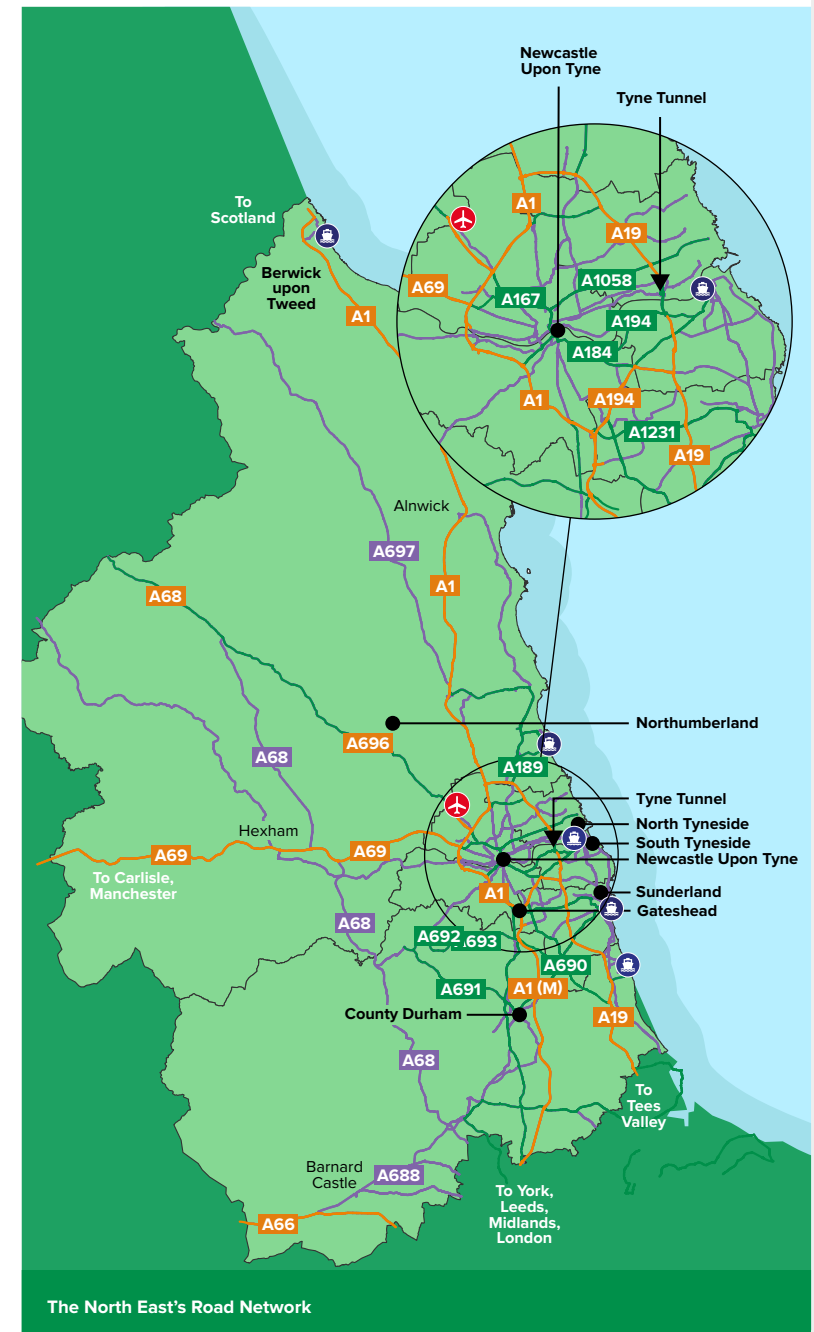
Road Network	Description	Features
 <b>Strategic Road Network (SRN)</b>	National A Roads and Motorways form part of the SRN managed by Highways England. Examples include the A1, A19, A66 and A69 within the region.	The SRN in the region has a combined length of 1,511 miles. The network provides the region with the important national and pan Northern connectivity for goods and people as well as for intra-regional journeys.
 <b>Major Road Network (MRN)</b>	The MRN as defined by Department for Transport and Transport for the North comprises the most economically important and high flow routes that support the Strategic Road Network (SRN) and link to economic centres. The roads that make up the MRN remain Local Authority controlled and maintained	The MRN in the region comprises 3,389 miles. This network can be characterised by routes that connect major centres, ports and airports and centres of industry to the strategic road network as well as those routes that provide relief to the Strategic Road Network. Local Highway Authorities are responsible for the operation and management of this network with investment strategies coordinated by Transport North East and Transport for the North.
 <b>Key Road Network (KRN)</b>	The KRN in the region is the network which represents the regionally economically important movement routes and supports the function of the MRN and SRN.	The KRN routes typically have a strategic function around routes that carry large numbers of people and goods, congestion corridors, 10 or more buses per hour in urban areas or six in rural locations. Local Highway Authorities are responsible for the operation and management of this network with investment strategies and in part Urban Traffic Management functions coordinated by Transport North East.
 <b>Local Roads</b>	Local Roads form the vast majority of the region's network and are fundamental to everyday journeys.	The Local Road Network across the region comprises of 7,341 miles across the region. These roads are managed by Local Highway Authorities across the region.

## Combined Effect

The Road network across the region interfaces with every journey we make from door to door on a daily basis.

This Plan will place effective strategies across all road typologies around delivering a safe, well maintained network that provides effective journey reliability.

We equally must ensure that the environmental credentials of road use from the vehicles that use it and the infrastructure that carries them deploys the most sustainable solutions.



# Private transport: travelling by car and using road infrastructure

Our road network accounts for 88% of all commuter journeys per day across the region and provides substantial connectivity for passenger and freight movement, in both rural and urban areas. The North East has a combined road network length of 12,241 miles enabling cars, freight vans, lorries, buses, taxis, and cyclists to get around our region. Around 10 billion vehicle miles were driven in 2019.

It needs to operate more efficiently - for example, there is significant scope to improve the flow of vehicles: 100% efficiency means that all traffic is flowing without any hold-ups or delays, but our network currently operates at 71.8% of this. While our Urban Traffic Management Centres have significant assets, from connected signals, Variable Messaging Signs and cameras, and can provide and react to information, there is clearly more that can be done.

## Car ownership in the North East

As with the rest of the UK, recent decades have seen rising levels of car use and ownership in the North East, albeit in our region it remains lower than elsewhere.

## Congestion

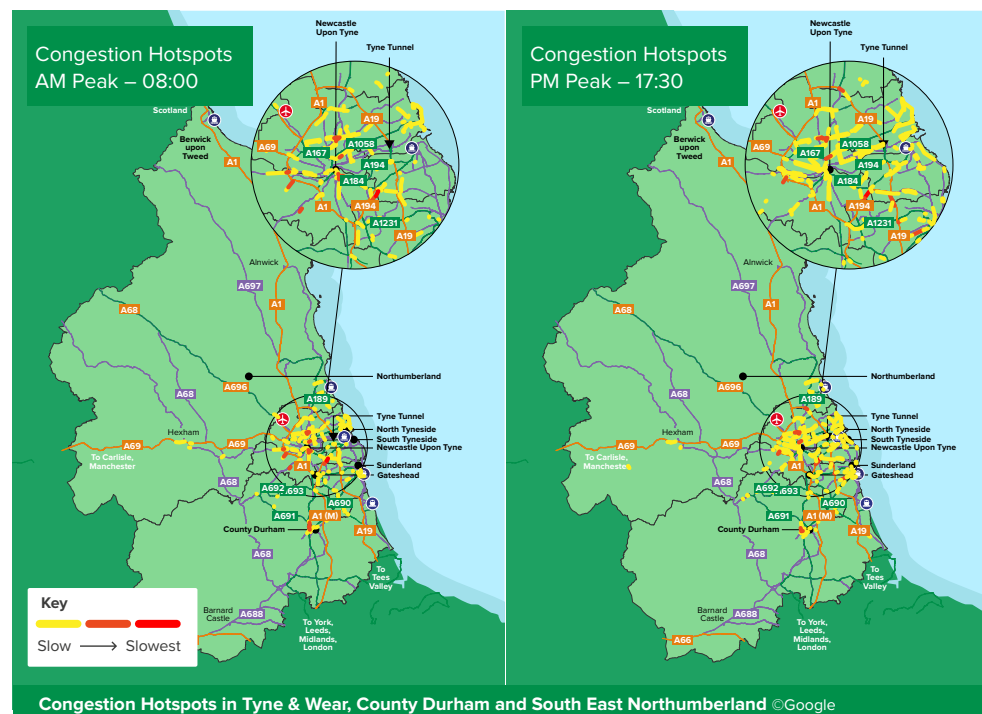
Our region has significant road congestion problems including on arterial routes and into the centres of Durham, Newcastle, Gateshead and Sunderland. Congestion on the local road network can lead to impacts on the Strategic Road Network, with extra short journeys on the SRN (i.e. for a small number of junctions) prevalent on the A1 and A19. Data from TomTom shows journeys take on average an extra 15 minutes in the peak period in Newcastle and Sunderland. This results in lost time to the economy and has negative road safety and sustainability implications such as poor air quality. This can impact on the reliability and therefore attractiveness of bus services. Congestion in our region is estimated to cost around £400 per driver per year according to Inrix.

Percentage of North East households... <sup>1</sup>	2002/03	2018/19
With no car or van	37%	28%
With one car or van	44	40
With two or more cars or vans	20	32
<b>Cars/vans per household</b>	<b>0.86</b>	<b>1.10</b>

The busiest link in the region is on the A1 Western Bypass between junctions 73 (Bells Corner) and 74 (A69), and it saw an annual average daily flow in 2019 of 104,999 vehicles.

On sections of our network including the A1 Western Bypass we are reaching the limits of

where we can reasonably upgrade the road to address capacity constraints and this is in the forefront of our planning. Congestion is also worsened by our geography. Around the riverbanks of the Tyne and the Wear, some communities are spatially close to employment and other opportunities but cannot easily reach them. This can result in deprived urban communities becoming isolated from nearby jobs and training. In Durham, East-West linkages often involve vehicles routing through the city centre. This is also the case in Sunderland, South and North Tyneside and South East Northumberland, affecting junctions on our road network and causing congestion and delays.



## Environment

Road transport significantly contributes to poor air quality. It is estimated that poor air quality is responsible for around 360 deaths each year. To deal with this, Councils in Newcastle, Gateshead and North Tyneside have been working together to develop proposals for improving air quality. These proposals will result in a “Category C” charging Clean Air Zone covering Newcastle city centre that affects non-compliant buses, coaches, taxis (both Hackney Carriages and Private Hire vehicles), heavy goods vehicles and vans. The original date for implementation of January 2021 has been postponed due to Covid-19.

## Maintenance

Good maintenance of all roads, cycleways and pavements is essential to keep traffic and people flowing. It is also crucial to our economy and environment. Around 2% of the region’s principal road network and 5% of the non-principal road network requires urgent maintenance attention. Maintenance requirements can often be different for rural locations, due to climate impacts and the remote and exposed nature of some of the network, rather than because of traffic volumes. This can impact on the safety of the network and leave communities isolated. Structural integrity is a key consideration of this Plan, with the need to maintain assets to avoid catastrophic failures. Many such assets were built in the 1960s and 1970s and are reaching the end of their life expectancy.



Road transport contributes the most out of any sector to carbon emissions (37% across our region)



£11.4 billion and 11 years to get the nation’s roads back to a reasonable maintenance standard (Asphalt Industry Alliance)

# Private transport: travelling by car and using road infrastructure



**Heavy Goods Vehicles are disproportionate contributors to pollution, representing less than one tenth of all vehicles but roughly 40% of their carbon emissions**

## Park and ride

The region has an established Park and Ride offer with our current sites providing over 4,300 spaces at:

- 30 Tyne and Wear Metro stations
- Three sites in Durham city centre (bus-based)
- Newcastle Great Park (bus-based)
- 19 National Rail stations across the area.

Park and Ride provision removes car traffic from town and city centres where congestion and pollution are highest. It therefore helps improve air quality and enhances our economy by tackling congestion. From Nexus' research, 75% of people using Metro Park and Ride are doing so for business and commuting purposes, compared to 42% of all Metro passengers. The research found that people choose to use Metro Park and Ride due to the cost and lack of parking near their destination.

Durham's Park and Ride sites are aimed at reducing congestion in the city centre. Demand for these is high and the sites benefit from single payment options and buses into the city every 10 minutes. Newcastle's Great Park site, located just off the A1, is an operator-led facility that offers free parking and buses into Newcastle every 15 minutes.

We want to upgrade and improve our Park and Ride offer and increase the use of existing facilities in our region to encourage more people to continue their journeys by public transport.

## Car Clubs

Within the region, car clubs play an active role in

enabling people to make a journey by car without owning their own vehicle. Car club vehicles are located in a whole host of areas including rural communities, inner city locations where parking is restricted and near railway stations and public transport hubs. This helps to reduce the number of car journeys made on our roads, in turn reducing congestion and helping to tackle climate change.

## Zero Emission Vehicles

As we emerge into a new era of energy generation and use, the region has a clear opportunity and advantage to accelerate the uptake of cleaner fuels. As of 2020, there were 2,960 registered electric vehicles (EVs) and over 800 public chargers in our region. Sales of new EVs are expected to grow globally from 2.5 million in 2020 to 11.2 million in 2025, reaching 31.1 million by 2030. We managed a regional Go Ultra Low (GUL) programme from 2018 to March 2021 to encourage the uptake of Ultra low LEVs. This included the UK's first electric vehicle charging station in Sunderland (opened in 2019) and a network of 11 rapid charging hubs to support the uptake of Ultra Low Emission Vehicles. The region is also investigating opportunities to ensure that the existing EV charging estate (many of which were installed in 2012) continues to perform. Other forms of fuels such as hydrogen, Liquid Petroleum Gas (LPG) and completely new technologies are being investigated through organisations such as Integral and the North East Automotive Alliance. We can use this work as a catalyst for change in the region.

## Motorcycles and powered two wheelers (PTWs)

According to the North East's latest "method of travel to work" data, Motorcycling is the lowest transport mode of choice for commuters (0.4%). However, it is likely that they are more often used as a leisure activity and Motorcycles do make more efficient use of road space. Our Active Travel policy section details micromobility.



**The Tyne Pass project will introduce barrierless charging which is due to be put in place at the end of 2021. This scheme will bring benefits to the region in terms of reduced carbon emissions and the creation of new local jobs.**



**Freight Consolidation Centres The greatest impact of freight transport may be felt in the last mile of the journey, where goods are being delivered to congested town and city centres with safety concerns due to limited road space. Freight consolidation hubs and low carbon last mile freight deliveries enable goods to be dropped at the edge of the urban core, consolidated and then to make the final part of the journey on fewer, greener vehicles.**

## Road Safety

Every incident across our road network, no matter how minor or severe, is one too many. Across a three-year rolling average (2016-17 to 2018-19), 778 people were killed or seriously injured on the region's roads. Safety of all road users is a priority. Our Safety Camera Partnerships with the two Police Forces across the region, in conjunction with the monitoring work undertaken by our Councils and Traffic Accident and Data Unit, provide the ideal platform to take decisive action.

## Tyne Tunnels

Our Tyne Road Tunnels are an important part of the region's transport network and before the Covid-19 pandemic average use was 55,000 vehicles per day or 16.7m journeys per year.

## Urban Traffic Management Control and Intelligent Transport Systems

Over the past decade, the region has invested heavily in our Urban Traffic Management Control Systems (Tyne and Wear and Durham) which aim to provide key information to enhance reliability and efficiency on the network. This includes information of car parks and for 750,000 vehicles per day on the network through cameras, Variable Messaging Signs (VMS) and Real Time Information (RTI). The centres deal with 3,000 incidents per year. The Tyne and Wear UTMC currently has 276 signals (junctions and pedestrian crossings) connected to UTMC, with plans for another 142 connected in the months to come. In Durham 138 signals are connected to the system that can be controlled. The centres have further camera, VMS and real time monitoring equipment. The region has developed an ITS Strategy group which is developing plans for improving the efficiency of the road network.

## Our Starting Point

The Covid-19 crisis generated a dramatic fall in vehicle traffic across our region. At the end of March 2020, weekday traffic had reduced by 60% leading to a reduction in congestion and an improvement in air quality. Road traffic volumes in the region have increased rapidly as lockdown restrictions have eased but, in October 2020, we remained circa 13% below expected road use on the region's network. In September 2020, occupancy of our 10 Park and Ride sites, which are on our Urban Traffic Management and Control (UTMC) system, was down by 78% when compared to the same period in 2019.

During the first national Lockdown (March and April 2020) use dropped to approximately 17,000 vehicles per day, which is 30% of normal levels.

In July 2020, 36% of participants in a Nexus insight panel said they were now "extremely" concerned about Covid-19, and over half said they would be working more from home. Although this is only a



# Private transport: travelling by car and using road infrastructure

snapshot in time, it could well reflect what people may be thinking now, with a resultant impact on their travel patterns. Despite this, by the summer months traffic was gradually increasing before the local Covid-19 restrictions put in place from mid-September 2020 saw levels drop off again. Traffic is currently at 74% of normal levels.

The performance of the tunnel can impact on many surrounding routes including river crossings in central Newcastle and the Strategic Road Network. The region monitors the performance of the crossing to ensure it is maximizing its potential in an important North/South link in the region.

Car Parking levels on weekends in September 2020 were down by over 30% compared to the same period last year, demonstrating lower footfall in some of our major retail centres and the impact of the virus on the leisure and hospitality sectors.

Within the overall reduction in traffic, travel patterns have changed, including a reduction in traditional peak-time volumes.

Attitudes towards the improvements in air quality as a result of the lockdown are also noteworthy: nearly half the respondents to the July 2020 insight panel we've just mentioned felt we should build on this improvement, and 71% believe the improvements should at least be maintained.

We've already explained the importance of maintenance, and a well-maintained transport network should contribute to the reduction of accidents and incidents. Once a road network is brought into good condition, money can be saved by not having to do more costly reactive maintenance in response to faults.

Road maintenance across the region is typically funded through the Highways Maintenance Block, Highways Maintenance Challenge Funding and specific pothole actions. However, the March 2020 Annual Local Authority Road Maintenance (ALARM) survey identified a huge maintenance backlog in our region that may cost around £700 million to deal with. Without a major injection of

**We want to keep everyone safe when travelling across the region's road network. The UK ranks highly in Europe for Road Safety with road fatalities dropping 39% from 2007-2017. Our performance has since plateaued, and we must take action to improve road safety working with all partners delivering safer people, safer vehicles and safer roads**

funds, this situation is set to get worse as Councils spend more money on other highway assets, such as bridges, cycleways and drainage work, will cope with the increased incidence of extreme weather events.

## Where we want to be

We will ensure continued recognition that our road network is a central part of our region's transport network and is funded accordingly. Successful working with partners to deliver targeted improvements to network efficiency through investing in a series of measures on the Key Road and Major Road networks. Network management concerns are addressed by implementing measures to enable real-time decisions to be taken across the road network, supported by strong management policies to maximise its effectiveness.

We aim to reduce the number of fatalities or serious injuries on the region's road network. Partnership working to understand patterns of incidents and the likely cause, to inform how we can prevent them. We will take decisive action on the environmental performance of the road network (given road transport is responsible for most transport pollutants), including addressing the harmful pollutants associated with road use. We will ensure the Plan and the schemes that we promote in the region clearly play their part in improving the region's air quality. Consideration

will be given to all measures to improve the environmental performance of the road network, including but not limited to investing in durable road infrastructure, increased Electric Vehicle charging coverage and supporting a transition towards alternative fuels including but not limited to Hydrogen. There will be proper allowance for any climate emergency measures that may be needed.

Our upcoming Roads infrastructure and Zero Emissions Strategy will build on the themes and aspirations which we have set out in this section, including recommendations for road freight. We will also publish a Zero Emission Vehicle Policy prior to the publication of the Strategy which will set out in more depth our aspirations to support the roll out of zero emission vehicles across the North East as well as the expansion of the region's EV Charging infrastructure to meet rising demand over the coming years.

We will investigate opportunities to advance the role of car clubs in our region especially in those areas where there is currently no viable commercial business model; these areas are often where a car club facility would be most beneficial.

We'll maximise the opportunities provided by investment in the road network. This includes reducing severance, ensuring the network works for all users and addressing environmental concerns around noise, air quality and flooding. We will also deliver digital connectivity upgrades to make the network ready for connected and autonomous vehicles at scale, implementing the recommendations of the National Infrastructure Commission.

We will work with partners to ensure they get the financial resource for targeted maintenance investment to complete maintenance at pace. This will ensure reliability and resilience and drive up the safety of the region's network.

Another part of our Plan is to make sure there are effective measures in place for maintenance

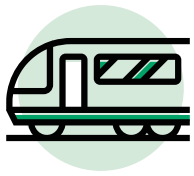
issues to be easily reported by stakeholders. Alongside this, we want to achieve cross-industry working so that statutory assets can be managed and maintained in a coordinated way. A further key focus will be securing funds for strategic maintenance activities that cannot be undertaken through existing allocations. UTMC and ITS infrastructure plays a vital part in managing the region's transport network through information, controlling signal timings and assessing the speed and performance of the road network. We want to maximise the potential of this infrastructure investment by putting in place the resources to act on data gathering and provision, appropriate strategies across the region and develop consistent multi-modal information feeds for all road and public transport users.

We will ensure the Tyne Tunnels operate and are maintained and to formulate plans for 2037 when the Concession ends. The Planning may start from 2030 as to what shape the next model will take. Where infrastructure development solutions are the right approach the region will plan to ensure these do not adversely impact on the existing network and its users and surrounding communities. This includes where there are competing priorities for space. We will work with all partners and stakeholders to ensure that strategic priorities are achieved as established elsewhere in this Plan and the optimum solution is found ahead of the formal development of a scheme and consents being sought.

## Policy Statement

**We must make our roads flow better for goods and essential car journeys.**

**We must strengthen use of cleaner, greener cars, vans and lorries.**



# Public transport: travelling by local rail and Metro

We want to integrate and expand the reach of Metro and local rail into more communities, benefiting more people's lives across the region.

## Background

Our Metro and local rail network plays a significant part in supporting the North East's economy, contributing up to £224 million each year. There are 533 route km of rail lines in the North East and our ambition is to improve, expand and integrate our network.



### Tyne and Wear Metro

36 million passenger trips per year

60 stations

77.5km of electrified track

New trains arriving from 2023



### Local Rail

5 million passenger trips per year

31 stations

1980s diesel powered trains

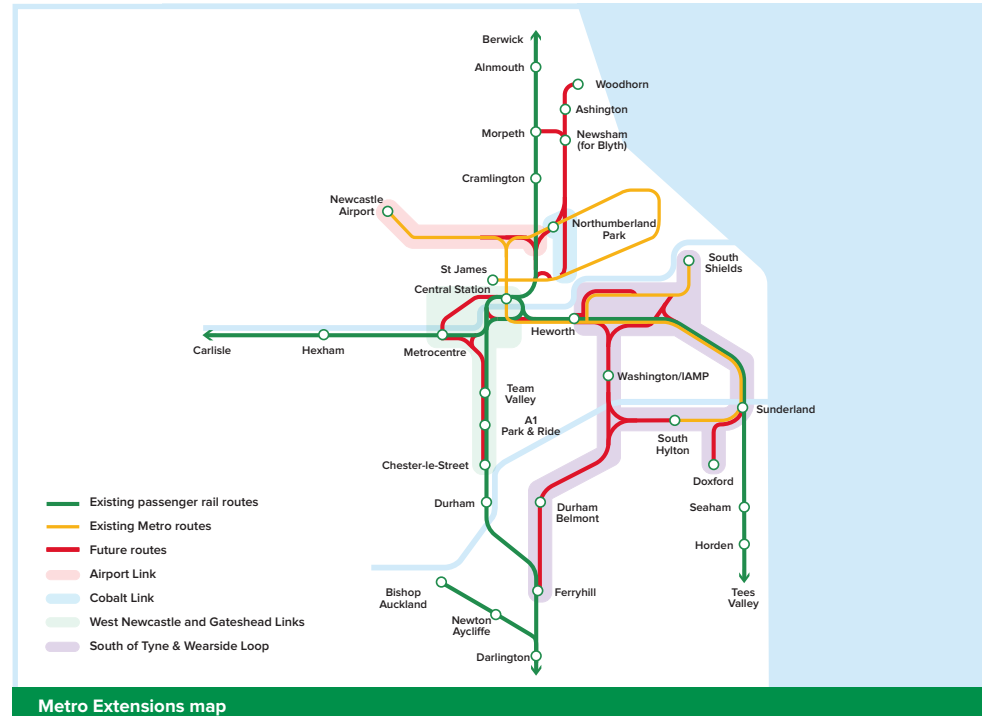
The remainder of the local rail network has continued through decades of closures and cutbacks, maintaining some connectivity but characterised by poor-quality trains and low service frequencies.

Rail connectivity remains a challenge to some of the more remote rural and deprived urban areas of the region.

**There are large areas and communities in the region that do not benefit from rail services at all because there are no local routes or stations, or they are hampered by the limitations of existing services.**

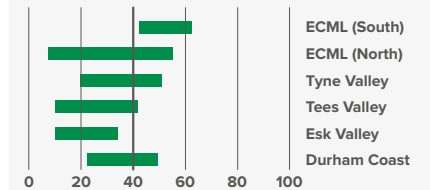
Our view is that we can make much more of our region's railways. In recent years, we opened a new local rail station in Horden, County Durham.

Over the coming years we want to expand the reach of local rail and Metro into more communities, benefiting more people's lives and unlocking access to opportunities such as restoring passenger services on the Northumberland Line and reopening the Leamside Line. We are already progressing schemes for delivery such as restoring passenger services on the Northumberland Line and removing constraints on the Metro network (Metro Flow project).

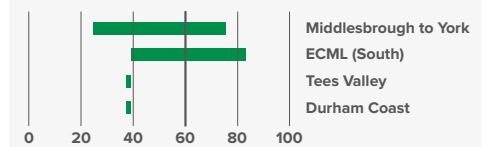


Washington is the fourth largest town in the UK without a rail service.

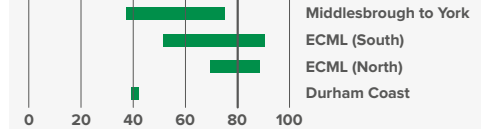
### Local Rail (40mph) target



### Regional Rail (60mph) target



### National Rail (80mph) target



## Key insight

We have enormous potential to exploit under-used and disused railway assets and alignments across the region. Network extensions and service improvements could alleviate road congestion, providing sustainable access for all.

# Public transport: travelling by local rail and Metro

These aspirations are expressed in a Metro and Local Rail Strategy, which is to be refreshed in 2021.

Every journey made on our local rail and Metro network is worth £8.50 to our region's economy through the wider benefits it delivers. The case for improvement and expansion is simple: the more people who travel, the greater the benefits to the North East.

## Tyne and Wear Metro

The Metro opened in 1980 and has been part of everyday life in our region ever since. In 2019, Metro carried 36 million passenger trips per annum to and from 60 stations along 77.5km of track. The 89 Metrocars in the current fleet allow Metro to run 450 trains each day with a three-minute peak frequency. All stations are accessible by level access, ramps or lifts.

Currently, a full Metro train has the potential to take 119 cars off the road network. Metro also plays an important role in multi-modal journeys, where passengers use two or more modes of transport.

In 2015, the Metro became the only UK railway outside London with network-wide pay as you go smart ticketing. Accountability to Tyne and Wear's residents is ingrained in the timetable, pricing and station location. Metro also has multi-modal ticketing with other types of transport such as the Shields Ferry and buses.

Large parts of the region are not served by the Metro, including several major employment and retail sites, such as Team Valley, Doxford Park and Metrocentre. Gateshead, for example, has only five stations to cover an area of 88 sq km in size.

In recent years, the Metro has experienced reliability and resilience problems due to ageing

infrastructure and fleet, as well as capacity constraints. The existing infrastructure limits the frequency of the service and, as a result, impacts on the reliability and resilience of Metro.

There are still single-track sections on the network in South Tyneside. However, in early 2020, the region was successfully awarded funding to dual the remaining sections through the Metro Flow

project, which will increase the frequency of trains and improve reliability and allow quicker recovery from major disruptions.

From 2023, 42 new trains carrying 600 passengers each will be introduced, which will transform performance and passenger experience and deliver huge energy savings. The new trains will cut Metro's high-voltage power consumption by 30% while providing Metro's

passengers with modern features including wi-fi, charging points, air conditioning and a step-change in accessibility. Having a new train fleet makes the case for expansion stronger – the new trains will be more flexible, meaning that new routes are possible.

Each month, Metro produces a 'How Metro is performing' document measuring train punctuality, station facilities, information, cleanliness, security, ticketing and staff availability. Metro overall satisfaction was scored 7.9 out of 10 in August 2020.

## Local Rail

In contrast to the Metro, the local rail network has not had the same focused investment, is not aligned to the local economy and previously lacked a clear plan for its long-term future. There are 533 route km of rail lines in the North East, however, only 31% of our lines are currently electrified, meaning that local rail trains operating across the region are diesel-powered.

Investment in services and trains has lagged behind the rest of the North. Although the troublesome 'pacer' trains have gone, they have been replaced with similar-aged trains that are only somewhat more reliable. In 2019, they were refurbished with improved seating, at-seat power, fully accessible toilets, free wi-fi, digital customer information screens, sustainable lighting and improved CCTV. Despite this, the trains are showing their age and lag behind modern passenger needs and expectations.

There are 31 local rail stations in the region ranging from remote rural stations to major intercity stations. The level of passenger facilities varies considerably. The local stations carry five million passengers per annum around the North East each year.



25% of homes in Tyne and Wear are within walking distance of a Metro station.

## Key insight

Current lack of service integration: Our Metro and Rail networks continue to operate essentially separately



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Sunderland Railway Station – both Metro and Local Rail services use the same platforms.

# Public transport: travelling by local rail and Metro

Local rail services presently comprise:

- Durham Coast Line - linking Newcastle, Sunderland, Hartlepool and Middlesbrough.
- Tyne Valley Line – linking Newcastle, Gateshead Metro Centre, west Northumberland and Carlisle.
- Tees Valley and Bishop lines – linking South Durham with Darlington and the Tees Valley.
- A local service utilising the East Coast Main Line north of Newcastle – linking Northumberland towns and villages to Newcastle, the main station being at Morpeth.
- On the East Coast Main Line south of Newcastle three northbound-only morning services are operated by Northern.

There are large areas of the region that do not benefit from train services at all because there are no local routes or stations, or which are hampered by the limitations of existing services.

The earliest and latest arrivals and departures are also often outside the minimum standards of the Transport for the North's Long-Term Rail Strategy (LTRS) of reaching key economic centres before 7:00 and leaving them after 23:00. This is not conducive with modern-day life both for early morning work requirements and late-evening social requirements. The nighttime economy is a key part of the North East economic make-up.

The majority of local train services in the North East only offer hourly services at best. An hourly service reduces the convenience of train travel when compared to the private car.

The journey times, frequency and average speeds for local rail services in the North East are not comparable with the private car. Currently, a car is faster than a direct train to travel from Newcastle to Middlesbrough in Tees Valley.

## Our starting point

Metro travel was significantly impacted by the Covid-19 lockdown and April 2020 saw passenger levels fall by 95.5% in comparison to the same month in 2019. In mid-2020, the system was operating at a loss of approximately £0.9m per week, excluding costs associated with making the system Covid secure. However, passenger numbers have started to climb to a higher level (albeit to around 30%) than the local rail services.

Local and regional train operators quickly moved to introduce emergency 'key worker timetables' in late March and early April 2020. Use was considerably down according to onboard train staff's ad hoc train counts from late March 2020. There were low numbers onboard local rail services in the North East (between 0 and 9). As with Metro, numbers have started to return but at a slower rate.

The uncertainty of the shape of the UK recovery from the Covid-19 pandemic, together with government messaging about only using public transport where essential, makes passenger projections and forecasts uncertain. Getting passengers back on the network safely is our first priority.

## Where we want to be

For the North East to be able to integrate and expand the reach of Metro and local rail into more communities, achieving full devolution of local rail services is our number one priority.

The potential for further rail devolution from Central Government to the North East to specify and manage the operations of our current local rail network in line with the Tyne and Wear Metro, will enable the region to deliver a responsive, integrated and accountable rail network with improved services and reach. The region already benefits from partial devolution through Transport for the North (TfN) but this is not far enough to realise the full benefits of a truly integrated North East public transport system.

We aim to get more people travelling by local rail and Metro in the region. Part of our approach could be to improve 'turn up and go' local rail service frequencies (similar to Metro) where demand exists. Improving cycling and walking links to and from stations and bike storage at stations will encourage rail users to start and finish their journeys using healthy travel types.

We want to see eventually the electrification of the whole of our rail network in the region and/or explore new technologies offering lower or zero-emissions trains on regional and local routes, such as hydrogen and battery. We will successfully withdraw the ageing 1970s-built Metrocar fleet and replace it with new trains, transforming the passenger experience and delivering huge energy savings.

We want to deliver new stations on existing lines and reopen routes, such as the Northumberland Line and the Leamside Line, alongside Metro network extensions to widen access to jobs and training, grow the economy and reduce deprivation.

The North East was the birthplace of passenger railways almost 200 years ago, so it is appropriate that we acknowledge our proud heritage and focus on how rail will meet our region's unique challenges and opportunities of the future.

We will ensure that people feel safe using our network on trains and in stations. Personal safety and security must also be a top priority so that our railways become genuinely inclusive and accessible.

The successful delivery of this Plan will drive up passenger experience and satisfaction which we will monitor through improved punctuality, reduced delays and overall performance upgrades to the region's local rail and Metro network.

## Policy Statement

We must invest in Metro and local rail to extend and improve the network.

We will take action to drive our partners to make travelling and moving goods around our region more efficient and greener.



We will shortly be refreshing our Metro and Local Rail Strategy which will build on what we have set out in this section of the Plan. The Strategy will make clear recommendations on how to expand, improve and integrate local rail and Metro services across the region.



# Connectivity beyond our own boundaries

Our excellent transport networks connect us to the rest of the UK and global markets.

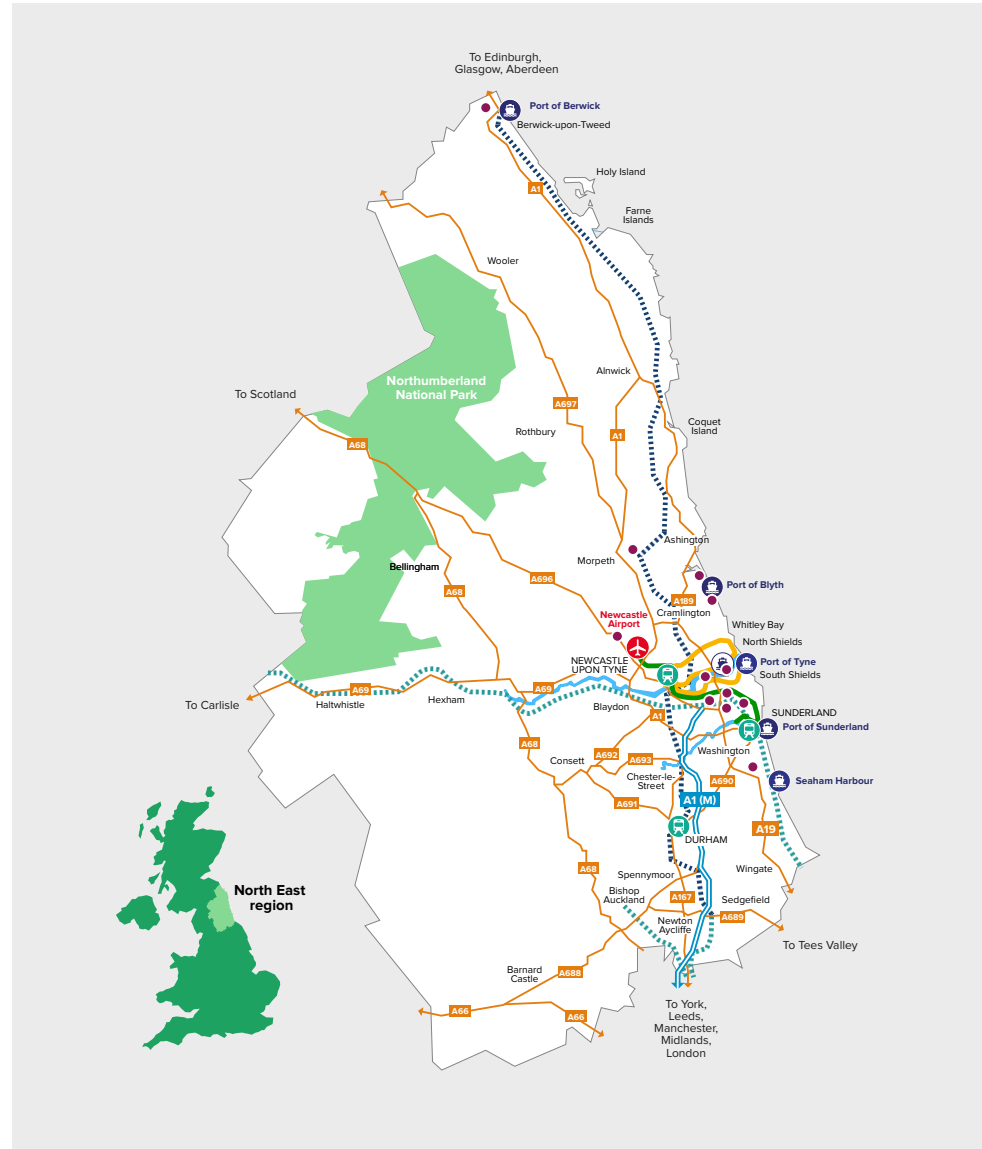
## Background

National and international links from the region are already strong but we want to support and enable them to grow further, resulting in a positive impact on our economy. Our transport links are our national and global gateways, moving people and goods in and out of the North East. However, growth must be sustainable and carbon-neutral where possible.

Road and rail links to the rest of the UK and to and from our ports and airport are within the remit of our Plan. However, international connections are outside of our remit.

### Key

- Ports**
- Port of Tyne – Ferry Terminal**
- Newcastle International Airport**
- Tyne and Wear Metro**
- City Train Stations**
- Railway Line**
- East Coast Main Line**
- Motorway**
- Major Road Network**
- Enterprise Zones**



## National Rail connectivity

We are served by the East Coast Main Line (ECML) which connects us to London and Edinburgh, as well as the other main cities in the North and Midlands. The ECML is vital to our economy and approximately 15 million passengers from the North East travel on the line each year. The line currently combines long-distance, regional, local and freight traffic on the same two tracks. Over the last five years, punctuality of services on the line has been declining, with fragile infrastructure and other trains the main cause of delays. The ECML through the region is also used by 12 slow-moving freight trains each day, which prevent high-speed passenger trains from reaching maximum speeds of 125mph. This has an impact on passenger satisfaction, with only 79% of passengers rating punctuality as satisfactory or good. The potential for new and existing freight paths on the ECML is increasingly constrained without extra capacity and investment.

Sunderland has strong rail connections to London, with journeys taking 3 hours 45 minutes. However, the station, which is located in the city centre, is in urgent need of redevelopment.

As shown in the following table, the majority of train entries and exits in the North East are through Newcastle Central Station.

<b>Durham</b>	<b>23.2%</b>
<b>Newcastle</b>	<b>73.2%</b>
<b>Sunderland</b>	<b>3.6%</b>

The region's current rail freight market is subdued following structural changes in heavy industry and the decline of coal. Most freight traffic currently uses the Durham Coast Line. However, there are still operations on the constrained ECML network between York and Newcastle. The three main operators are DB Schenker, Freightliner and GB Railfreight. Strong growth is forecast in the

# Connectivity beyond our own boundaries

intermodal market (where two or more modes of transport are used to transport goods) via domestic and international container services. North of Newcastle, rail freight flows mostly comprise a mix of container traffic, cement and nuclear cargos. Biomass has taken up many of the paths formerly used by coal trains. Unlike other parts of the United Kingdom, the north-east lacks a Strategic Rail Freight Interchange (SRFI) where goods can easily be transferred between road and rail.

## Key insight

We want to grow the number of both freight and passenger train paths on the ECML in our region but we will need additional capacity and tracks. Reopening the Leamside Line and developing a Strategic Rail Freight Interchange for the region will enable this.

## Strategic Road Network

The region's 201 miles of Strategic Road Network, which includes the A1, A19, A66 and A69, provide vital links to the rest of Britain and play a key role in the transportation of freight. In 2018, 54 million tonnes of freight was lifted by Great Britain-registered heavy goods vehicles in the region, 37% of which was transported out of the North East.

## North East ports

Our five seaports handled 6.4 million tonnes of freight in 2019, 2.5% of all freight handled in England excluding Thames and Kent.

The Port of Tyne is a Trust Port with three car terminals. It plays a key role in ensuring that Nissan can transport their cars from their Sunderland plant to markets across the globe. The Port also handles biomass, which is transported by rail to Drax power station. In addition to the handling of freight, the

port also operates a passenger terminal. Just over 600,000 ferry passengers travelled through the port in 2019, about 12% of passengers to English ports outside of the Thames and Kent region, a 6% increase since 2014, in contrast to a 5% decrease in the comparator area.

The Port of Blyth is a Trust Port offering a handling, storage and distribution service. The port is rail-served via the Northumberland line. The Offshore Renewable Energy Catapult is based in the port and provides a national research and development platform for offshore wind, wave and tidal.

The Port of Sunderland is the UK's second largest municipally owned port, handling approximately 600,000 tonnes per annum and providing deep water berths and dry docking facilities. Rail access to the port was restored in 2015.

There are also two smaller commercial ports in the region; the Port of Seaham, which offers 900 metres of berth for ships up to 8,000 tonnes handling fish, general goods, containers, timber and dry bulk cargoes; and the Port of Berwick which primarily handles cargoes linked to the agricultural industry.

## Newcastle International Airport

Newcastle International Airport, the second largest airport in Northern England, is our global gateway. It connects our region to the rest of the world, with over 80 direct routes in 2019, including daily flights to seven international hubs, including Heathrow, Dubai, Amsterdam and Paris. In 2019 5.2 million passengers used the airport, 6.6% of all passengers in English airports outside of the five in London. The airport is predominantly used for international travel, with 22% of passengers travelling on UK domestic flights in 2019.

Our airport plays a key role in the freight industry and handled 4,745 tonnes in 2019. While this was a 7% increase on 2014, it is just 1% of freight handled by English airports outside of London.

## Our starting point

In 2020, international and long-distance national travel was heavily suppressed as a result of the Covid-19 pandemic. Road traffic volumes fell, rail services were reduced and flights from the airport were reduced and, in some cases, suspended. As we navigate the challenges and changes that 2020 presents, we will support our existing transport assets so that passenger numbers recover and focus on outcomes that deliver benefits for freight.

Long-distance rail travel demand was massively suppressed from March 2020. Domestic rail passenger journeys were down 95% and Network Rail stations' daily footfall was down 94% compared with the same period in 2019. Open access operators such as Grand Central, which operates in the North East, suspended operations entirely. LNER on-train capacity was just 19% of normal to comply with social distancing. Rail travel on Fridays and weekends was and remains high, likely because of strong leisure travel on the ECML.

Road traffic flows through the region in 2020 are 15% lower than the previous year. This results in improved journey times and reduced congestion.

The pandemic has also had an impact on the transportation of freight by sea, with tonnage carried by the Port of Tyne and Port of Sunderland in 2020 down on the previous year. However, during the early stages of the pandemic the Port of Blyth was distributing 3 million essential consumer products to our supermarkets per day.

	Port of Sunderland Tonnage	Port of Tyne Tonnage
2019 Q1	0.203244	1.074798
2019 Q2	0.228328	1.378904
2020 Q1	0.171276	0.918792
2020 Q2	0.2217451	0.978956

There were no passenger flights from Newcastle International Airport during May 2020 and since then growth has been suppressed by quarantine policies. Recovery to pre-Covid levels is expected to take a number of years.

## Where we want to be

Investing in and supporting the transport assets that enable us to connect with the rest of the world has never been a higher priority for the North East. Quality infrastructure will make for reliable, fast journeys with connectivity into national and international freight and passenger networks. This network will be the enabler to sustainable growth and opportunity, and to the North East being an outward-looking economy attracting trade, investment and visitors from across Europe and the world.

We continue with our ambitious plans for more, faster and better rail connectivity to the rest of the UK and we will continue to work closely with the Government to seek maximum benefits for our region. We are pressing Government for urgent investment in the ECML over the period 2024-34 (particularly to provide four tracks in the North East), together with a connection to HS2 and development of the Northern Powerhouse Rail Network, to ensure our region is a strong part of our nation's rail network and does not get left behind. We strongly support

## Connectivity beyond our own boundaries

construction of the eastern leg of HS2 which we view as complementary to investment in the East Coast Main Line and development of Northern Powerhouse Rail. All three schemes, supported by our station gateway sites programme, are essential for this region and, if not achieved, the separation between the North East and the rest of the UK will only be exaggerated, with negative economic consequences as businesses locate away from the North East in favour of places with better connections.

It is crucial, however, that the link from HS2 to the ECML is built, and that the ECML between York and Newcastle receives a major upgrade between now and the opening date for HS2b/ NPR – if the programme is not delivered in full then we are concerned that a truncated HS2 Phase 2b may import negative economic impacts.

Making sure that freight can travel sustainably by rail is also an important element of our Plan. This means ensuring a fair allocation of network capacity and delivering additional capacity where required including facilities for transfer of goods between road and rail.

We will publish a new North East Rail and Metro strategy and work with partners to identify how rail freight can benefit the region and what assets and interventions need to be realised to enable it.

This approach also applies to roads, with a package of works at a local level that supports the investments planned on the Strategic and Major Road Network to free up space for those who need it most and boosting efficiency and journey times for road freight and road-based public and sustainable transport.

Additional road capacity is essential to help freight traffic continue to move efficiently; the National Infrastructure Commission has highlighted that increasing road congestion costs the freight industry £3.7 billion annually. Moreover, due to drivers' hours regulations and the fact that diversionary routes are not always suitable for large vehicles, congestion and disruption on the road network can have a more serious effect for freight vehicles than for other types of traffic. The trend towards home deliveries of goods, accelerated by the pandemic, is also leading to growth in freight traffic that could add to further congestion if not addressed.

The A1 is our main road link to Scotland and is vital to our economy. However, sections of the route north of Newcastle are single carriageway, which results in congestion, longer journey times, resilience and safety concerns. Highways England are progressing plans to upgrade the route to dual carriageway as far as Ellingham in Northumberland. We are fully supportive of this and want to see the dualling extend to the Scottish Border and beyond together with important servicing, information and safety upgrades.

We will support our seaports and airport to grow their markets in a sustainable way that minimises greenhouse gas emissions.

This Plan supports the future development of Newcastle Airport and is aligned with its target to become a Net Zero Airport by 2035, including plans for solar energy and electric vehicles.

The region has an ambitious proposal for a 'virtual free trade zone' which would boost international trade, employment and economic growth for our region.

We will ensure improved sustainable access to our airport and seaports to minimise congestion and environmental impacts, including the provision of electric vehicle infrastructure and enhanced public transport.

### Key insight

Our Ports and Airport have published their own strategic plans setting out their long term visions which are centred on growing the North East's economy. These include the Port of Tyne's 'Tyne 2050' and Newcastle International Airport's 'Masterplan 2035'. Our Transport Plan is fully aligned with these plans. Highways England are working on Route Strategies and we will feed in information.

### Policy Statement

We must work with partners to make movement of people and goods to and from our region more efficient and greener.

We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.



The East Coast Main Line – vital to our region, in urgent need of investment



# Research, Development and Innovation

Technological advancement is inevitable during the timescale of this Plan. Our region, well placed through its academic, clean energy and advance manufacturing sectors, can influence this evolution, potentially using its transport assets as a test bed.



eCargo bike – North Tyneside Photo credit: John Millard

## Background

Transport offers challenges to solve and opportunities to grasp. Zeroing emissions, reducing fares, improving information, promoting active travel and making journeys safer are just some of the opportunities it offers to innovators.

Continuous change in customer preferences, transport technology and development mean we need to adopt the best innovations available elsewhere and develop new transport products and services of our own, not just to improve our transport network, but to boost economic growth by selling them worldwide. This process must be customer-oriented, so we must produce what is needed, not try to make people have what we can produce.

## Our starting point

Regional assets such as the National Innovation Centre for Data, National Innovation Centre for Ageing and PROTO provide us with

outstanding capability in the field of analytics, enabling us to identify transport challenges to solve.

Sectors such as digital transformation and promoting clean energy give us aptitude to develop solutions and manufacture products which will be applied to evolve new methods of work.

Our network is the backdrop to live trials. A flavour of these currently underway include a connected and autonomous project led by Sunderland Council, which will trial the use of 40 tonne trucks to deliver assembly at the Nissan plant as part of a proof-of-concept, and the Metro ticketing application in which customers will be able to store their tickets and season tickets on their mobile. The trial will also enable customers to tap in and out of the stations making their journeys much easier. In North Tyneside, small businesses are benefiting from a fleet of electric cargo bikes to deliver their products to communities.

Industry continues to demand evolved technology and innovators speak openly of the possibilities that may come online during the currency of this Plan.

**“There has never been a better time to create a faster, more dependable and environmentally friendly method of transporting medical supplies.”**  
(quoted in The Independent 17.10.20)

Drones have already transform a range of industries and activities, especially deliveries. Already a reality for shoppers in parts of Asia, the service is set to be worth £42 billion in the UK alone by 2030. The US-based Aerospace Industries Association suggests that drones will be used for short-haul, low altitude freight deliveries outside cities from 2025; long-haul cargo flights by the mid-2030s and then passenger flights by 2040.

Hyperloop is a proposed mode of passenger and freight transport, comprising a sealed tube or tubes through which a 'pod' containing passengers, freight or both would be propelled substantially free of air resistance or friction. The concept aspires to travel at airline or hypersonic speeds while being very energy efficient, drastically reducing travel times with virtually no atmospheric pollution.



Connected and Autonomous project – Sunderland

## Where we want to be

We want to embrace new technologies, whether they are developed here or further afield. This Transport Plan should also provide opportunities for North East innovators to accelerate us towards our objectives.

Working with the North East LEP, we consider launching a series of innovation challenges once the Transport Plan is live, which could include:

- How do we get the cost of power to our network down, understand what the market-led solutions are, and where the public sector need to step in;
- Effectively implementing 5G as an enabler for transport;
- What can we do about street lighting as a solution for personal security as well as road safety in an affordable and eco way;
- How do we empower people to use the transport solution that is already there.

**Policy Statement**  
We will embrace new technologies to meet our transport objectives and set innovation challenges to industry, creating new opportunities with our network as the testbed.



# Our call to action

## We must deliver schemes and initiatives if we are to achieve the objectives of this Plan.

This section of the Plan sets out our emerging proposals for interventions on our region's transport network. It contains a mix of potential projects. Some are pan regional, designed to touch every corner of the North East; many are targeted, place specific physical interventions. They are aligned to specific work packages, derived from the policy pages earlier in this Plan.

For the most part, they will be recognised as transport schemes; however, investment in these projects will produce significant benefits to society, the economy and environment, and these benefits are identified in the outcomes section.

Schemes are assessed against their ability to meet the Plan's objectives and a range of reasonable alternatives to meet the Plan objectives and vision is presented in the Integrated Sustainability Appraisal (ISA) which accompanies this Plan. The appraisal seeks to identify any impact of our programme on factors including biodiversity, water and soil, the historic environment, landscape, air quality and noise, climate change and flood risk, population, human health, equalities and rurality. Mitigations will be found where necessary to ensure that the impact of this Plan remains overwhelmingly positive.

The ISA demonstrates that the plan has the potential to lead to a range of significant positive environmental and socio-economic effects for the North East region.

Our transport programme is managed as a live programme of interventions. All of these interventions have been initially tested to ensure that they are consistent with Transport Plan objectives and that they have a degree of deliverability. But that is not the end of the process: they will all be subject to more rigorous testing and appraisal and will only be delivered where they have demonstrated through detailed business case development so that they can

appropriately contribute towards the delivery of the objectives. If schemes cannot contribute towards objectives and don't support the Transport Plan, they will not be taken forward for delivery through this plan.

Individual business cases will further test each scheme's contribution towards climate change targets as well as their role in improving inclusivity, economic growth, appealing sustainable choices, a safer and more secure network and a healthier region, as well as the ultimate need and value for money of the project. We will continue to monitor and act on this basis. This has been tested and is presented in our Integrated Sustainability Appraisal (ISA) which accompanies this Plan. As the programme will be managed in a live and dynamic way, there will be continued opportunities for members of the public to influence the inclusion of schemes and through reporting and our website we will publicise when changes to the programme have been made. This process is set out in more detail in the delivery brochure as Appendix 1 of this Plan.

The interventions selected demonstrate a plan to deliver our vision and objectives. Individually they will be subject to further scrutiny, consent and assurance processes. As such there will be further opportunities for comments on the individual components of this Plan.

We have set out the programme of interventions into seven work packages to be delivered by 2035:

- Making the right travel choice;
- Upgrading North East active travel infrastructure;
- Public transport: travelling by bus, ferry and on demand public transport;
- Public transport: travelling by local rail and Metro;
- Private transport: travelling by car and using road infrastructure;
- Maintaining and renewing our transport network; and
- Connectivity beyond our own boundaries.

## Vision and objectives

### What is our vision?

**Moving to a green, healthy, dynamic and thriving North East**



- Carbon neutral North East
- Overcoming inequality and grow our economy
- Healthier North East

### What are our objectives?



- Appealing sustainable public transport choices
- Safe, secure network



## Vision and objectives

### What options might we consider to deliver our vision and objectives?

- Encouraging people to make journeys by sustainable means
- Encouraging active travel through behaviour change initiatives
- Delivering affordable services
- Expanding the reach of the active travel, public transport and road networks
- Reducing adverse environmental effects
- Reducing accidents
- Increasing speed, frequency and reliability of the public transport network and highways
- Reducing severance of major infrastructure projects
- Understanding demand associated with future travel scenarios
- Working with partners to connect people and places to the wider North, UK and internationally



## How we will monitor success? Our Key Performance Indicators

### What options might we consider to deliver our vision and objectives?

- Increase sustainable transport mode share
- Increase accessibility of public transport
- Improve greener journeys by reducing carbon output per capita
- Increase the take up of ULEVs
- Improve air quality
- Improve network performance
- Managing motor vehicle mileage
- Improving road safety



## Outcomes we can achieve

### What options might we consider to deliver our vision and objectives?

- Easier access to education, skills, and higher value jobs
- Health levels at least equal to other regions in the UK
- Better connections from the North East to national and international destinations
- A transport network with improved environmental credentials including more sustainable journeys, better air quality and reduced carbon output
- A safer and more reliable integrated transport network which is more intuitive for customers with a sustainable cost base
- Direct job opportunities in the transport and infrastructure sectors
- Enabling new development and housing sites and improving accessibility to existing communities

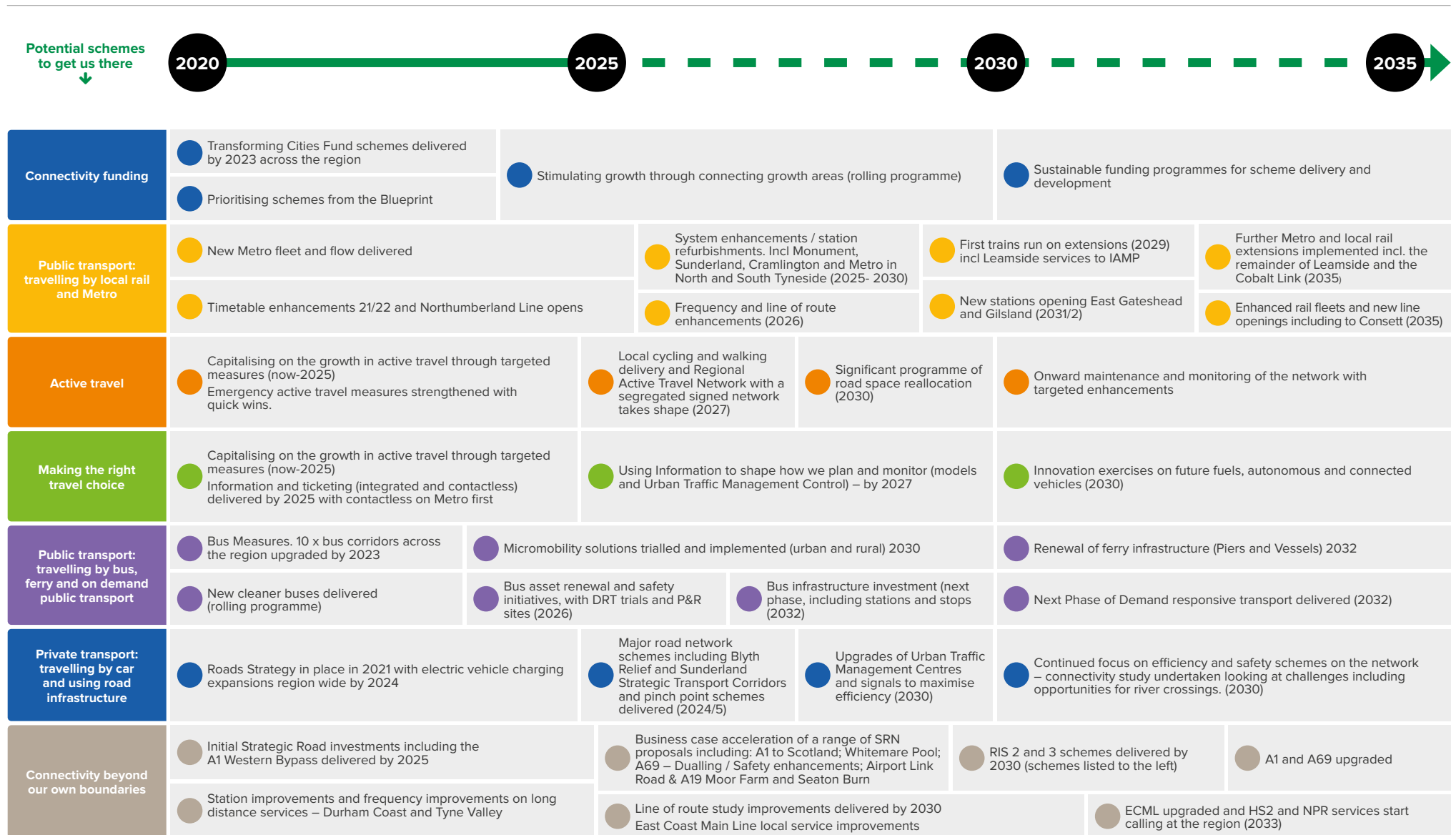
# Our call to action- timeline (strategic interventions)

We have an ambitious but deliverable timeline shown below which will lead us towards delivering our vision of moving to a green, healthy, dynamic and thriving North East and enable us to meet our objectives.

This timeline of interventions demonstrates the dates we can achieve and informs our development and delivery

planning. This is subsequently expanded through the delivery maps on pages 51-60.

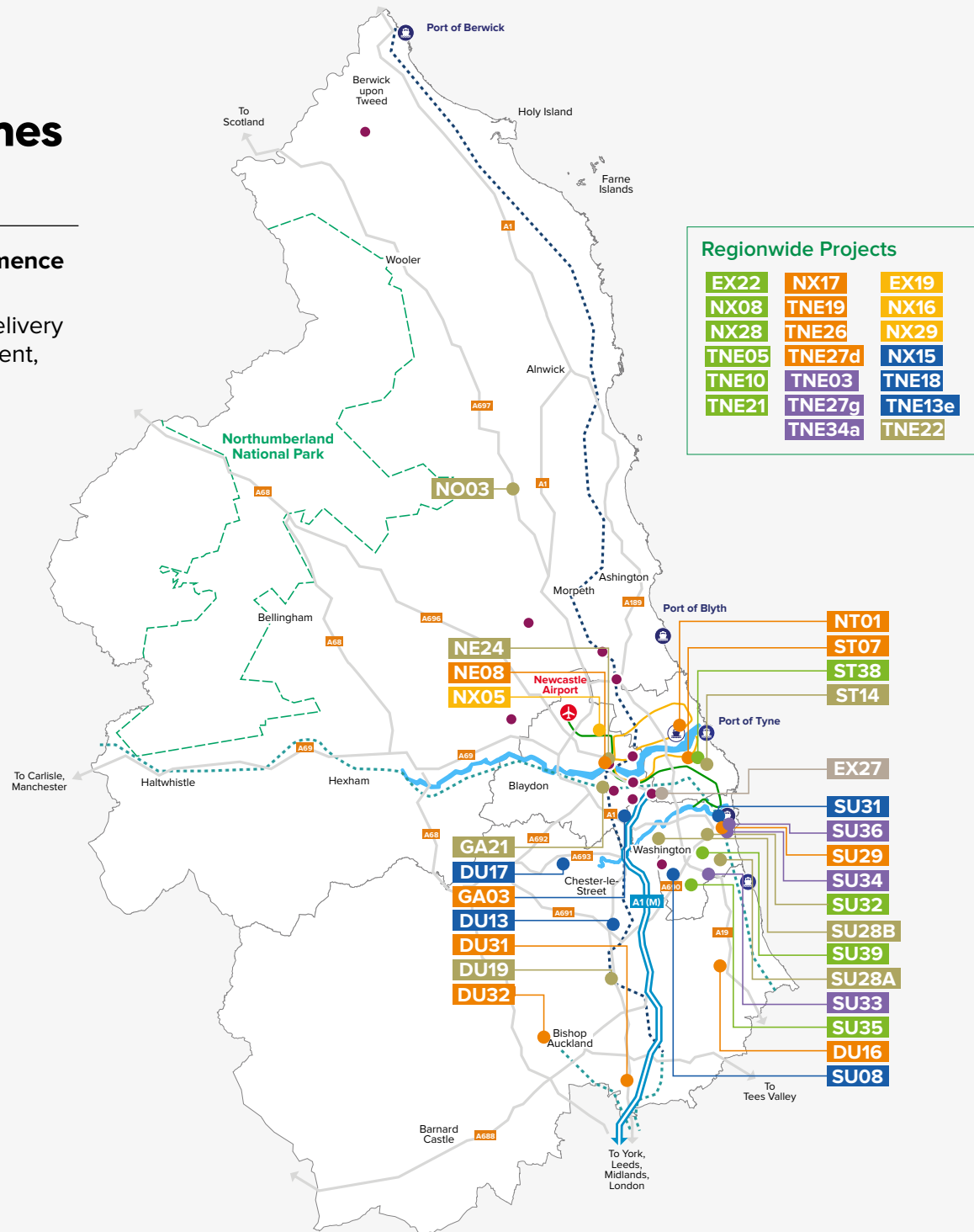
This programme is live and will be regularly updated through changes to the Implementation Plan which will be developed to accompany the final plan in March 2021.



# Shovel ready schemes - delivery plan

Delivery of these schemes can commence at short notice

This map is illustrative and scheme delivery is subject to business case development, approvals and funding.



EX22	NX17	EX19
NX08	TNE19	NX16
NX28	TNE26	NX29
TNE05	TNE27d	NX15
TNE10	TNE03	TNE18
TNE21	TNE27g	TNE13e
	TNE34a	TNE22

**Map key**

- Ports
- Port of Tyne – Ferry Terminal
- Newcastle International Airport
- Tyne and Wear Metro
- Railway Line
- East Coast Main Line
- Motorway
- Major Road Network
- National Park

## Shovel ready schemes – delivery plan

Scheme No	Scheme name
EX22*	Rationalise local rail and Metro fares and ticketing
NX08	Enhancing Public Transport passenger information
NX28	Bringing contactless payment to Metro
ST38	Delivery of School Streets approach - focus on reducing car trips and improving the environment
SU32	Installation of environmental monitoring systems at traffic junctions
SU35	Creation of a digital Smart City Parking System and Smart Car Parking (Entry/Exit monitoring) to improve network reliability, reduce traffic emissions and inform commuter choice.
SU39	Dynamic route management - providing journey time data from multiple sources
TNE05	Go Smarter to School - sustainable travel projects
TNE10	Comprehensive ticketing and information package - including single smart transport payment system
TNE21	Regional Transport Model and Monitoring package
DU16	Improvements to the national Cycle Network Route 1 in County Durham
DU31	Local Cycle Walking improvements in Newton Aycliffe, Chester-le-Street and Durham City
DU32	Stockton and Darlington railway active mode route connecting to Shildon and Witton Park
GA03	Small scale cycling improvements (Gateshead)
NE08	Newcastle Urban Core Pedestrian and Cycling Improvements
NT01	Improvements to cycling and walking routes in North Tyneside
NX17	New cycle parking hubs at Metro and bus stations
TNE19	Delivering the residual Transforming Cities Fund ask
TNE26	Permanent solutions for emergency active travel measures
TNE27d	Sponsoring cycle training in schools
ST07	Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside

SU29	Improving strategic links between University of Sunderland and Sunderland city centre
SU33	New 'Bus, Cycles & Electric Vehicles only' lanes across Wearside
SU34	Conversion of A690 'No Car Lane' to 'Bus, Cycles & Electric Vehicles only'
SU36	Smart Bus infrastructure including bus shelter information and other improvements
TNE03	10 strategic bus corridors delivered
TNE27g	Roadside marketing and on vehicle branding
TNE34a	Decarbonising Public Transport
EX19*	Improved facilities at information at North East stations
NX05	Regent Centre Interchange Upgrade
NX16	Installing solar panels at Nexus infrastructure
NX29	Delivery of North East Connect and improving calling patterns of local rail services
DU13	Active mode and capacity improvements at A688 junctions
DU17	Active mode connectivity, public transport reliability and capacity improvements at A693 Stanley
NX15	Creating Electric Vehicle charging points across Nexus car parks
SU31	Enforcement of 'engine idling' at taxi ranks and bus stops
TNE18	Electric Vehicle Infrastructure – Repair and improve current infrastructure. It's in disrepair. Consider gaps in the network (Particularly those without access to home charging)
TNE13e	Creation of a North East road strategy
DU19	Burngill Bank ECML Maintenance
GA21	Highway structures major maintenance
NE24	Tyne Bridge and Central Motorway Major Maintenance
NO03	Critical rural road maintenance Programme (countywide)
ST14	Highway Maintenance Backlog
SU28A	Reducing the highway maintenance backlog

### Key

1	Helping people to make the right travel choice
2	Upgrading North East Active Travel Infrastructure
3	Bus, ferry and first and last mile
4	Local rail and metro
5	Road infrastructure
6	Maintaining and renewing our transport network
7	National and international connectivity

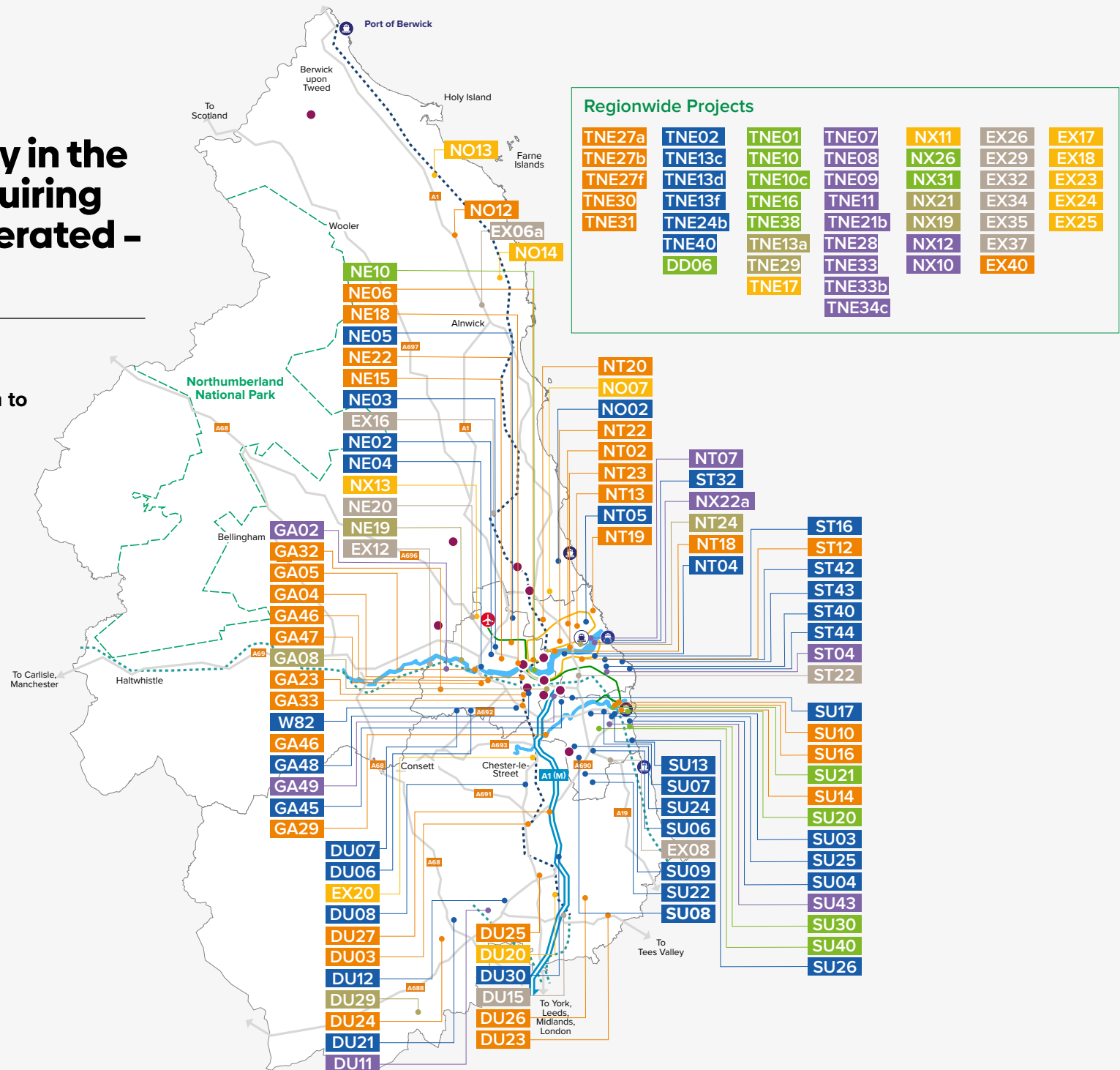
SU28B	Upgrading existing traffic signals in Sunderland
TNE22	Revenue and Maintenance Funding for Metro, Bus, Rail, Ferry and Highways
EX27*	A194 White Mare Pool Interim Measures to improve flow

\*Where schemes are being delivered by external parties including Network Rail and Highways England, Transport North East will seek to positively influence the design and delivery of the projects to ensure they align with Transport Plan objectives.

# Schemes for delivery in the next five years – requiring funding to be accelerated – delivery plan

These schemes are at an advanced stage of development. Accelerating development funding will move them to ‘Shovel Ready’ status.

This map is illustrative and scheme delivery is subject to business case development, approvals and funding.



## Map key

- Ports
- Port of Tyne – Ferry Terminal
- Newcastle International Airport
- Tyne and Wear Metro
- Railway Line
- East Coast Main Line
- Motorway
- Major Road Network
- National Park

## Schemes for delivery in the next five years - requiring funding to be accelerated - delivery plan

Scheme No	Scheme name
DD06	Regionwide Infrastructure Mapping Application
NE10	Newcastle Smart Corridors
NX26	Development of a Multimodal smart ticketing solution for the region
NX31	New payment technologies for Metro
SU20	Sunderland City Centre ANPR cameras
SU30	Energy Generation and Storage Projects in Sunderland
SU40	Temperature monitoring road sensors
TNE01	Regionwide Travel behaviour change package
TNE10	Regionwide mapping and realtime information package for public transport
TNE10c	Upgrades to the two Urban Traffic Management Control for command and control of the network
TNE16	Customer Experience Strategy
TNE38	Innovation Challenge Fund for Smart Places
DU03	Walking and cycling improvements in Durham City Centre
DU23	A689 Sedgfield to Wynyard active mode route improvements
DU24	Bishop Auckland to Barnard Castle active mode route improvements
DU25	Great North Cycle Route improvements in County Durham
DU26	A177 cycling improvements, linking Coxhoe with Net Park
DU27	Belmont to Newton Hall active mode route improvements
EX40*	Upgrades to active travel routes to all NE rail stations
GA04	Gateshead Central Integrated Transport Improvements
GA05	Blaydon station to town active travel link
GA23	Gateshead Local Cycling and Walking investment proposals
GA29	Portobello to Washington footbridge access improvements
GA32	High Spennings to Greenside cycle route

GA33	Upgrading the National Cycle Routes in Gateshead
GA46	New Derwent Walking and Cycle Crossing at Metrogreen
GA47	Derwent Cycle Route Improvements
NE06	Cycle City Ambition 3 programme to invest in corridor improvements
NE15	Low Traffic Neighbourhoods (Citywide)
NE18	Central Newcastle - Walking, Cycling and Public Transport improvements
NE22	Delivery of local walking and cycling improvements across Newcastle
NO12	Northumberland LCWIP
NT02	Access improvements to A19 employment corridor for all road users
NT13	A191 all user improvements
NT18	Improving Wallsend town centre public realm delivery and improve accessibility for all users
NT19	Improving Whitley Bay town centre public realm delivery and improve accessibility for all users
NT20	Local cycle and walking improvements across North Tyneside
NT22	Improvements to strategic cycling and walking routes in North Tyneside phase 2 (A192 and A1058)
NT23	Improvements to strategic cycling and walking routes in North Tyneside phase 3 (A186, A193 and B1318)
ST12	Improved Cycling Links to Tyne Pedestrian Tunnel
SU10	Improving Strategic Cycle Networks in Sunderland
SU14	Vaux-Stadium Village Footbridge
SU16	Stadium Village - St Peters Subway
TNE27a	Targeting an increase in active travel across the region. Active travel strategy leading to a active travel grid of improvements
TNE27b	Access to Active Travel Equipment scheme
TNE27c	Active Travel Ambassadorial Programme
TNE27e	Improved mapping and promotion of the Active Travel network
TNE27f	Active Travel Evaluation

### Key

1	Helping people to make the right travel choice
2	Upgrading North East Active Travel Infrastructure
3	Bus, ferry and first and last mile
4	Local rail and metro
5	Road infrastructure
6	Maintaining and renewing our transport network
7	National and international connectivity

TNE31	Integrating health and transport planning with active travel prescriptions
TNE30	Accessibility Audits Fund
DU11	Bishop Auckland bus station and car park, including sustainable building measures
GA02	All user improvements on this important corridor (A695) along the Tyne Valley
GA49	A195 Bus Lane
NT07	North Shields regeneration (Public Realm improvements)
NX10	Increased Park and Ride at Public Transport stations (Metro, Rail, Ferry and Bus)
NX12	Upgrade and refurbishments of bus infrastructure including stations and stops, systemwide
NX22a	Ferry Asset Renewal Programme - North Shields
ST04	Traffic Signal Improvements in South Tyneside
SU43	Chester Road bus corridor
TNE07	Next Generation Stations programme to upgrade our interchanges
TNE08	Park and Ride Strategy
TNE11	Coach Action Plan

\*Where schemes are being delivered by external parties including Network Rail and Highways England, Transport North East will seek to positively influence the design and delivery of the projects to ensure they align with Transport Plan objectives.

## Schemes for delivery in the next five years – requiring funding to be accelerated – delivery plan

<b>TNE21b</b>	Prioritising Public Transport through Intelligent Traffic Systems - Regionwide	<b>DU30</b>	Bowburn Industrial Estate Sustainable Access Corridor	<b>SU08</b>	A182 Route Action Plan including congestion pinchpoint junction schemes; including a suite of bus, cycle and pedestrian improvements.
<b>TNE28</b>	Delivery of a North East Bus Partnership	<b>GA45</b>	A195 Follingsby Roundabout Improvements	<b>SU09</b>	A182 Route Action Plan including congestion pinchpoint junction schemes
<b>TNE33</b> <b>TNE33b</b>	Bus Infrastructure Measures	<b>GA48</b>	Small Scale Highways Improvements	<b>SU13</b>	Riverside' Multi Storey Car Park. – A new modern parking facility to incorporate EV infrastructure and satellite mobility-hub facilities in order to support the Riverside Sunderland regeneration scheme
<b>TNE34c</b>	Demand Responsive Micromobility Transport trials	<b>NE02</b>	Maintaining and renewing our transport network project	<b>SU17</b>	Continued improvements to access the IAMP area including off-road cycle facilities to accommodate expected increase in traffic and stimulate economic development
<b>DU20</b>	Reopening of Ferryhill Line and Stillington Line to passenger services to Teesside	<b>NE03</b>	Ponteland Road Corridor sustainable and housing improvements	<b>SU21</b>	Queen Alexandra Bridge (A1231) / Camden Street Gyrotory improvements. To provide congestion relief and bus priority.
<b>EX17*</b>	Expanding the number and role of Community' stations	<b>NE04</b>	Scotswood Bridgehead accessibility improvements in Newcastle	<b>SU22</b>	Hetton Downs Access Road. Improving connectivity for local residents and supporting new mixed-use residential development
<b>EX18*</b>	Delivering a North East Rail Concession	<b>NE05</b>	Rotary Way junction upgrade and cycling improvements	<b>SU24</b>	Penshaw / Philadelphia / Sedgeleth Link Road – supporting economic development and addressing gaps in the strategic cycling network
<b>EX20*</b>	Increasing local rail frequency in Durham	<b>NE05</b>	Rotary Way junction upgrade and cycling improvements	<b>SU25</b>	Queen Alexandra Bridge southern bridgehead junction. Simplification of existing arrangements to improve pedestrian and cycle crossing facilities
<b>EX23*</b>	Introducing earlier and later local rail services systemwide	<b>NT04</b>	North Bank of the Tyne Enterprise Zone accessibility improvements	<b>SU26</b>	Toll Bar Bus priority improvements
<b>EX24*</b>	Small scale local rail reliability measures networkwide	<b>NT05</b>	Corridor improvements to facilitate improved access for all road users (A192 Foxhunters to Tynemouth Pool)	<b>TNE02</b>	Air Quality systems upgrade in Tyneside
<b>EX25*</b>	Local rail diesel fleet replacement – regional	<b>NO02</b>	Delivering improved all user connections to Blyth to reduce congestion, improving bus journey time reliability, and creating the space for high quality segregated cycle corridors	<b>TNE13c</b>	Integrate taxi services with other public transport provision
<b>NO07</b>	Northumberland Line - Opening	<b>ST16</b>	Commercial Road Multi-Modal Corridor Improvements	<b>TNE13d</b>	Addressing Severance of the Road network through targeted approaches
<b>NO13</b>	Belford Station	<b>ST32</b>	A185 upgrade to support the Port of Tyne	<b>TNE13f</b>	Increased Lorry Parking and Servicing opportunities across the region
<b>NO14</b>	Enhanced service between Berwick and Newcastle	<b>ST40</b>	Multi-Modal Improvements between Testo's and Boldon Asda junctions	<b>TNE24b</b>	Using technology to improve connectivity to our Ports and Airport
<b>NX11</b>	Small Metro Station Upgrades systemwide	<b>ST41</b>	A194 Strategic Transport Corridor	<b>TNE40</b>	Freight consolidation
<b>NX13</b>	Airport Metro Station Refurbishment	<b>ST42</b>	A194 Multi-Modal Corridor Improvements	<b>W82</b>	Access to the HGV Compressed Natural Gas (CNG) facilities in Gateshead.
<b>TNE17</b>	Freight Gauge Clearance	<b>ST43</b>	A1018 Multi-Modal Corridor Improvements		
<b>DU06</b>	Delivery of improved active travel infrastructure, signals upgrades and measures to improve road safety on the A692 in Durham and Gateshead	<b>ST44</b>	A183 Multi-Modal Corridor Improvements		
<b>DU07</b>	Delivery of improved active travel infrastructure, signals upgrades and bus capacity on the A694 in Durham and Gateshead	<b>SU03</b>	Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction		
<b>DU08</b>	Corridor based improvement works along A167 in Durham and Gateshead to deliver improved access to housing development by sustainable modes, enhanced active travel infrastructure, bus lane extensions and signals upgrades	<b>SU04</b>	Sunderland Strategic Transport Corridor (SSTC5) Port to the City		
<b>DU12</b>	Eastern Sustainable Access Corridor	<b>SU06</b>	A690 all user highway improvements		
<b>DU21</b>	Environmental, road safety, and air quality benefits within Toft Hill	<b>SU07</b>	St Michael's Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety		

## Schemes for delivery in the next five years – requiring funding to be accelerated – delivery plan

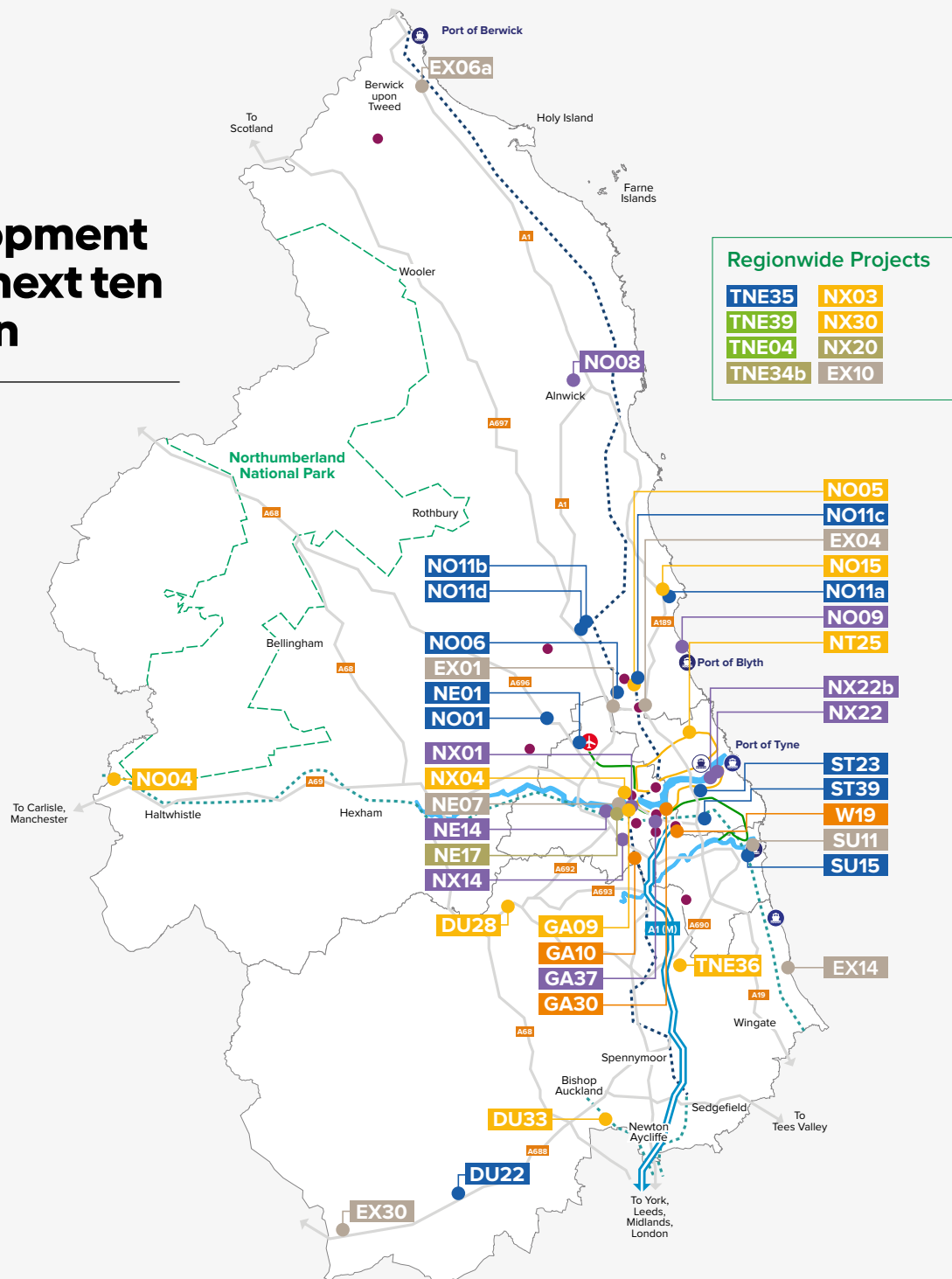
DU29	Reopening of Whorlton Bridge to NCN 165 and local connectivity
GA08	Traffic signals repair across Gateshead
NE19	Flood and Climate Resilience (Newcastle citywide)
NX19	Metro Essential renewals (post 2025)
NX21	Upgrade of Switchgear at Nexus Substations
NT24	A193 Wallsend Road Bridge deck replacement and repairs
TNE13a	Creation of a North East road strategy for all users
TNE29	Hotspot funding to improve conditions for pedestrians and cyclists
DU15	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)
EX06a*	A1 Dualling to Ellingham
EX08*	A19 junction improvements and capacity upgrades in North Tyneside, Sunderland and County Durham
EX12*	Tyne Valley journey time improvements
EX16*	Improving Rail Connectivity in Northumberland
EX26*	Integrated and Smart Ticketing project
EX29*	Ports and Airports Access Strategy
EX32*	Addressing the severance of major infrastructure working with infrastructure providers; 1b) Continuing to mitigate the impacts of major infrastructure schemes through a clear package of designated fund schemes
EX34*	Autonomous vehicle tests on the strategic network
EX35*	Enhancing the Electric Vehicle offer on the strategic road network
EX37*	Ensuring targeted investment in digital connectivity when making physical alterations to works
NE20	A696/A167 and Airport Junction upgrade
ST22	A19 Southbound Lane Gain / Lane Drop



# Schemes for development and delivery in the next ten years – delivery plan

These ambitious schemes require development funding to bring them to an advanced stage and move to delivery.

This map is illustrative and scheme delivery is subject to business case development, approvals and funding.



**Map key**

- Ports
- Port of Tyne – Ferry Terminal
- Newcastle International Airport
- Tyne and Wear Metro
- Railway Line
- East Coast Main Line
- Motorway
- Major Road Network
- National Park

## Schemes for development and delivery in the next ten years – delivery plan

Scheme No	Scheme name
TNE04	Regional Intelligent Transport System Package
TNE39	Regional Autonomous Vehicles testbed
GA10	West Tyneside cycle route (bridge over ECML)
GA30	Bill Quay pedestrian link to a future Metro Station
W19	New Bridges to remove severance e.g. Blaydon / Newburn, A194M/Follingsby, A1 Coalhouse
GA37	Heworth Interchange refurbishment
NO08	New Alnwick Bus Station
NO09	New Blyth Bus Station
NE14	Scotswood Road Bus Priority
NX01	Gateshead Interchange Refurbishment
NX14	Team Valley Bus based park and ride
NX22	Ferry asset renewal programme
NX22b	Ferry - Royal Quays Landing study
DU28	Public transport connectivity improvements between Consett and Tyneside
DU33	Darlington to Weardale/Crook rail service
GA09	East Gateshead Station
NO04	Giltsland Railway Station
NO05	Cramlington Station improvements
NO15	Future extensions for the Northumberland Line
NT25	Murton Gap - New Metro stations in North Tyneside
NX03	Upgrading Heritage Stations on Tyne and Wear Metro
NX04	Monument Metro Station Refurbishment
NX30	New Metro Stations
TNE36	Metro and Local Rail Enhancements and Extensions
DU22	Environmental, road safety, and air quality benefits within Barnard Castle
NE01	Airport access upgrades to facilitate housing growth and the onward success of the airport
NO01	Facilitating growth of Ponteland, improving public and active travel capacity and addressing congestion

NO06	Delivering improved all user connections on this route (A1068 Fisher Lane) between South East Northumberland and Tyne and Wear
NO11a	Facilitating growth of Newbiggin and Ashington, improving public and active travel routes, capacity and addressing congestion
NO11b	Facilitating growth of Morpeth, improving public and active travel routes, capacity and addressing congestion
NO11c	Facilitating growth of Cramlington, improving east west public and active travel capacity and addressing congestion
NO11d	Facilitating growth of Cramlington, improving public and active travel capacity and addressing congestion
ST23	A185 / Howard Street Multi Modal Corridor Improvements
ST39	A184 Multi-Modal Corridor Improvements
SU15	Kier Hardie Way All user improvements
TNE35	Future Fuels Innovator
NE17	Skinnerburn Road Maintenance
NX20	Metro Signalling System upgrade
TNE34b	A regional energy Package
EX01*	Upgrades to Seaton Burn/Fisher Lane A1/A19 Junctions
EX04*	Upgrades to Moor Farm Junction
EX06b*	A1 Dualling to Scotland
EX14*	Durham Coast Line (route upgrade and service improvements)
EX10*	High Speed Gateways in the region
EX30*	A66 Dualling
NE07	Newcastle Station : High Speed Ready
SU11	Sunderland Station capacity improvements and track layout improvements

### Key

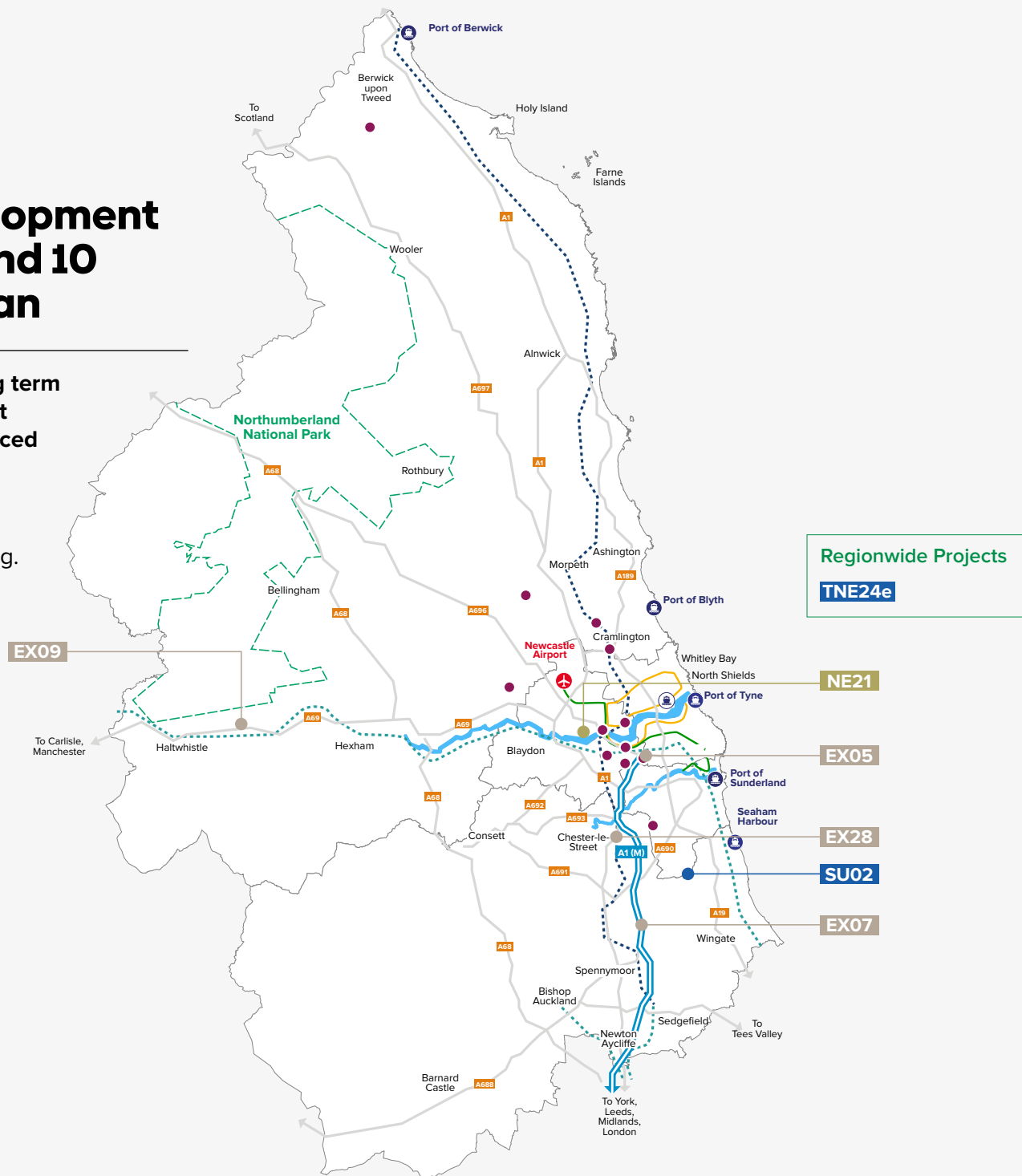
1	Helping people to make the right travel choice
2	Upgrading North East Active Travel Infrastructure
3	Bus, ferry and first and last mile
4	Local rail and metro
5	Road infrastructure
6	Maintaining and renewing our transport network
7	National and international connectivity

\*Where schemes are being delivered by external parties including Network Rail and Highways England, Transport North East will seek to positively influence the design and delivery of the projects to ensure they align with Transport Plan objectives.

# Schemes for development and delivery beyond 10 years – delivery plan

These ambitious schemes are long term visions which require development funding to bring them to an advanced stage and move to delivery.

This map is illustrative and scheme delivery is subject to business case development, approvals and funding.



## Schemes for development and delivery beyond 10 years – delivery plan

Scheme No	Scheme name
SU02	Coalfield regeneration route – improving access for industry and business
TNE24e	Investigating a new Strategic River Crossing
EX05*	Whitemare Pool Slip Road Improvements
EX07*	A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63)
EX09*	A69 route improvement, potential dualling and/or climbing lanes and targeted junction improvements (including the B6351 Hexham west junction)
EX28*	Major upgrade to the East Coast Main Line
NE21	New PT Route delivered to the West of Newcastle

### Key

1	Helping people to make the right travel choice
2	Upgrading North East Active Travel Infrastructure
3	Bus, ferry and first and last mile
4	Local rail and metro
5	Road infrastructure
6	Maintaining and renewing our transport network
7	National and international connectivity

\*Where schemes are being delivered by external parties including Network Rail and Highways England, Transport North East will seek to positively influence the design and delivery of the projects to ensure they align with Transport Plan objectives.

# How we will deliver this Plan

**The North East region has a well-developed governance structure and associated assurance process in place to agree and deliver transport policies, strategies and investment opportunities. This regional programme is ambitious but deliverable in order to achieve the Plan's vision and objectives. Realising this programme will involve partnership working to ensure the Plan also supports the achievement of objectives nationally, regionally and locally.**

We will deliver the programme in collaboration with Central Government and its delivery agents, Transport for the North, the National Infrastructure Commission, transport operators, our constituent local authorities, the North East LEP, businesses, the third sector, and crucially local people.

## Governance

These existing structures will be deployed to deliver the Transport Plan. This governance structure and assurance process has successfully delivered our Local Growth Fund monies held by the North East Local Enterprise Partnership (LEP) and is being used for our successful Transforming Cities Fund submission. Fundamental to decision-making for devolved funding from TCF are the new political arrangements in the region with two Combined Authorities and transport matters decided across the two combined authority areas by a Joint Transport Committee. The way in which we will deliver this plan is outlined in Appendix 1, Delivering the Plan.

## Sequencing and prioritisation

A set of interventions has been developed which sit within work programmes demonstrating that delivering strategically and at scale has substantial benefits. The programme has been designed to be flexible to respond to potential funding opportunities. To ensure the Plan demonstrates a robust pipeline, the interventions selected were initially appraised against the Plan's vision and objectives to ensure strategic fit. The interventions that form part of the pipeline for the Plan have to be developed to Stage 0 in accordance with the region's assurance framework. This ensures a consistent level of detail is available for all schemes.

Sequencing has been developed into a series of five-year blocks over the lifetime of this Plan, linked to stages of development through the region's Transport Assurance Framework. Crucially, where there is evidence around the need for a project to be developed in a certain timeframe to realise wider benefits, this has been reflected in the framework.

The North East has a track record in selecting and prioritising projects which balance objectives around the economy, environment and society. It is important that the Plan is flexible to respond to funding opportunities and as such a prioritisation process has been designed incorporating the assessment against the vision and objectives that can be deployed based on the fund that is available.

## Costs

The main source of funding for transport is from Central Government. Previous rounds of the Local Growth Fund (LGF) and Transforming Cities Fund show how the region can deliver significant packages of investment.

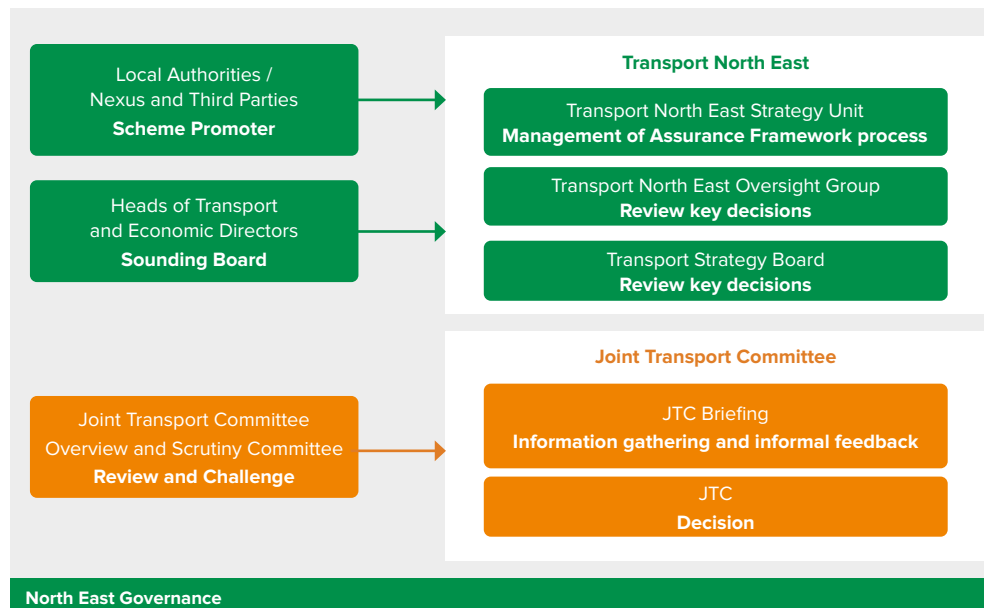
A pipeline shows that the region is committed to delivering a significant change in the transport and connectivity network to benefit the whole region. A £100m fund over the first five years of this programme will set us on our way.

The following funding is required:

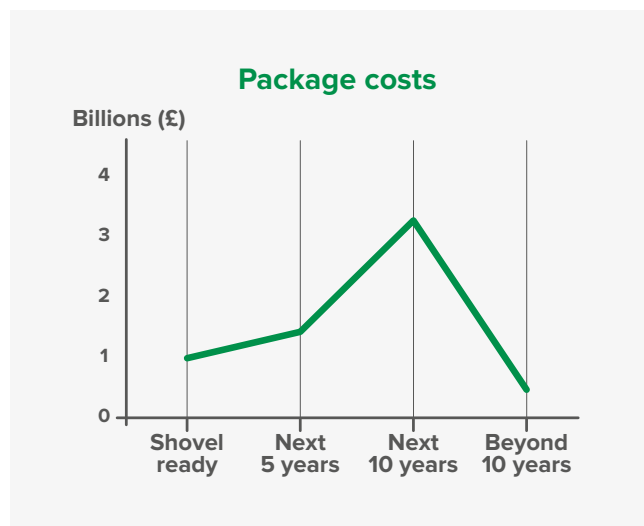
- Revenue funding to keep the North East's public transport network operating, highways and structures in good condition, and subsidising services for those who need it;
- Long term capital funding to invest in new infrastructure and make improvements to the current network.

The Plan will be refreshed on a regular basis. The exact costs will vary and will need to be carefully monitored. Based on our latest estimates, a funding requirement of £6.8 billion worth of capital investment would fund the entire regional programme. This will grow as further schemes are developed over the lifetime of the Plan. We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government in the period 2021-2035.

This funding requirement includes schemes that can be promoted and delivered by the region and excludes investment on Network Rail and Highways England infrastructure. It includes the request over the next five years which was established in the Connectivity Blueprint.



# How we will deliver this Plan



## Funding and delivery

The options for delivery of this Plan includes

- National grant funding;
- Local funding
- Prudential borrowing, or private sector funding models.

The ability of the region's local authorities and delivery agencies to fund strategic capital and revenue investments at this time against the resources is limited, especially when considering their budgetary positions following a decade of austerity and the impacts of Covid-19.

Prudential borrowing levels of funding is a possibility, however the ability to pay this back over time is a consideration given the scale of investment at a sustained period. Importantly funding for capital schemes will generally be met with a decent amount of local match funding showing a commitment from local partners.

We will work with government and partners to establish how the benefits can be unlocked with funding approaches.

Investment in the first five-year period of the programme as demonstrated in the Connectivity Blueprint would help provide a boost to the construction sector in the economy at what may be a difficult economic period.

## Funding asks

**Our funding asks of Government and its partners to make this Plan a reality include:**

- Transport and digital funding of £200m each year to support our region's Covid recovery, as set out in our Connectivity Blueprint;
- A multi-year settlement of £6.8 billion to commence delivery of the programme – an amount which will grow as further schemes are developed over the lifetime of the Plan;
- Affirm commitment to strategic investments identified in the TfN Investment Programme, including the delivery of upgrades to the East Coast Mainline, rail lines and upgrades to Highways England Infrastructure; Continue to fund local transport;
- Devolve further powers to provide for integrated management of our network;
- Sustain revenue funding to support public services.

**Our programme requires an estimated £6.8bn of capital investment, an amount which will grow as further schemes are developed over the lifetime of the Plan.**

**We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government to 2021-2035**

## Programme management and assurance

The funding required to realise the ambitions of this Plan is substantial, however the region is fortunate to have a well-established and ratified Transport Assurance Framework in place. That has guided the delivery of our devolved £270 million Local Growth Fund for the last six years and was flexible enough to deliver our Transforming Cities Fund programme. The heart of our Transport Assurance Framework is a scalable series of gateways that provide our governance structure with the confidence that each component investment is delivering on the requirements of the programme and delivering the Transport Plan outcomes that have been ascribed to that investment.

The Transport North East Strategy Unit will manage this programme and will be responsible for sponsoring the development of various strategies and policies that support this Plan, as well as a series of region-wide initiatives.

Implementation of the interventions that form part of this of this Plan will, for the most part, be undertaken by scheme sponsors across the region in local authorities and Nexus.

We have identified projects in this Plan that are national or pan-Northern in nature. To deliver these we will work with organisations including Transport for the North, Highways England, Northern Acceleration Council, Network Rail and others to secure investment.

The way in which we will deliver this plan is outlined in Appendix 1, Delivering the Transport North East Plan.



# Rural benefits of the Plan

## The policies and proposed interventions in this Plan have increased potential to support accessibility to, from and within rural areas through delivering a range of new and improved transport initiatives.

This includes investment in rural bus services and improved transport interchanges. As well as this, rural options which we have also appraised include maintaining bus services, support for smart travel and 'on demand' community transport, delivering improved communications infrastructure such as broadband and mobile phone infrastructure enhancements.

We also recognise that for some journeys car use will remain the main and necessary transport choice in rural areas. We will therefore, seek to enhance interchange between different types of transport, including potentially through Park & Ride. This will support accessibility for those with access to private transport. We also want to increase the provision of Electric Vehicle (EV) charge points in rural areas for those who are not able to use public transport.

We will also examine the feasibility of creating a regional cycle network to ensure high quality cycle links between rural locations (including towns and villages) which people can enjoy and feel safe using. We also have aspirations for an off-carriageway regional cycle network. We will explore how this can be best achieved by considering infilling gaps to create continuous walking and cycling routes where practical, to improve access to the countryside and rural communities, supporting the rural economy.

Looking at the interventions in the Plan, the following table gives a snapshot of those are proposed to be implemented to deliver the Plan's objectives for rural areas:

## County Durham

Scheme	Location	Description
Active mode route improvements	Bishop Auckland to Barnard Castle	Upgraded/new off carriageway track connecting Bishop Auckland and Barnard Castle. The off carriageway track will improve safety for pedestrians and cyclists and enhance the health and wellbeing of residents.
Active mode route	Stockton and Darlington railway active mode route connecting to Shildon and Witton Park	The development of a cycling and walking route is seen as a key way of restoring the emotional and physical connection of local people with their railway heritage, engaging with the many people and communities that live within and around this asset.
Environmental, road safety, and air quality improvements	Toft Hill	Rerouting of A68 road away from village centre, reducing impacts of general through traffic and a high percentage of HGVs adjacent to residential properties. This would result in air quality, noise, and safety improvements.
New Bus Station and Multi Storey Car Park	Bishop Auckland	A new fit for purpose bus station and car park provision is required, as visitor numbers are expected to increase over the next decade. The bus station and multi storey car park will be rebuilt on the existing bus station site, making better use of the space. The proposals will facilitate economic growth in the area.
Improvements to the national Cycle Network Route 1 in County Durham	County Durham (countywide)	A series of works to improve the quality of the route including upgrading to take into account biodiversity and appearance of a section of National Cycle Network Route 1 which runs between Seaham and Stockton. To include: <ul style="list-style-type: none"> <li>• Seaham to A19 – Improvements to this section to include resurfacing and widening.</li> <li>• The Moonscape – Implement a preferred route to include resurfacing and widening.</li> <li>• Pesspool Woods – Replace the current boardwalk with a suitable, safe and to standard alternative. Improving the lead into and exit from the woods.</li> <li>• Making habitat improvements along the route where appropriate.</li> <li>• Removing any barriers along the route which prevent access for all non-motorised users.</li> </ul>
Public transport connectivity improvements between Consett and Tyneside	Consett	Connectivity improvements along the Derwent Valley to improve public transport access between Consett and Tyneside.
Darlington to Weardale/ Crook rail service	Weardale- Bishop Auckland	A rail service to reconnect communities in Weardale, to the Bishop Auckland/Newton Aycliffe/Darlington corridor, enhancing access to employment, education, health and leisure opportunities. The railway will become the framework for economic regeneration of the railway corridor, both in South Durham and Weardale, realising substantial tourism potential.

Continued over page

# Rural benefits of the Plan

## Northumberland

Scheme	Location	Description
Critical rural road maintenance programme	Northumberland (countywide)	To repair and strengthen key roads underpinning the rural and regional economy including access to key tourist destinations (Hadrian's Wall World Heritage site, Northumberland National Park including International Dark Skies Park) , timber extraction and quarrying. The scheme will also improve accessibility for residents.
Future extensions for the Northumberland Line	North Northumberland	Improving accessibility to South East Northumberland by rail, improving connectivity between South East Northumberland and Newcastle and delivering economic benefits.
Northumberland Local cycling and walking infrastructure plans LCWIP	Northumberland (countywide)	Investment targeted at improving the walking and cycling networks in the 12 main towns of Northumberland. Proposed schemes will vary from town to town and would involve physical segregation of road users; traffic calming and road safety measures; providing dropped kerbs and tactile paving and improved crossing facilities, essentially improving the safety and convenience of walking and cycling and supporting a shift in the way we travel. The schemes will have a positive impact on the health and wellbeing of residents and will improve safety.
New Alnwick Bus Station	Alnwick	Construction of a new fit for purpose Bus Station and associated facilities in Alnwick town centre.
Facilitating growth of Ponteland and addressing congestion	Ponteland	The A696 is part of the Primary Road network in Northumberland. It forms an important strategic route with the A68 for traffic from Newcastle to Edinburgh and serves the Army Training Facilities at Otterburn Camp. The scheme objectives are to provide an alternative route for through traffic including heavy goods vehicles and Ministry of Defence convoys thus reducing congestion and delays to traffic through the village. Emissions on the existing route through the town centre will also be reduced, leading to improved traffic flow with less stationary traffic. Reduced traffic will create an improved town centre environment which will encourage other forms of sustainable travel including walking and cycling with the National Cycle Network Route 10 passing through the town.
Gilsland Railway Station	Gilsland	The proposal is to reopen the Gilsland Railway Station on the site of the former station. This will improve connectivity and deliver economic benefits.





# This Plan is supported across our region

“

Connectivity within the region, as well as with the rest of the UK and the world, will be more important than ever to our economy, businesses and the public. Newcastle International Airport will enable the North East to compete in the global marketplace and to attract inbound tourists into the region.

We are very pleased to see this ambitious plan which will help to shape the exciting future of North East transport.



**Nick Jones**  
Chief Executive of Newcastle International Airport

“

Living Streets supports the vision for this Plan, that focuses on healthy and sustainable ways of getting around. As the UK charity for everyday walking, we share your ambitions to make walking the easy, accessible, enjoyable and safe choice for local journeys and its crucial role alongside public transport for longer journeys. We also welcome the recognition that a combination of infrastructure improvements, alongside engagement with communities and behaviour change, is key to success. We look forward to supporting the North East on its path to a sustainable transport future.



**Jenny Wiles**  
Regional Director (North), Living Streets

“

Transport is a vitally important catalyst of local economic growth, connecting people with jobs and places, and customers with goods and services. This comprehensive Transport Plan will enhance the North East's productivity and competitive edge, reduce inequality and crucially, move us ever closer to our carbon neutral goal. It is fantastic to see the North East Joint Transport Committee working with our seven local authorities to deliver transformative and on-demand transport solutions that will change everyone's lives for the better.



**Lucy Winskell, OBE**  
Chair of the North East Local Enterprise Partnership

“

Without doubt transport is fundamental to our region's future prosperity. Excellent connectivity unlocks so much economic potential. This Transport Plan is a perfect roadmap for the future of the North East spelling out clearly the benefits of effective links not just around the North East but nationwide for businesses as well as individuals.



**James Ramsbotham**  
Chief Executive of the North East England Chamber of Commerce

“

Sustrans welcomes the publication of the North East Transport Plan. Active travel has a significant role to play in the transport mix for the region and evidence shows us that safe infrastructure, separated from vehicles, is key to giving people the confidence to travel by foot or bike.

In partnership with the region's authorities, we will continue to invest in improving the National Cycle Network. Alongside government and local authority investment, we will help make the changes we need to see. This change is critical to making our cities and towns more liveable and equitable.

Safer and more inclusive streets and places for everyone are vital not just in the response to the Covid-19 pandemic but for the health and wellbeing of people across the region and for changing the way we improve our neighbourhoods in the future.



**Jonah Morris**  
Sustrans Partnerships Manager - North East & Cumbria

“

Bus operators welcome and support the call for investment to boost our regional economy by placing good local transport at the heart of this.

We look forward to continuing to work collaboratively with partners in playing our part to make public transport an even more sustainable and obvious choice as the best way to connect our communities as an integral part of a post Covid recovery.



**Martijn Gilbert**  
Chair NEbus operator's association

# Changes you will start to see

People in the North East will see the transport network evolve in a series of and lasting improvements that will shape our region in the decades to come. The table below offers a taste of some just some of the tangible improvements our residents, visitors and businesses will begin to experience at a regional level once the plan is funded and the schemes are rolled out.

## Connecting communities to opportunities

- Regional bus corridors with priority traffic signals and redesigned roads for faster journeys. New electric buses, shelters, signage and amenities for a better customer experience. In rural areas connections will go further, with comfortable on-demand minibuses linking into the wider network.
- A large-scale package of Metro and rail expansion, including better local services and new stations on existing routes and the Leamside Line reopened to local traffic. New 'mobility hub' stations featuring, bus, park and ride and active travel connections.
- Digitally enabled regional ticketing and information products, with pricing structured to promote and reward sustainable travel choices and make it more affordable to those on low incomes, supporting a wider range of transport choices including car club, bike and micromobility rental across our region.



## Enhance North East business advantage

- Prioritising rural areas and commercial fleets, a push on charging infrastructure to celebrate our region's commitment to EV manufacturing;
- An electrified bus fleet, where possible built in partnership with the North East supply chain;
- Collaboration with North East institutions to showcase new design standards in our transport network ready for our future population demographic;
- The founding of the Institute of New Mobility in the North East with new data collection and processing capability on our transport network available to innovators making the North East a world centre for transport research and innovation
- Collaboration with North East businesses over more sustainable and healthier travel to work plans and transport operations - our "Green Transport" pledge scheme;
- Intelligent traffic signalling and new technological capacity for autonomous transport and reliable transit of goods to market.



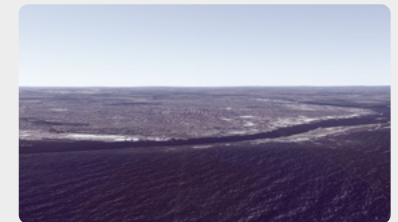
## Healthy and vibrant places

- An off road, pleasantly landscaped, regional cycling network, which people can use safely and with confidence, linking public transport hubs, colleges or universities, workplaces, towns and villages for rural connections.
- Park and ride, or 'park and pedal' hubs to open up and convert our streets for pedestrians, businesses and events.
- Sustainable links to support our tourist industry with integrated ticket pricing for visitors, express coach links between major tourists sites and infrastructure to make it easier to explore the region in electric cars, by bike or on foot.
- Enhanced intelligent traffic signal capability for fewer road emissions and greater and smarter prioritisation of pedestrian and cyclist needs.



## Infrastructure ready for North Shoring

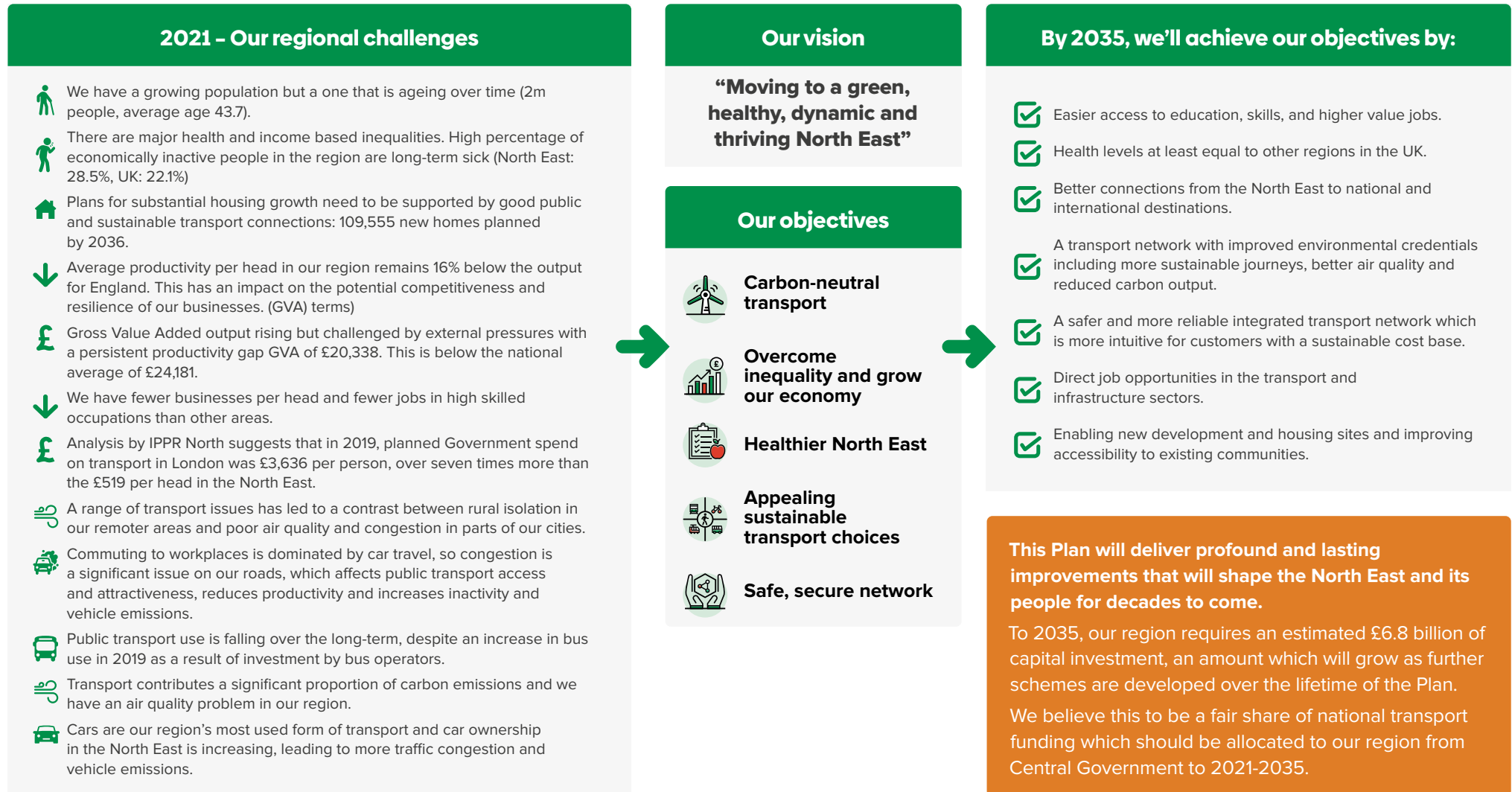
- Best practice sustainable transport links into new commercial and housing developments to ensure the transport footprint of relocating staff is decarbonised;
- Reliable and sustainable connectivity to regional gateways minimising door to door journey times to other UK and world cities;
- Investment in rail capacity for a more reliable East Coast Mainline;
- Collaboration with business through our "Green Transport Pledge" to aid adoption of sustainable transport plans.



# Conclusion

This Plan sets out the region's transport priorities up to 2035. If successfully delivered, the projects and policies in the Plan will help to protect our environment by providing attractive carbon-neutral sustainable transport for people across the region. Our plans will also significantly fuel regional economic growth which will help to boost job creation. It will move us to a green, healthy, dynamic and thriving North East.

By implementing this Plan in full we will seek to deliver a number of fundamental outcomes that will shape our region for decades to come. These high level outcomes form the basis for the development of the Plan and interface with our vision, objectives and key performance indicators.





## **Appendix 1 – Delivering the Transport North East Programme**

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Moving to a green, healthy, dynamic and thriving North East

**Transport North East**

# Appendix 1 – Delivering the Transport North East Programme

The North East Transport Plan includes an ambitious transport programme, this document details how we will deliver this programme and how you can get involved and keep the programme up to date.

Each stage represents a gateway in the process. Approvals and reviews are applied at each stage of this process.

## How can I get involved

Transport North East is always keen to hear around new ideas for our programme. For more details and to get in touch, please visit <https://www.transportnortheast.gov.uk/contact/>

You can also contact with your local authority for details of schemes in your local area or speak with your local ward councillors.

## Project Delivery Lifecycle



<b>Concept</b>	Transport improvements of any kind can enter the programme as concepts (any idea can be considered)
Approved gateway, proceed to Objective assessment	
<b>Objective Assessment</b>	Schemes are assessed based on the transport plan objectives and those of individual funding opportunities with a positive and balanced view sought.
Approved gateway, proceed to Business Case Development assessment	
<b>Business Case Development</b>	Some schemes are subject to the development of business cases which are developed in line with the latest government guidance / the region's assurance framework. These include environmental and economic appraisals of the impact of schemes
Approved gateway, proceed to Consultation and powers assessment	
<b>Consultation and powers</b>	Some schemes may require consents or powers such as planning permission or traffic regulation changes, this will be sought and members of the public will have the chance to comment and influence plans
Approved gateway, proceed to Reporting assessment	
<b>Reporting</b>	Regular reporting to programme board and members of the Joint Transport Committee is undertaken when decisions are to be taken.
Approved gateway, proceed to Funding and Delivery assessment	
<b>Funding and Delivery</b>	Most schemes require funding to enable their delivery, this is only confirmed once the scheme is developed all risks have been considered and the case has been made. Funding will come from a variety of sources.
Approved gateway, proceed to Monitoring and Evaluation assessment	
<b>Monitoring and Evaluation</b>	The Transport Plan will be monitored and evaluated alongside the individual scheme components to ensure we are addressing the objectives.
<b>Updates</b>	Our programme of interventions will be updated continuously with new ideas added to reflect the most pressing issues facing the region, ensuring transport investment is agile to change.

**We have the ambition, drive and knowledge  
needed to improve regional transport  
dramatically over the coming years.**

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