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

The local economy has grown strongly over the last two years and the transport schemes delivered during LTP1, together with those that have come on stream during the first two years of LTP2, have undoubtedly contributed to that growth. The challenge for the immediate future will be to weather-proof our transport systems against the effects of global recession and to maintain levels of investment at a time when the housing market downturn and the lack of available credit are likely to sharply reduce levels of private sector and developer contributions.

In periods of economic difficulty, good transport links become more, not less, important. The investment in transport infrastructure that we have delivered will serve us well in maintaining our economic base and helping those who have lost their jobs to find new employment.

The six partners in the LTP have co-operated closely in the last two years to introduce the many improvements that are fully detailed in this report. These include a showpiece new bus station for Eldon Square, a new Metro station at Simonside, the new Felling Bypass bus lane in Gateshead, the rebuilt bus station at Washington Galleries and North Tyneside’s stylish new “Cobalt Clipper” bus service. These prestige projects are underpinned by continuing progress on improving bus stops, pedestrian and cycle routes in local neighbourhoods.

The common theme in all our measures, large or small, is the desire to make travelling around the region – particularly using sustainable modes – easier, safer and more reliable. The result has been welcome growth in bus and Metro patronage as well as increased cycle use.

Improvements to scheduled public transport services have been matched by continued investment in more flexible provision, including LinkUp, TaxiLink, taxibus services and the growing role of community transport. Work continues to address air quality issues in some locations, with a major public awareness programme planned for 2009, whilst we have launched a successful new multi-media road safety communication and education campaign focused on young drivers, motorcyclists, fleet drivers and PSV vehicles.

Perhaps the most important developments for Tyne and Wear’s transport network came with three major announcements in the summer of 2008. The government signalled its support for the £350 million Metro Re-Invigoration programme over the next 10 years and also gave backing to Sunderland City Council’s £98m scheme to build a new four lane bridge over the River Wear, an important element in the ongoing Sunderland arc regeneration programme. Finally, there was Nexus’s submission of plans for £15.3 million of improvements in the region’s bus network, subject to government approval, to include two major new park-and-ride facilities, the first bus-based park-and-ride schemes in Tyne and Wear.

Local government, or even national governments, have limited powers to influence the global economy. However, to quote Louis Pasteur, “Chance favours the prepared mind”. By continuing to invest in high-quality, sustainable transport infrastructure, we can assist this region through the economic downturn and equip us for prosperity when better times return. I commend this report to you.

Councillor James Blackburn
Chair of Tyne and Wear Joint Lead Members (Transport)
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Executive Summary

This document sets out how Tyne and Wear is implementing the policies set out in the second Local Transport Plan (LTP) 2006-11. It explains what we have delivered in the first two years of the LTP and what our aspirations are for the remaining period. Several case studies give examples of actual schemes that have been put in place to address LTP objectives and throughout we emphasise positive achievements that are helping to put in place a safer, more accessible, more sustainable transport system for Tyne and Wear. The aspirations set out in LTP2 were bold and far-reaching in scope – we believe this document provides evidence that these have been matched by a positive and dynamic programme of delivery.

Background to Tyne and Wear

Tyne and Wear is part of a city-region situated in the North East of England, encompassing an urban core, plus a more rural hinterland stretching into County Durham and Northumberland.

It is a vibrant and varied area combining a wide variety of landscapes, all informed by the region’s rich industrial heritage. The five districts making up Tyne and Wear are Newcastle, Gateshead, North Tyneside, South Tyneside and Sunderland and the LTP is drawn up by the above five districts plus Nexus, the Passenger Transport Executive.

Tyne and Wear’s Transport Network

The region’s two main trunk roads, the A1 and the A19, are managed by the Highways Agency. Public transport comprises the Tyne and Wear Metro system, an extensive bus network, the North Shields to South Shields cross-Tyne ferry and local rail services to the MetroCentre and Sunderland.

At most times of the day, the road network is relatively uncongested, although there are localised congestion problems on the Tyne bridges, around the MetroCentre and the Western Bypass, the Silverlink junction in North Tyneside and the present Tyne Tunnel.

Since 2006, a number of important schemes have been implemented to reduce congestion and assist economic regeneration, including the Southern Radial Route in Sunderland, the new Eldon Square bus station in Newcastle and the widening of the Felling Bypass in Gateshead to facilitate a new bus lane. There has also been substantial private sector investment in the local bus fleet, with bus companies having spent £26m on new vehicles since 2006.

Future plans include the beginning of the re-invigoration of the Metro system, a major bus corridor improvement programme, including Tyne and Wear’s first bus-based park and ride sites, a new bridge across the river Wear and the opening of the New Tyne Crossing in 2012. Nexus are presently consulting on an updated Bus Strategy that aims to build on recent growth in bus patronage and take advantage of the new opportunities offered by the Local Transport Act.

As well as new projects, all districts in Tyne and Wear have been developing Network Management Plans to ensure that traffic flows on the existing network are handled in the most expeditious way possible; more details of these are provided in Chapter 2. The potential for a region-wide Urban Traffic Management and Control (UTMC) system is also being examined.

For long-distance travel to and from the region, the major gateways are Newcastle Central Station and Newcastle International Airport. LTP Partners are working closely with operators to improve access to these key destinations and to ensure that they provide a welcoming introduction to the region. Work is also ongoing to ensure that the region participates in major new developments that could assist the economy and communication links – such as a potential north-south high speed rail line.

Major investment programmes of the kind listed above are also being complemented by measures to encourage walking and cycling, to promote more livable local communities through Home Zones and speed restraint plans, and to develop more efficient and sustainable freight distribution by means of Tyne and Wear’s award-winning Freight Partnership.

Issues and Challenges Facing Tyne and Wear

As a compact geographical area with a strong sense of regional identity, Tyne and Wear has enjoyed some success over recent years in regenerating the local economy and promoting tourism growth. The region does, however, suffer from historic economic weakness which has led to a long-standing problem with population out-migration. Today, the area is home to a population of 1,083,200 or 463,000 households; approximately 43% of the population in the North East region.

This economic weakness results in relatively high levels of unemployment and inactivity compared to other regions of the UK and a number of social and health problems; Tyne and Wear lags behind national indicators for higher educational achievement, ill-health and obesity. Although these problems have a variety of interlocking causes, in drawing up LTP2 the Plan Partners
were determined to play their part in addressing them, hence the high priority given to improving transport links to employment, healthcare and educational sites.

**The Second Local Transport Plan and the Shared Priorities for Transport**

Following on from the above, the LTP2 emphasised the need for a more holistic approach to developing a sustainable transport system, embracing improvements to all modes of travel and stressing the need for closer integration between transport and land use. The LTP Partners’ vision for Tyne and Wear was of:

"an area where all residents have better access to a more prosperous, safer, healthier and more sustainable lifestyle in a more attractive environment"

LTP2 sets out four key shared priorities agreed between local and central government, these being:

- congestion
- accessibility
- road safety
- air quality

Our strategies for addressing each of the above are set out in detail in four LTP daughter documents and are summarised in Chapters 2 to 5 of this report, as described below.

**Congestion**

Reducing congestion in Tyne and Wear is fundamental to the regional economy and the quality of life. Traffic-choked roads are frustrating for users, bad for business, slow down public transport and worsen air quality. The Congestion Reduction Plan, first published early in 2007 and updated simultaneously with this document, sets out a detailed, holistic strategy for addressing the issue in this region, focusing on the 16 key strategic corridors that we monitor.

Amongst the toolkit of measures deployed along these corridors are engineering and road safety interventions (such as traffic management improvements), better public transport, walking and cycling routes, supplemented by a range of ‘softer’ travel planning measures which are co-ordinated by district travel plan officers, working in partnership with Tyne and Wear’s newly-instituted Smarter Choices Team.

As well as new initiatives, it is also important to make optimum use of the region’s transport infrastructure. Since January 2005, this has entailed a statutory duty to minimise congestion and disruption to the movement of traffic as far as is possible. Full details of how the region will be meeting its Network Management Duty are set out in Chapter 2, whilst a full copy of the Road Network Hierarchies can be found in Appendix E.

Alongside our work to improve passenger transport, Tyne and Wear has also been proactively pursuing initiatives that promote safe and sustainable freight distribution, to the benefit of hauliers, local authorities and the wider public. Chapter 2 sets out the measures progressed by the Tyne and Wear Freight Partnership, whose proven record in delivering tangible actions has resulted in the winning of two national awards this year.
Accessibility

High levels of accessibility are crucial to allowing people to participate fully in modern life and to reach essential services. Restricted accessibility can contribute to social exclusion. This document outlines the actions we have taken – and are preparing to take – to improve accessibility as part of the LTP2. These actions are set out in more detail in the Tyne and Wear Accessibility Delivery Plan, published in spring 2008.

There are also linkages between accessibility and other shared priorities and regional goals. Improving accessibility for everyone, and especially non-drivers, should help to improve air quality, curb congestion and reduce obesity, contributing to our public health goals.

In modern Britain, it is often assumed that car ownership is the norm. However, in poorer neighbourhoods, this is rarely the case. For example, in one area of the Teams ward in Gateshead, 69% of residents do not own a car. Our accessibility objectives are focused on improving walking, cycling and public transport provision, and are monitored using access to three key services:

- access to education (closest secondary school)
- access to health (closest hospital)
- access to employment (based on four key employment sites – listed in Chapter 3)

This document sets out the measures we have taken to improve accessibility, based around what are often referred to as "The Five 'A's of Accessibility", these being:

- accessibility
- availability
- affordability
- awareness
- acceptability

Although considerable work is taking place to improve accessibility at a regional, sub-regional or local level, these initiatives are not always joined up. Our strategy therefore places a high priority on sharing good practice, working in partnership with stakeholders and the third sector and striving to hear from “hard to reach” bodies and the socially disadvantaged.
Road Safety

LTP Partners are proud of our record in recent years at achieving casualty reduction. Nevertheless, we cannot afford to be complacent, recognising that, of all our shared priorities, road safety is the one with the most potential to shatter lives. A high and continuing priority is therefore given to analysing how we can reduce casualties on our road network, focusing particularly on vulnerable road users who are disproportionately represented in accident statistics, such as children, pedestrians, young drivers and motorcycle riders. Other key priorities are

- Promoting safety through developing local partnerships
- Reducing excess and inappropriate speed

Our goals are summarised in Chapter 4 of this report and are fully detailed in Tyne and Wear’s Road Safety Delivery Plan. They represent a local response to the Government’s road safety strategy “Tomorrow’s Roads - Safer For Everyone”, published in March 2000, which set an excellent record in casualty reduction. During the remainder of LTP2 and beyond, we will continue to work on the “Three ‘E’s of Road Safety”, Engineering, Enforcement and Education – but with a growing emphasis on the latter due to a recognition that, on many routes, we have reached the limit of what can be achieved through engineering measures.

What is now needed is a cultural change in patterns of road use, beyond areas of improved engineering or enforcement, with the aim of ensuring that road users engage in better, safer driving, not because external influences force them to but because they want to. Chapter 4 gives details of our road respect programme, a multi-media campaign developed in co-operation with the local press and Northumbria Safer Roads Initiative (NSRI).

These regionwide measures are complemented by a number of local initiatives, such as Home Zones, Safer Routes to School schemes and speed management campaigns, such as Newcastle’s “Twenty’s Plenty” programme in residential areas.

Partnership working is of great importance in reaching our goals and close liaison takes place with the NSRI, which includes representatives from Northumbria Police, the Highways Agency and the emergency services. Work is also taking place in conjunction with the motorcycle community to address the relatively high level of accidents involving motorcycle users. Focus group research suggests that conventional road safety messages are perceived negatively by riders who see risk as an essential element of their pursuit, and therefore emphasis is placed on ways of enhancing skills and addressing rider concerns, with the content driven by the community themselves.

Air Quality

Clean air is every citizen’s right but there are challenges in delivering that ideal as vehicular traffic continues to increase. A high and growing level of importance is attached to the issue of improving air quality across Tyne and Wear, and Chapter 5 sets out the actions taken to improve air quality which have come about during the existence of LTP2.

Full details of our air quality strategy can be found in the Tyne and Wear Air Quality Delivery Plan, published during 2008. The plan seeks to improve air quality across Tyne and Wear as a whole, but with a particular focus on locations with identified problems which have been declared as Air Quality Management Areas (AQMAs). This plan complements the measures
already outlined in the Newcastle City Centre Air Quality Action Plan, which was integrated into LTP2.

The key issue raised by the plan is the need for an emphasis on action and a clear goal that we must, wherever possible, prevent further areas in Tyne and Wear from becoming AQMAs – areas where air quality levels are in exceedences of national air quality objectives. Present AQMAs are listed in Chapter 5, the most prominent being the Newcastle city centre AQMA, which also includes Jesmond and the Quayside.

The need is not for more monitoring, since Tyne and Wear authorities presently operate a very comprehensive monitoring regime with several receptor sites in each authority, but instead for tangible actions to ameliorate the problem. We therefore set out realistic, efficient and reliable air quality solutions which incorporate the promotion of alternative modes, better management of the existing highway network, planning, emissions management and information and education.

The latter is particularly important, given that air quality may not be as well understood as the other shared priorities and its effects are often, literally, invisible. A major public awareness campaign, planned to begin in the first quarter of 2009, will therefore seek to inform the public and key decision-makers about the scale of the challenge and the urgency for action, seeking to inculcate a sense of shared ownership for the problem and outlining how individuals can improve matters.

Close liaison also takes place with other strategic policies and delivery teams for input into cross-cutting measures that will benefit air quality. These include:

- the Smarter Choices Team
- the Tyne and Wear Congestion Reduction Plan
- the Tyne and Wear Accessibility Delivery Plan
- UTMC
- Scope MOBILITY
- iTRACE
- the Tyne and Wear Freight Partnership
- local planning departments and Environmental Health Officers

Management and Performance

The region, and the UK, seem likely to face severe economic difficulties for the immediate future. This makes it even more crucial to ensure that our substantial investment in the local transport infrastructure is well-spent, carefully-targeted and delivers results – whilst routes which have not benefitted from new investment still need to be managed in a way that optimises traffic flow and contributes to delivery of our shared priorities.

Chapter 6 of this document details our performance against targets, how we manage our transportation assets to best effect, how scheme delivery is monitored and what mechanisms are in hand to evaluate and comprehensively manage and mitigate risk.

Summary

In conclusion, this document sets out how we have addressed the region’s transport challenges during the first two years of LTP2 and how we plan to do so in the years up to 2011 – focusing in particular on delivery against our agreed shared priorities. A series of case studies illustrate how strategic goals have been converted into tangible actions that benefit all categories of transport user in Tyne and Wear – ranging from bridge maintenance to better bus stations, from speed management programmes to improved cycle routes.

We are pleased with our record of delivery, optimistic about the improvements that our future programmes will provide and look forward to taking advantage of the new opportunities and powers provided by the Local Transport Act, so as to better meet the aspirations of the citizens we serve.
Chapter 1
Introduction
1.1 Background to Tyne and Wear

Tyne and Wear is part of a city-region situated in the North East of England, encompassing the urban areas of Newcastle, Gateshead, North and South Tyneside and Sunderland, plus a hinterland stretching into County Durham and Northumberland.

It is a vibrant and varied area combining the revitalised city centres of Newcastle and Sunderland with the legacy of heavy industry along the banks of the Tyne and the Wear. To the east lie the rolling seascapes of the North Sea coast whilst in the rural west of Gateshead the land rises steadily up to the fells of North-West Durham.

1.1.1 The Five Districts of Tyne and Wear:

**Gateshead Borough** covers an area of some 88 square kilometres to the south of the river Tyne. In 2003, the population was estimated to be 191,000. The borough consists of densely built up urban areas in the centre and east, surrounding Gateshead town centre, with a more dispersed settlement pattern of scattered villages towards the west. There has been major redevelopment of the Quayside area in recent years, with iconic attractions such as the Sage Gateshead and BALTIC Centre for Contemporary Arts, and there are now equally ambitious plans to regenerate the town centre with associated changes to the road layout. This is the most rural of the districts in Tyne and Wear, which poses challenges in maintaining good public transport links to the rural hinterland;

**The City of Newcastle** is widely recognised as the regional capital for the North East of England. The City covers an area of 103 square kilometres and is host to 143,000 jobs, attracting 80,000 people from neighbouring authorities to work. The population is 266,000.

Newcastle is a key regional gateway for the city-region, providing access to the national railway and trunk road networks, and international air travel at Newcastle International Airport (NIA). The bridges across the Tyne, with heavy flows of commuter traffic into/out of the city centre, are a major source of congestion and the city centre has been designated as an Air Quality Management Area;

**North Tyneside** is a largely urban borough with no identifiable strategic centre; rather it is made up of a number of settlements, which include the larger town centres of North Shields, Wallsend and Whitley Bay. Much of the northern fringe of the borough is designated green belt whilst the fine coastline attracts tourists and is a site of international nature conservation interest. Recent years have seen considerable housing growth and business park development in the district, putting pressure on the local road network. The district covers an area of 82 square kilometres in size with a population of 192,000;

**The Borough of South Tyneside** covers an area of 64 square kilometres, most of which is densely urbanised, but it is also situated on a coastline of spectacular beauty and scientific interest. This is the smallest of the five districts and the one with the highest levels of unemployment. Good transport links to surrounding districts are thus of key importance, especially for access to the many jobs in the business parks of North Tyneside. South Shields and Jarrow are the main towns and the population is 153,000;
The City of Sunderland covers an area of 137 square kilometres with a population of 281,000, making it the largest and most heavily-populated of the five districts. As well as Sunderland itself, other key centres are Washington, Houghton-le-Spring and Hetton le Hole, in the heart of the former Durham coalfield. Although traditionally an industrial area, it has a rich heritage and an environment which includes attractive features such as the river Wear valley and the North Sea coastline. There are bold plans to regenerate many of the former industrial sites along the banks of the Wear and in July 2008 the Transport Minister approved the council’s £98m scheme to build a new four lane bridge over the river Wear between Claxheugh and Castletown.

As the above district descriptions indicate, Tyne and Wear, whilst small geographically, has a surprising variety of landscapes, with wide river valleys, hilly suburbs, rural villages and densely-crowded urban terraces all offering their own transport challenges.

In developing Tyne and Wear’s transport strategies, a careful balance therefore needs to be struck between delivering large schemes that address wider regional needs whilst also retaining the flexibility that districts require to deal with more localised transport concerns. We believe that this is well-illustrated in the various case studies featured later in this report.

1.1.2 Tyne and Wear’s Transport Network

Roads

The region has two main trunk roads, managed by the Highways Agency, the A1 and the A19. At most times of the day, the road network is relatively uncongested, although there are congestion problems on the bridges crossing the Tyne and their approach roads, around the MetroCentre and the Western Bypass, and affecting the present Tyne Tunnel. The latter will be alleviated by the opening of the New Tyne Crossing in 2012, although it is important that the associated road network in North Tyneside is also upgraded to cope with the extra flow of traffic.

A number of major highway schemes have been implemented to reduce congestion and assist economic regeneration, including the southern Radial Route in Sunderland and the widening of the Felling Bypass in Gateshead to facilitate a new bus lane that has enhanced public transport reliability without reducing road capacity.

All districts in Tyne and Wear have been developing Network Management Plans (NMP) to ensure that traffic flows are handled in the most expeditious way possible and these are summarised in Appendix E. The potential for a region-wide Urban Traffic Management and Control (UTMC) system is presently being examined to further manage traffic across the conurbation.

Metro

The Metro light rail system forms the backbone of Tyne and Wear’s public transport network. Metro patronage has grown significantly over the last two years and passenger numbers have risen above 40 million for the first time in 16 years. Metro is now the most reliable train operator in Britain, running 95.57% of trains on time during 2007/08.

During 2008, work began on a £20m rebuild of Haymarket station in Newcastle city centre and the 60th station on the network was opened at Simonside in South Tyneside. 300,000 people used the latter in its first six months. A £300m programme for Metro re-invigoration received government approval in July 2008.
Bus
Close co-operation between local authorities, Nexus and bus operators has resulted in significant improvements to bus provision in the region. 80% of bus services are now formed of easy access vehicles, 70% are fitted with CCTV and all new buses purchased are equipped with Euro IV engines.

A Superoute audit programme has helped to inform Nexus’s submission, in November 2008, of a bid for £15.3m of major scheme funding to improve key bus corridors and construct two major new park-and-ride facilities, the first bus-based park-and-ride schemes in Tyne and Wear. These will be complemented by improvements to surrounding roads in order to deliver faster, more reliable journeys.

Surveys show that many passengers are discouraged by the need to change buses, so there has been significant investment in interchange facilities, including the complete rebuilding, at a cost of £2m, of the bus station at Washington Galleries served by over 1,000 buses a day.

For their part, bus companies have spent £26m on new vehicles for Tyne and Wear since 2006. Nexus are now consulting on a new bus strategy to build on recent growth in bus patronage and take advantage of the new opportunities offered by the Local Transport Act.

Rail
Rail services to and from the region have been progressively improved in recent years. National Express carry almost 17 million passengers a year along the East Coast Main Line. New trains have been introduced on Cross-Country and Trans-Pennine services. Connectivity to Wearside has been greatly improved by the launch, in spring 2008, of Grand Central’s three times daily Sunderland to London service.

Regional bodies work closely with train operators and Network Rail to explore the potential for further development of the local rail network and to ensure that key stations provide an attractive gateway to Tyne and Wear. A travel plan for Newcastle station is in preparation to enhance the range of sustainable travel options available for staff and visitors.

A study commissioned by Nexus in 2008 highlighted the potential of the disused Leamside line to carry local passenger trains between Durham, Washington and Newcastle, as well as railfreight, and we will continue to examine how to maximise use of the region’s railway infrastructure for passenger and freight traffic.

Walking and Cycling
The topography of Tyne and Wear provides various challenges and opportunities for the promotion of walking and cycling. Whilst steep hills in some areas discourage such modes, the region benefits from several attractive traffic-free riverside routes which have become popular links in the National Cycle Network. On the Derwent Walk in Gateshead - part of the world famous C2C cycle route from Whitehaven to Tynemouth - cycle trips increased by 157% between 2004-07 (from 19,710 to 50,735) whilst the Keelman’s Way has also seen a 57% increase in cycle trips by both commuters and leisure cyclists.

Tyne and Wear LTP Partners work closely with stakeholders such as Sustrans and Living Streets to better maintain and upgrade walking and cycling routes and to improve links into town and city centres, and to cultural and leisure attractions. We are working on plans for improved cycle parking and new cycle hire schemes. An updated range of cycle maps, covering all districts of Tyne and Wear, plus cross-boundary routes into south-east Northumberland, were launched in the spring of 2008. These can be downloaded at www.tyneandwearltp.co.uk

Sunderland, Newcastle and Gateshead are all participating as pilot areas in the Living Streets “Fitter for Walking” project. Funded by the Big Lottery Fund and the districts concerned, the project aims to make local streets safer and more attractive for pedestrians.
Sustainable Distribution

The Tyne and Wear Freight Partnership is funded by LTP Partners and brings together local authorities, public sector bodies (such as the Highways Agency) and freight operators to explore how to promote efficient and sustainable distribution methods in Tyne and Wear, to ensure that the needs of business are met with the minimum of disruption to the environment and the local road network.

Initiatives progressed by the Partnership include a bespoke range of tailored freight destination maps, a website, an Electronic Information Point for hauliers and a baseline assessment of railfreight in the region and the potential for future growth. The Partnership is studying the potential role of freight consolidation centres and reviewing current loading and unloading arrangements.

The Partnership has received two national awards during 2008 (detailed in Chapter 2) in recognition of its success in delivering tangible improvements for freight travel in Tyne and Wear, benefitting hauliers, local authorities and the general public.

Ferry

The Shields Ferry crossing at the mouth of the Tyne provides an important direct link between North and South Shields, and is used by 500,000 passengers every year. Nexus invested £1.9 million in 2006/07 commissioning a new vessel for the crossing. The Spirit of the Tyne entered service in spring 2007, after being officially named by Her Royal Highness the Princess Royal.

Together with the new ferry landings on both banks, this has resulted in growing passenger numbers, with 19,000 more people using the ferry in 2007/08.

Taxis

Taxis are an important element in the region’s public transport provision. Over 50m passengers per year use taxis in Tyne and Wear, making them second only to buses for the number of passengers carried. We continue to examine ways of improving taxi facilities, safety and security and, during 2007/08, were able to restore a taxi marshalling system to Newcastle city centre, something which is greatly valued by drivers and passengers.

An independent study of taxi provision in Tyne and Wear was commissioned by the LTP Partners in 2007 and this is helping to inform decisions about future investment as well as providing valuable data about taxi use that was never previously available to us.

Flexible Transport

Tyne and Wear is continuing to develop flexible forms of transport to reflect today’s more varied lifestyles and the fragmentation of work and social environments.

Launched in July 2006, Nexus’s LinkUp buses provide a Demand Responsive Transport (DRT) service that aims to provide a flexible service for areas (or even individual homes) not on a commercial bus route. The aim is to take customers to local community facilities or to an interchange point (such as a main bus stop or Metro station) where they can connect with conventional public transport services.

Nexus also operate a separate TaxiCard service, a membership scheme with mobility-based criteria that was launched in 2008 and represents the first application of smartcard technology in the region.

A growing range of taxibus services cater for areas with small but acute demand for public transport. Taxibus services operate in Eighton Banks, Winlaton Mill, Blaydon and Birtley (all in Gateshead), Lawe Top (South Shields), Dairy Lane and Fencehouses (Houghton-le-Spring).

A Tyne and Wear Community Transport forum brings together public and private operators of community transport and we are examining ways of using emerging technology to get best utilisation from vehicle fleets and to create a genuinely flexible pool of vehicles suited to the increasingly disparate needs of local communities.
1.2 Issues and Challenges Facing Tyne and Wear

Tyne and Wear is a compact geographical area with a strong sense of regional identity. The region has many assets including a rich natural heritage, an enthusiastic workforce, good trade links with Scandinavia and the Baltic, fast and frequent Metro rail services and relatively uncongested roads compared to other parts of the UK. It does, however, suffer from historic problems of industrial decline, economic weakness and population out-migration. These factors, together with the distance from London and major European markets, make good transport links crucially important.

Population decline has been a long-term trend affecting Tyne and Wear. During much of the last century, especially in periods of recession, people left the region in search of employment and prosperity. However, between 1995 and 2002, annual net migration fell by 57% from 5,243 persons to 2,251 persons. Today, the area is home to a population of 1,083,200 or 463,000 households; approximately 43% of the population in the North East region.

The regional economy of Tyne and Wear has had to respond to the prolonged decline of historic industries, including mining, heavy engineering and manufacturing industries. In 1900, one third of Sunderland’s adult population worked in the town’s shipyards; today, there are no working shipyards left on Wearside or Tyneside. As recently as 1975, nearly one-quarter of the working population was employed in mining, shipbuilding and steel engineering.

The economic emphasis has now shifted away from large industrial sites to a much more dispersed range of small businesses. 88% of North-East businesses employ less than four staff. The evening economy and new technology industries have become major employers whilst there has been a dramatic rise, and the beginnings of a decline, in customer contact centre employment. The Nissan car plant in Sunderland, opened in 1986, has been a success story, employing almost 5,000 people, but other attempts to attract inward investment have had mixed results. The region remains heavily dependent on public sector employment.

Economic activity has seen progressive improvement in Tyne and Wear throughout the past decade. The proportion of people of working age in employment has risen from 62.7% (1995) to 68.3% (2003). However, activity rates remain persistently lower than the national average (74.8% in 2001), while the region is behind national indicators for higher educational achievement and ill-health.

Male and female life expectancy are below the national average and there are growing levels of childhood obesity – a 2005 report by the Office of National Statistics found that the North-East of England had the highest levels in the UK (18.3%) amongst children aged between 2 and 10 years. Our Accessibility Delivery Plan examines ways to work more closely with the health sector in order to promote transport choices that lead to healthier lifestyles.
1.2.1 The Second Tyne and Wear Local Transport Plan

Transport is a means to an end, not an end in itself. For most people, the transport system (public or private) is used to facilitate important activities such as work, education, access to healthcare provision, shopping or leisure pursuits.

The second Tyne and Wear Local Transport Plan (LTP2) recognises this fact and the LTP Partners have sought to ensure that initiatives and infrastructure delivered as part of the plan help to support other national, regional and local objectives across a number of priority areas.

This delivery report will help to describe how, over the last two years, our transport policies and programmes have helped us to address challenges in policy areas as diverse as:

Managing the Economic Downturn

In a recession, transport spending becomes more, not less, important. Our investment in improved public transport over the last two years will assist local residents in seeking jobs and in reaching employment sites. Good transport links will help to maintain the vitality of our retail centres and will help to attract new business, when the upturn comes. Our plans for major investment in Metro re-invigoration, bus corridor improvements and new infrastructure, such as the new bridge across the Wear, should help to sustain confidence in the region and secure jobs in the construction and supply sectors.

Economic Development

Economic development and the growth and advancement of the region are particularly important to the LTP Partners. Such development can often bring with it unintended consequences such as increased congestion.

We do not believe that congestion need be an inevitable consequence of economic growth. Our Congestion Reduction Plan, one of four daughter documents to the LTP, sets out a holistic mixture of hard and soft factor interventions designed to minimise the anticipated rise in traffic resulting from economic growth.

Although it was our expectation that congestion would continue to rise during the course of the plan, the measures in the plan have proved even more successful than anticipated and congestion actually reduced during the first year (2007/08), with benefits for the local economy, air quality and reliability of public transport.

Sustainability

The Brundtland Commission defined sustainability as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a local level, this means that any measures we take to improve the transport system for present users must not affect the quality of life for future users. A high and growing priority is given to investment in sustainable travel modes such as cycling and walking and to the promotion of good practice, through bodies such as the Smarter Choices Team and the Tyne and Wear Access Development Officer funded by LTP Partners. All major infrastructure schemes are carefully appraised for their effects on the environment, local heritage and biodiversity and, during 2009, we will be launching a major public awareness and information campaign to improve local air quality.

Provision of Social Services and Improved Quality of Life

Ensuring that everybody is able to access the services they require is central to the principles that under-pin the LTP. The partners have striven to support the secured services network and helped to develop new and innovative ways of introducing DRT to serve as many local residents as possible. The partners have also supported a number of initiatives designed to improve access to the network by improving information provision or developing improved ticketing schemes. These projects have often been undertaken in partnership with the third sector or other governmental organisations such as Jobcentre Plus. Our current strategies are summarised in the Tyne and Wear Accessibility Delivery Plan.

1 More formally titled The World Commission on Environment and Development (WCED), this is known by the name of its Chair Gro Harlem Brundtland, the former Norwegian Prime Minister.
Safety and Security

Safety and the perception of safety are key to encouraging people to travel by alternative modes of transport, and to use the available transport network to its full potential at various times of the day. The LTP Partners have ensured that wherever possible new schemes are designed to promote safety, and have worked closely with operators to introduce more comprehensive CCTV coverage on the public transport network. Our road safety strategies, summarised in the Road Safety Delivery Plan, have driven down accident rates and we are now piloting a multimedia education campaign focusing on young drivers, who continue to be associated with a high proportion of accidents.

Well established links between Northumbria Safer Roads Initiative (formerly Safety Camera Partnership) and road safety engineers (implementing more conventional road safety engineering measures) has further resulted in achieving low accident rates within Tyne and Wear.

Access to Education

The development of school travel plans is a central component of the LTP Partners’ strategy to encourage sustainable transport use from a young age. Recently, the development of sustainable travel to school strategies by the respective school travel advisers has contributed to this aim. We are studying the potential for Yellow Bus schemes to promote bus travel to schools.

Tourism and its Promotion

Good transport facilities are just as important for the facilitation of tourism as for other aspects of day to day life. The LTP Partners have worked hard to ensure that walking and cycling links are improved within the conurbation and across boundaries to other parts of the region. We have also ensured that key gateways such as the ports, mainline stations and NIA are supported and improved in order to help promote the region as an attractive destination for tourists.
1.3 Links to National, Regional and Local Strategies

LTP 2 outlines a detailed vision for a more sustainable transport system adopting a multi-modal approach to transport policy and emphasising the need for close integration between land use and transport. The LTP Partners vision for Tyne and Wear was of:

“an area where all residents have better access to a more prosperous, safer, healthier and more sustainable lifestyle in a more attractive environment”

LTP2 sets out four key shared priorities agreed between local and central government, these being:

1. To maintain and improve current levels of accessibility to destinations within, and beyond, Tyne and Wear in order to address social exclusion, strengthen the economy and improve the quality of life.

2. Manage and minimise anticipated increases in congestion to avoid impairing economic growth, reduce harm to the environment and ensure that public transport is able to flow freely.

3. Reduce the adverse impacts of transport on air quality through a programme of monitoring, public information and the promotion of sustainable alternatives.

4. Continue to improve road safety on the region’s highway network through a programme of engineering, education and enforcement, focusing particularly on vulnerable road users.

Four LTP daughter documents have been produced setting out detailed action plans to address each of the shared priorities. Drawn up in consultation with LTP Partners and cascaded down to responsible managers across the districts, the aim is to instil a sense of shared ownership for these objectives so that actual scheme delivery is fully aligned with the shared priorities.

1.3.1 National Policy Context

It is recognised that transport, perhaps more so than any other issue, needs to be related to wider economic, social and environmental objectives. To this end, the policies and objectives in the Tyne and Wear LTP2 were developed in the context of, and with the wish to influence, European, National, Regional and Local policy and priorities. It is therefore highly important to recognise the relationship and links between transport policies and delivery of our objectives in other areas, such as planning, regeneration and education.

With this in mind, the Tyne and Wear LTP2 was written in the context of ‘The Future of Transport’ White Paper, published by the Department for Transport (DfT) in July 2004. This paper sets out central government’s ambition to establish a balance between travel needs and the need for improved quality of life.

In accordance with further DfT guidance, the LTP2 was then structured around a set of shared transport priorities as agreed between the DfT and the Local Government Association. These shared priorities, outlined in detail in the preceding paragraph, were:

- congestion reduction
- improved air quality
- improved road safety
- accessibility

In addition to the shared priorities, it was also agreed that best value for money solutions must be identified, as well as making the best use of existing capacity and infrastructure. In the light of this, transport issues cannot be planned in isolation, and as a result transport policy as outlined in the LTP2 is now closely linked to other areas such as planning and regeneration, in order to ensure that maximum use is made of existing capacity.

Since the LTP2 guidance and the White Paper were first published in 2004 several influential reports have been published, most importantly:

“The Stern Review: Economics of Climate Change (Oct 2006)”;

“The Eddington Transport Study: The Case for Action (Dec 2006)”
The Stern Review raised awareness around the strengthening threat of climate change, and argued that immediate action is needed to fight climate change in order to avoid irreversible global impacts on growth, development and the environment.

The Eddington Study focussed on the implications of transport policy options on the UK environment, economy and quality of life. The report reached a number of conclusions, such as:

• A recommendation to strongly focus on and support small scale projects, such as expansion of UK cycle networks
• Capacity enhancements at major international gateways should be supported
• The introduction of road pricing could benefit the local economy through improved efficiency
• Policy should be focused on improving the performance of existing networks, rather than major new schemes.

The publication of both the Stern Review and the Eddington Report helped to influence local policy and priorities, such as “The 2008 Climate Change Strategy and Action Plan – Operations and Services”, as well as revised Local Agenda 21 strategies and the North East Regional Strategy – the latter requiring 10% of all embeddable renewables as a minimum target for major new developments.

In response to the Eddington and Stern Reviews there has been a process of consultation on the approach to appraisal. “The NATA Refresh: Reviewing the New Approach to Appraisal” was a consultation paper published in October 2007. It will be important to assess the outcome of this consultation with regard to impacts on planned LTP2 schemes.


In this document, the DfT also set out its five broad transport goals:

• To maximise the overall competitiveness and productivity of the economy, by focussing on the most congested sections of the network in order to improve predicted journey times
• To address climate change by cutting transport emissions of carbon dioxide (CO²) and other greenhouse gasses
• To protect peoples’ security, safety and health through reducing the risk of death or injury arising from transport, and also encourage healthy modes of transport
• To improve quality of life through contributing towards a healthy, natural environment
• To promote greater equality of opportunity, including improved accessibility to key services and locations.

Following consultation on these matters and goals, the government has stated that it will publish a White Paper in response in 2009. It is highly likely that such a White Paper will influence the development and reporting structure of LTP3.

Several other acts and strategies were relevant to the production of the LTP2, such as:

• The Disability Discrimination Acts 1995 & 2004, impacting upon the shared priority of accessibility and requiring close liaison with regional bus operators
• The Traffic Management Act 2007, altering network management duties to reduce congestion
• The National Air Quality Strategy (DEFRA 2000), establishing a framework for standards, objectives and measures for improving air quality levels, and policies to continually review these
• The Sub-National Economic Development and Regeneration Review 2007, outlining how to strengthen economic performance in regions, cities and localities by empowering all local authorities to promote stronger partnership working and better incentives for achieving economic growth.

The implementation of the Local Transport Act (2007) is highly likely to affect current reporting mechanisms and guidance within LTP2, as it will provide local authorities and partnerships with the opportunity to review their own arrangements for local transport governance.
1.3.2 Regional Transport Strategy

The Regional Transport Strategy (RTS) was originally prepared in 2001/02, commissioned by the North East Assembly (NEA) with the aim of providing a regional framework within which sub-regional transport policy and planning would operate. New planning legislation, namely the Planning and Compulsory Purchase Act, was introduced in September 2004. This required the replacement of RPG1 by regional assemblies and the production of Regional Spatial Strategies (RSS), setting out a spatial policy framework for planning, transport, housing and sustainability.

In line with statutory responsibilities, the NEA prepared a draft revision to the RSS called “VIEW: Shaping the North East” which was issued for consultation in December 2004. The RTS was subsequently absorbed into the RSS, of which a further draft version was submitted to the Secretary of State in June 2005 and tested in an Examination in Public (EiP) in March and April 2006. After considering the draft RSS and EiP Panel Report, the Secretary of State’s proposed changes to the draft RSS were subsequently published by government on the 29th May 2007.

This was followed by a 10 week consultation period finishing on the 6th August 2007. A second 8 week consultation period took place in autumn 2007 and the final version of the strategy was published early in 2008.

Through its role and statutory responsibility as the Regional Planning Body, the Assembly has produced the draft RSS for the North East. This has incorporated the RTS, to ensure that planning and transport are more integrated. The key transport objectives of the RTS are to:

- Improve access to markets and contribute to the competitiveness of North East businesses
- Provide effective and sustainable access to the North East for inbound tourism
- Improve access to employment, learning, health facilities and services for all sections of society
- Support the development of a dynamic labour market for North East businesses
- Minimise the impact of the movement of people and goods on the environment and climate change
- Reduce the need to travel, particularly by private modes of transport
- Promote and increase the proportion of journeys made by public transport, cycling and walking through demand management measures
- Improve connectivity and accessibility between the Tyne and Wear and Tees Valley city regions
- Improve access and connectivity to the North East’s international gateways
- Make best use of resources and existing infrastructure
- Ensure safe transport networks and infrastructure.

The RTS also identifies a number of strategic transport management and investment priorities for the region, in order to help deliver the wider spatial strategy.

The above RTS objectives are consistent with those set out in LTP2 and the implementation of LTP2 which helps contribute to the fulfilment of the regional priorities and objectives.

The Rural Strategy (2004) proposed a radical agenda of devolving decisions and funding to ensure the needs of rural people are addressed in mainstream regional-level strategies and delivery plans. The strategy created a new integrated agency for the countryside – Natural England (which incorporated the Countryside Agency, English Nature and the Rural Development Services). These changes came into effect in 2006.

Following the publication of the Sustainable Communities Plan in February 2004, the Deputy Prime Minister invited three northern Regional Development Agencies to prepare a “Northern Way Growth Strategy” which was published in September 2004, envisaging that the “North of England will become an area of exceptional economic opportunity, combining a world class economy and a superb quality of life”.

The Northern Way growth strategy seeks to bring 100,000 people currently on incapacity benefit back into work across the North; achieve better connectivity; enable the renaissance of the North; attract research and development funds; raise the quality and availability of housing; attract major cultural events; promote the region as a single tourist destination and attract public sector jobs.
Further discussion papers were developed around the Northern Way regional theme. “The Role of Smarter Travel Choices: A Discussion Paper” was produced in March 2008. This helped provide a clear regional focus on smarter travel choices, looking into the benefits, barriers, interventions and making recommendations towards a regional team and developing a regional approach.

1.3.3 Regional Planning Context

The Integrated Regional Framework (IRF) for the North East (2008) provides the framework for a coordinated plan of action to work towards sustainable development in the region. It emphasises the importance of good quality employment opportunities available to everyone; conditions that enable business success; building the skills and capacity of the population and vibrant communities. The IRF underpins all regional strategies and objectives.

The RHS is prepared by the Regional Housing Board (RHB) which since 2006 has been part of the NEA. The current version of the RHS “Passionate about Housing, 2007-2012 and looking forward to 2030” was published in July 2007. The RHS sets out the strategic aims and objectives of the RHB and provides a framework for policy and proposals at all levels within the region. It seeks to influence public and private investment decisions, largely through the Single Housing Investment Pot (SHIP) process.

The strategic objectives of the RHS are:
- Rejuvenating housing stocks and markets
- Providing choice through a better mix of types of new homes
- Improving and maintaining existing homes
- Meeting specific housing requirements within our community.

1.3.4 Sustainable Community Strategy

A new Sustainable Community Strategy (SCS) has now replaced the previous CS which was published in 2005. The new SCS reflects how well the framework for local action to improve quality of life through nine themes has been progressed, and the success of partnership working across the region. It also utilises improved intelligence about community priorities, and provides more focus on visible improvement for residents.

Since the production of LTP2, partnership structures have changed from those in the CS. This has improved delivery and the efficiency of partnership working as the new structure is now based on the following thematic groups in each strategy:
- Children and young people
- Healthier communities and older people
- Safer and stronger communities
- Transport, enterprise and economic development
- Housing and learning

Each of the Tyne and Wear LTP Partners published their own CS, which have now been replaced by individual SCSs, one for each local authority in the region, drawn up by memberships comprising public, private and voluntary/community sectors. These strategies are focussed around the above themes, but also outline local priorities and progress. The five Tyne and Wear SCSs are:

- “Vision 2030: Gateshead’s Sustainable Community Strategy” was published in 2007 by Gateshead Strategic Partnership. The shared vision for the strategy is to achieve an international and vibrant Gateshead which attracts business opportunities, has a clean environment and a healthy population and is a centre for art and culture (visit www.gateshead.gov.uk for more information).
- “Newcastle Partnership’s Sustainable Community and Local Area Agreement (2008-11) – Newcastle 2012: taking the city forward” was published in 2008 by Newcastle Strategic Partnership. This strategy is focussed around nine themes for improvement, ultimately achieving a better quality of life for Newcastle’s population, a stronger local economy, and reduced inequalities and social obstacles to employment and accessibility (visit www.newcastle.gov.uk for more information).
• “North Tyneside’s Sustainable Community Strategy 2007-2011” was published in 2007 by the North Tyneside Strategic Partnership. The strategy is focused around priorities for improved wellbeing, creating a diverse and healthy borough with adequate housing opportunities and a positive future for children and youths (visit www.northtyneside.gov.uk for more information).

• “Spirit of South Tyneside – Our new Sustainable Community Regeneration Strategy and Local Area Agreement” was published in May 2008 by the South Tyneside Strategic Partnership. The strategy outlines the way forward for South Tyneside and priorities to be achieved in order to aid the authority’s development towards becoming an economically strong centre of business with a healthy environment by 2020 (visit www.southtyneside.gov.uk for more information).

• “Sunderland...For a Better Future: The Sunderland Strategy 2008 – 2025” was completed in 2008 by the Sunderland Strategic Partnership. The Strategy sets out how the people who live, work and study in the city today would like to see Sunderland evolve by 2025, and how partnership working will assist in achieving these goals (visit www.sunderland.gov.uk for more information).

1.3.5 Local Area Agreements (LAAs)

Implementation of the LTP Partners SCs will be through the LAA process and their principal delivery plans.

As the Tyne and Wear LTP2 covers the five local authorities in Tyne and Wear, these all have their individual LAAs relevant to their SCs. Each district’s LAA contains targets to be delivered in partnership between the council and organisations from the public, private, community and voluntary sectors. Achieving these targets is important as they reflect the top priorities for each authority, which have been chosen through consultation with residents and consensus among partners.

Although differing in targets and specific local indicators, all of the Tyne and Wear LTP Partners’ LAAs are focused around the same themes reflected in the SCs, namely:

- Developing skills for the local workforce
- Community and safety
- The environment and climate change
- Supporting vulnerable people
- Improving transport and access
- Improving health and social care
- Promoting community involvement, prosperity and economic growth.

It is evident that a good transport system supports all of these themes, and is indeed key to delivering some of them. A modern and efficient transport system that delivers fast and efficient access through a range of travel modes and well maintained, flowing roads is key to improving the image of Tyne and Wear as a modern and forward thinking place to live, work and invest.

The LTP2 is therefore fundamental to the success of the LAAs.

This is further evident through the crossovers of some of the LAA priorities and LTP2 strategies. The LTP2 strategy to reduce congestion will aim to provide private travellers and freight users with reliable and reasonable journey times that are attractive for future and existing business investors. Access to education and training opportunities is a cornerstone of the LTP2 accessibility strategy, as is improved air quality through better use of sustainable transport.

LTP2 also delivers transport improvements at a local level which has removed barriers between communities and authorities, and contributed to wider quality of life issues such as health promotion and community safety.

Each authority’s LAA must contain 35 or more national indicators selected from a list to reflect local conditions. The list of 198 national indicators contain 10 indicators directly related to transport, these being: NI 47, NI 48, NI 167, NI 168, NI 169, NI 175, NI 176, NI 177, NI 178 and NI 198. There are also four indicators which have strong connections with transport; NI 56, NI 185, NI 186, NI 194 (see Table 1.1 for more information).

Of the 10 transport indicators, 7 are included in LTP2. These are:

- Total killed and seriously injured
- Children killed and seriously injured
- Condition of principal roads
- Condition of non-principal roads
- Congestion
- Accessibility to key services and
- Number of bus passenger journeys.
The Gateshead LAA includes the following transport indicators:

- NI 167: congestion - average journey time per mile during the morning peak; and
- NI 175: access to services and facilities by public transport, walking and cycling.

The Newcastle LAA includes the following transport indicator:

- NI 167: congestion - average journey time per mile during the morning peak

The LAA also sets out indicators with a strong connection to transport, namely:

- NI 56: obesity among primary school age children in year 6; and
- NI 186: per capita CO$_2$ emissions in the LA area.

Although the North Tyneside LAA does not include any direct transport indicators, it sets out one transport related indicator:

- NI 186: per capita reduction in CO$_2$ emission in the local authority area.

The South Tyneside LAA includes the following transport indicators:

- NI 176: working age people with access to employment by public transport
- NI 175: access to services and facilities by public transport, walking and cycling
- NI 177: local bus passenger journeys originating in the authority area
- NI 178: bus services running on time
- NI 198: children travelling to school – mode of travel usually used
- NI 47: people killed or seriously injured in road traffic accidents
- NI 48: children killed or seriously injured in road traffic accidents
- NI 168: principal roads where maintenance should be considered
- NI 169: non-principal roads where maintenance should be considered DfT DSO
- NI 167: congestion – average journey time per mile during the morning peak; and the transport related indicator
- NI 194: level of air quality – reduction in NOx and primary PM10 emissions through local authority’s estate and operations.

The Sunderland LAA includes the following transport indicators:

- NI 167: congestion – average journey time per mile during the morning peak
- NI 175: access to services and facilities by public transport, walking and cycling.

### 1.3.6 Local Development Framework (LDF)

As a key ‘place shaping’ document for the local authorities and cities, the SCS and LAA will also influence the authorities’ Local Development Frameworks (LDFs). The LDF will be made up of a number of Development Documents, including:

- Development Plan Documents (including the most vital Core Strategy)
- Supplementary Planning Documents
- Other documents (such as the Statement of Community Involvement and the Local Development Scheme).

In Gateshead, the LDF will over time replace the Unitary Development Plan (UDP) which was adopted in 2006. The Core Strategy is at the heart of the LDF document and will play a leading role in local regeneration.
Gateshead published an issues and options report for public consultation in July 2008, which is the first step towards creating and adopting a Core Strategy. Gateshead are currently considering findings from this consultation, and will release a preferred options draft imminently.

North Tyneside started consultation on their preferred options draft document in 2007, and are currently in the process of analysing findings from this consultation to imminently submit the submission draft to Government.

South Tyneside adopted their final version of the Core Strategy in June 2007, following the publication of the Inspector’s report.

Sunderland initiated their public consultation on preferred options in December 2007, although, due to new Government guidance on the preparation of LDFs since then, this process has slowed down. Sunderland is currently in the process of starting a new round of consultation on new suggestions for preferred options

1.3.7 Regeneration

Regeneration strategies are firmly embedded in many action plans and policies throughout the region. Documents such as “Newcastle in 2021 – A Regeneration Strategy for Newcastle” and North Tyneside’s “Think Globally Act Locally – Agenda for Action” have regeneration as a key component and, together with other documents, clearly state the local authorities’ principles and aspirations for the future.

LA21 Strategies were first agreed by the individual LTP Partners in 2000, and reviewed in 2005 – they now contain strategies to be implemented over the next 5 years. The aim of these strategies is to create a framework for integrating the principles of sustainable development into the day to day working of the councils and their partner organisations. The LA21 is therefore designed to help deliver a vision of attractive, regenerated and clean communities, and at the same time integrate national, regional and local policies. This has clear benefits for local residents, and clearly links in with regeneration strategies and the need to fulfil transport indicators and strategies. The LA21 also forms the basis for many of the local Environment Partnerships’ themed contributions to the local authorities’ Strategic Partnerships, and thus expresses local community needs and aspirations through an interrelated range of environmental, transport and regeneration priorities.

1.3.8 Local Policies

Several local policies stated in the emerging LDFs and their Core Strategies reflect the wider objectives of transport by seeking to ensure that transport improvements assist urban regeneration, support town centres, facilitate investment in industry and housing and enhance the environment.

Examples of these are:

South Tyneside Council’s LDF Core Strategy emphasises Policy A1 – Improving Accessibility, stating that the council will support public transport, walking and cycling initiatives that maximise the accessibility of new development.

Sunderland LDF Core Strategy Policy CS8: Accessibility and sustainable transport outlines Sunderland’s support for an integrated approach to transport and land use planning to improve accessibility, health and air quality through measures such as traffic management, improved public transport network and cycling infrastructure.
<table>
<thead>
<tr>
<th>Outcome</th>
<th>National Indicators</th>
<th>BVPI/PSA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safer communities</strong></td>
<td><strong>NI 47 People killed or seriously injured in road traffic accidents</strong></td>
<td>BVPI99(x)</td>
</tr>
<tr>
<td></td>
<td><strong>NI 48 Children killed or seriously injured in road traffic accidents</strong></td>
<td>BVPI99(y)</td>
</tr>
<tr>
<td><strong>Local economy</strong></td>
<td><strong>NI 167 Congestion – average journey time per mile during the morning peak</strong></td>
<td>PSA5 and LTP7</td>
</tr>
<tr>
<td></td>
<td><strong>NI 168 Principal roads where maintenance should be considered</strong></td>
<td>BVPI223</td>
</tr>
<tr>
<td></td>
<td><strong>NI 169 Non-principal roads where maintenance should be considered</strong></td>
<td>BVPI224b</td>
</tr>
<tr>
<td></td>
<td><strong>NI 175 Access to services and facilities by public transport, walking and cycling</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>NI 176 Working age people with access to employment by public transport (and other specified modes)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>NI 177 Local bus passenger journeys originating in the authority area</strong></td>
<td>BVPI102</td>
</tr>
<tr>
<td></td>
<td><strong>NI 178 Bus services running on time</strong></td>
<td>LTP5</td>
</tr>
<tr>
<td><strong>Environmental sustainability</strong></td>
<td><strong>NI 198 Children travelling to school – mode of travel usually used</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outcome</th>
<th>National Indicators</th>
<th>BVPI/PSA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental sustainability</strong></td>
<td><strong>NI 185 CO₂ reduction from local authority operations</strong></td>
<td>PSA 27</td>
</tr>
<tr>
<td></td>
<td><strong>NI 186 Per capita CO₂ emissions in the LA area</strong></td>
<td>PSA 27</td>
</tr>
<tr>
<td></td>
<td><strong>NI 194 Level of air quality – reduction in NOx and primary PM₁₀ emissions through local authority’s estate and operations</strong></td>
<td>PSA 28</td>
</tr>
<tr>
<td><strong>Children &amp; Young People</strong></td>
<td><strong>NI 56 Obesity among primary school age children in Year 6</strong></td>
<td></td>
</tr>
</tbody>
</table>
Chapter 2
Congestion and Network Management Duty

Outcome National Indicators BVPI/PSA

Safer communities

NI 47 People killed or seriously injured in road traffic accidents BVPI99(x)

NI 48 Children killed or seriously injured in road traffic accidents BVPI99(y)

Local economy

NI 167 Congestion – average journey time per mile during the morning peak PSA5 and LTP7

NI 168 Principal roads where maintenance should be considered BVPI223

NI 169 Non-principal roads where maintenance should be considered BVPI224b

NI 175 Access to services and facilities by public transport, walking and cycling

NI 176 Working age people with access to employment by public transport (and other specified modes)

NI 177 Local bus passenger journeys originating in the authority area BVPI102

NI 178 Bus services running on time LTP5

Environmental sustainability

NI 185 CO2 reduction from local authority operations PSA 27

NI 186 Per capita CO2 emissions in the LA area PSA 27

NI 194 Level of air quality – reduction in NOx and primary PM10 emissions through local authority’s estate and operations PSA 28

Children & Young People

NI 56 Obesity among primary school age children in Year 6
This chapter outlines initiatives and strategies implemented across Tyne and Wear to reduce congestion in the region, and sets out the changes these measures have delivered. It aims to elucidate the importance that several Tyne and Wear projects and strategies has had in improving levels of congestion in the region, and the positive effect this has had on the region’s financial and regeneration ambitions. Statutory documents such as the Congestion Reduction Plan have helped to outline the regions congestion strategy, and work on the regional Network Management Duties (NMD) is also expected to reduce congestion levels. Initiatives such as the award winning Tyne and Wear Freight Partnership and work towards implementing our Motorcycle Strategy (both discussed later) have also assisted in changing travel behaviour – all contributing towards the progress in delivering our congestion targets.

### 2.1.1 Aims and Achievements of the Updated Congestion Reduction Plan

When Tyne and Wear’s Congestion Reduction Plan was first published in March 2007, it was stressed that the Plan was a living document, subject to constant review and adjustment as conditions in the region evolved. Although the Plan has been subject to regular review during the past eighteen months, the first formal update was published in November 2008 and we welcomed the opportunity to set out how we have started to deliver the strategies set out in previous years.

Gratifyingly, the original Plan was one of only two that was initially approved by the DfT without the need for further work. The reward funding the region received was allocated entirely to public transport and this appears to have been a far-sighted decision, as rising personal fuel costs were placing unprecedented demands on our public transport infrastructure during 2008.

The initial 2007 Plan identified a number of key growth points across the region and these have seen positive progress during the last eighteen months. For example, there has been further expansion on Gateshead Quays (including a spectacular new campus for Gateshead College), continued business park development on North Tyneside and the completion of the Rainton Bridge South office complex in Sunderland. In Newcastle, clearance of the old Newcastle Breweries site to make way for Science City has taken place.
Elsewhere, there are longer-term aspirations for the renewal of Gateshead town centre, redevelopment of Newcastle’s historic Stephenson Quarter (proposals for which have now been approved) and the delivery of Sunderland’s ambitious regeneration plans for the former Vaux Brewery site overlooking the river Wear.

The latter will be aided by the DfT’s recent pre-approval for a fourth bridge spanning the river Wear, creating a new gateway linking the A19 trunk road with the city centre and Port of Sunderland, improving access to the key regeneration sites along the river corridor and reducing congestion.

The government has also announced its support for the re-invigoration of the Tyne and Wear Metro system, an important element in the region’s public transport offer. By enabling the renewal of stations, track and trains, the Metro will provide an even more attractive alternative to the car, contributing to our congestion objectives.

Regional developments have come against the backdrop of an accelerating economic downturn that has particularly impacted on this region through the crisis at Northern Rock. In Newcastle, for example, housing starts have halved over the last year.

It is too early to say what the outturn of these events will be. A reduction in employment, housing starts and development activity is likely to result in reduced congestion, albeit for unwanted reasons. More positively, there are signs that rising bills for personal motoring are leading people to change their driving habits or to change to public transport. In these turbulent times, the challenge for local councils will be to maintain a clear focus on our long-term goals whilst remaining flexible enough to address fast-changing circumstances.

Improving public transport has continued to be a high priority over the last eighteen months, with the go-ahead for Metro renewal a particular highlight. Even before Ministerial approval was announced, work was underway to modernise the system, with opening of a new Metro station at Simonside in early 2008 and the ongoing refurbishment of the key interchanges at Haymarket and Sunderland.

The region continues to move towards an entirely low-floor bus fleet whilst investment in civilian parking enforcement, and bus priority measures helps councils match the aspirations of operators for a more punctual and consistent journey. An ongoing audit programme on key bus corridors has identified areas where improvements are needed to ensure better reliability, forming the precursor for the major scheme bid to upgrade key bus corridors in Tyne and Wear that was submitted to the government by Nexus in December 2008.

The new Local Transport Act will enable us to lock in the benefits of this investment, giving councils more local democratic control over bus services and a greater assurance of continuity in service provision. The Act also offers the opportunity of more flexibility over governance arrangements and we are exploring how the somewhat complex structure of transport governance in Tyne and Wear can be simplified to enable faster decision-making and more transparent structures.

Work on NMPs is also coming to fruition, with Plans expected to be ready in December 2008, and the need to develop Highways Asset Management Plans is also high on our agenda. Finally, we are working with school travel planners in each district to assist in the production of sustainable modes of school travel strategies, as required by the 2007 Education and Inspections Act.

All these developments dovetail with the region’s strategic transport goals, as set out in LTP2. The Plan focuses on four key shared priorities, agreed between central and local government, namely congestion, accessibility, air quality and road safety. Delivery plans have been produced outlining our strategy for addressing each priority.

The Tyne and Wear LTP Team, who on behalf of the Partners produce the statutory LTP and the four daughter documents referred to above, play an important part in co-ordinating the delivery of our strategies. A sister team has now been established to implement a smarter choices agenda for Tyne and Wear, reflecting the point made by the DfT in “Towards a Sustainable Transport System” that: “measures to change travel behaviour and reduce the need to travel in urban areas can bring significant benefits.”
Tyne and Wear was one of ten urban areas that received Transport Innovation Fund (TIF) pump-priming funding between 2005 and 2008 to assist in developing strategies that addressed congestion through a combination of demand management measures and improved public transport. The LTP Partners were closely involved in the TIF study process, which has yielded invaluable data about the extent to which different combinations of measures can reduce congestion.

Although these studies concluded that there was no immediate need to consider any form of congestion charging, the region is now considering with the DfT how best to take forward the other TIF findings. One aspect receiving early consideration is the establishment of a comprehensive Urban Traffic Management and Control (UTMC) system for Tyne and Wear to aid the development and implementation of NMDs as well as achieving congestion targets, and a working group is being set up to progress this – please find more information on this in Section 4 of Appendix A.

In conclusion, we are satisfied that we have significantly performed against the challenging targets set out in the original iteration of the Congestion Reduction Plan. With the deployment of our Smarter Choices Team, the investment in public transport and Metro renewal and our plans for a UTMC system, we believe there is potential to deliver even better outcomes in the years ahead. By combining a bold strategic vision with a proven record of scheme delivery on the ground, we can achieve our congestion goals, equip the local economy to meet challenging times and meet the aspirations of the region’s hard-working residents.

2.1.2 Summary of Updated Congestion Reduction Plan

In the updated plan, we have reported significant progress in delivering our strategies with the result that congestion, far from increasing, has actually reduced across Tyne and Wear.

This is good news for our objectives of reducing social exclusion, improving the quality of life and promoting economic regeneration, even in a difficult financial climate. Chapter 2 of the Plan sets out in detail the interventions that have taken place across the various congestion corridors, most of which have been achieved through successful cooperation between local authorities, public transport operators and other key stakeholders.
This section provides an update on the partners’ progress towards meeting the congestion target agreed with DfT in March 2007.

Tyne and Wear’s congestion target is to limit the growth in person journey time per person mile to 7% by 2011.

### 2.2.1 Target Rationale

In Tyne and Wear there is considerable potential for peak-hour spreading. Currently the periods 7-8am and 9-10am see considerably fewer delays than the period 8-9am. The targets and associated trajectory reflects this, allowing for more delay in the latter years of the Congestion Reduction Plan as a result of capacity for peak hour spreading reducing.

It should be noted that the 16 corridors measured only provide an indication of the levels of congestion in Tyne and Wear; many parts of the network are under-represented when using this method. In addition, problems on the Highways Agency parts of the Tyne and Wear road network, notably the A1 and the A19, can have an associated effect on the local network that is outside of the partners’ control.

Tyne and Wear’s aspiration to limit growth to 7% reflects the Highways Agency’s aspiration to remove local traffic from the trunk road network.

The corridor approach to congestion also does not accurately reflect “whole journey” congestion as the designated corridors for monitoring terminate outside of the urban centres of Newcastle, Gateshead and Sunderland.

With all these considerations in mind, the LTP Partners still consider the target of limiting growth in congestion to 7% to be challenging yet achievable.

### 2.2.2 Changes to Datasets

Following discussions with DfT and owing to the receipt of new datasets, the baseline position against which Tyne and Wear’s target is measured has been revised. The baseline published in the first Congestion Reduction Plan was the 2005/06 value (see Table 2.1). DfT have now revised this baseline because of data quality issues. The revised baseline has been published in ‘Road Traffic and Congestion in Great Britain Q1 2008’ with the note that the baseline uses data from both 2004/05 and 2005/06.

In accordance with the new figures provided by DfT, the LTP Partners have revised the performance trajectory within which we hope to stay accordingly. The new revised calculations can be seen in Table 2.1 and Figures 2.1 and 2.2.

### Table 2.1: Person Journey Times during Peak Period (7-10am)*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Original</td>
<td>3.04</td>
<td>3.05</td>
<td>3.08</td>
<td>3.12</td>
<td>3.18</td>
<td>3.25</td>
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<tr>
<td>(minutes per mile)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revised</td>
<td>3.15</td>
<td>3.16</td>
<td>3.19</td>
<td>3.23</td>
<td>3.29</td>
<td>3.36</td>
</tr>
<tr>
<td>(minutes per mile)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target</td>
<td>3.15</td>
<td>3.16</td>
<td>3.19</td>
<td>3.23</td>
<td>3.29</td>
<td>3.36</td>
</tr>
<tr>
<td>(minutes per mile)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Actual</td>
<td>3.15</td>
<td>3.12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(minutes per mile)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Uses data from 2004/05 and 2005/06
LTP Partners have subsequently measured their performance against this revised baseline using data provided by central government, and are pleased to report that the Tyne and Wear area is within the trajectory agreed with DfT during the formulation of the first plan. LTP Partners are therefore on-track in terms of performance and have significantly exceeded the first year milestone agreed during the formulation of the plan, as shown in Figure 2.2.
2.2.3 Contributory Factors

Public Transport Trends

Bus

There have been a number of significant changes to public transport in Tyne and Wear since 2004/05. Overall public transport patronage has increased for the past 2 years by 4.5% (7.5m journeys) in 2006/07 and 1.2% (2.1m journeys) in 2007/08.

Despite having a total market share of 75.9%, bus patronage contributed only 11% of the net public transport growth of 2.1m journeys in 2007/08 compared to 55% of the 7.5m growth in 2006/07.

The 2007/08 increase of 1.2% was predominantly attributed to growth on Metro. Metro patronage contributed 88% of net public transport growth of 2.1m in 2007/08 compared to 28% of the 7.5m growth in 2006/07.

As shown in Figure 2.3 and Table 2.2, the long-term trend of decline in bus patronage in the conurbation appears to have been arrested. Data for the first two quarters of 2008/09 is showing strong growth in bus patronage both among concessionary travel and fare-paying passengers, however it is not yet clear if this will be a continuing pattern.

Figure 2.3: Public Transport Patronage Trend

Table 2.2: Public Transport Patronage Trend

<table>
<thead>
<tr>
<th>Financial Year</th>
<th>Patronage (thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Metro</td>
</tr>
<tr>
<td>1998/99</td>
<td>33,765</td>
</tr>
<tr>
<td>1999/00</td>
<td>32,757</td>
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<tr>
<td>2000/01</td>
<td>32,510</td>
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<tr>
<td>2001/02</td>
<td>33,412</td>
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<tr>
<td>2002/03</td>
<td>36,670</td>
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<tr>
<td>2003/04</td>
<td>37,938</td>
</tr>
<tr>
<td>2004/05</td>
<td>36,801</td>
</tr>
<tr>
<td>2005/06</td>
<td>35,808</td>
</tr>
<tr>
<td>2006/07</td>
<td>37,928</td>
</tr>
<tr>
<td>2007/08</td>
<td>39,829</td>
</tr>
</tbody>
</table>
Concessionary Travel

The introduction of the free Concessionary Bus Travel (CT) scheme for older and disabled people in 2006 has contributed to the overall growth in bus patronage for the last two years. This is indicative of a successful intervention to reduce social exclusion, as subsidised passenger journeys are leading to new customers who were previously unable or unwilling to travel now doing so. Existing passengers are also travelling more frequently.

This trend is expected to continue for several years to come, until the market for free elderly and disabled passengers has grown to its maximum potential.

CT journeys now account for 30% of all bus journeys (this equated to just under 40 million journeys in 2007/08). The CT proportion of all bus journeys has increased by 30% when comparing 2007/08 against 2005/06 – the year before the free scheme was introduced.

Bus vehicle kilometres have increased for the past 2 years and reported a year on year increase of 4.8% in 2007/08.

Metro

Metro patronage has also taken a sharp upturn having increased by more than 11%, or 4 million journeys in the last 2 years. 57% of the growth in Metro patronage relates to fare-paying passengers and is a good indication of the LTP Partners’ success in encouraging modal shift. A product for older and disabled people (at a modest charge) was also introduced on Metro at the same time as the bus CT scheme came into force and is performing well.

Older and disabled people now account for 14% of all Metro journeys compared to 10% in 2005/06 - this represents a 40% increase in market share.

Metro has carried almost 1.5 million extra journeys in Newcastle city centre during the last two years, and patronage at Monument (Tyne and Wear’s busiest Metro station) has increased by 18% in the last 2 years. These figures help to demonstrate the effect of some of the partners’ initiatives in encouraging alternative modes of travel to the urban core.

Network Improvements

As Table 2.3 demonstrates, the LTP Partners have been able to deliver person journey time improvements on significant parts of the monitored network. Modal shift to public transport alternatives out with the road network (such as the Metro system) has undoubtedly contributed to these improvements.
Table 2.3: Person Journey Time on LTP Congestion Corridors

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route No.</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>04/05 to 05/06</th>
<th>05/06 to 06/07</th>
<th>04/05 to 06/07</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 191</td>
<td>TW1</td>
<td>3.69</td>
<td>3.75</td>
<td>3.75</td>
<td>1.7%</td>
<td>0.0%</td>
<td>2.8%</td>
</tr>
<tr>
<td>A189 Barrack Road</td>
<td>TW2</td>
<td>3.43</td>
<td>3.55</td>
<td>3.65</td>
<td>3.7%</td>
<td>2.8%</td>
<td>5.2%</td>
</tr>
<tr>
<td>A183 Chester Road</td>
<td>TW3</td>
<td>3.02</td>
<td>3.06</td>
<td>2.95</td>
<td>1.2%</td>
<td>-3.5%</td>
<td>-1.7%</td>
</tr>
<tr>
<td>A1058 Coast Road</td>
<td>TW4</td>
<td>2.58</td>
<td>2.65</td>
<td>2.49</td>
<td>2.6%</td>
<td>-6.1%</td>
<td>-7.6%</td>
</tr>
<tr>
<td>A692 Consett Road</td>
<td>TW5</td>
<td>3.56</td>
<td>3.60</td>
<td>3.54</td>
<td>1.0%</td>
<td>-1.7%</td>
<td>-1.2%</td>
</tr>
<tr>
<td>A167 Durham Road</td>
<td>TW6</td>
<td>4.55</td>
<td>4.49</td>
<td>4.53</td>
<td>-1.2%</td>
<td>0.8%</td>
<td>-1.0%</td>
</tr>
<tr>
<td>A690 Durham Road</td>
<td>TW7</td>
<td>2.78</td>
<td>2.74</td>
<td>2.70</td>
<td>-1.4%</td>
<td>-1.7%</td>
<td>-3.0%</td>
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<tr>
<td>A184 Felling Bypass</td>
<td>TW8</td>
<td>2.57</td>
<td>2.62</td>
<td>2.52</td>
<td>2.1%</td>
<td>-3.9%</td>
<td>-6.4%</td>
</tr>
<tr>
<td>B1318 Great North Road</td>
<td>TW9</td>
<td>5.33</td>
<td>5.32</td>
<td>5.21</td>
<td>-0.2%</td>
<td>-2.1%</td>
<td>-2.6%</td>
</tr>
<tr>
<td>A1018 Newcastle Road</td>
<td>TW10</td>
<td>2.82</td>
<td>2.79</td>
<td>2.83</td>
<td>-0.9%</td>
<td>1.3%</td>
<td>0.9%</td>
</tr>
<tr>
<td>B1296 Old Durham Road</td>
<td>TW11</td>
<td>2.77</td>
<td>2.80</td>
<td>2.89</td>
<td>1.1%</td>
<td>3.0%</td>
<td>6.7%</td>
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<td>A1018 Ryhope Road</td>
<td>TW12</td>
<td>4.32</td>
<td>4.28</td>
<td>4.23</td>
<td>-1.0%</td>
<td>-1.0%</td>
<td>1.8%</td>
</tr>
<tr>
<td>A185 Newcastle Road/ A194 Jarrow Road</td>
<td>TW13</td>
<td>3.14</td>
<td>3.43</td>
<td>3.28</td>
<td>9.2%</td>
<td>-4.5%</td>
<td>2.3%</td>
</tr>
<tr>
<td>A1231 Wessington Way</td>
<td>TW14</td>
<td>2.16</td>
<td>2.13</td>
<td>2.02</td>
<td>-1.5%</td>
<td>-4.9%</td>
<td>-6.5%</td>
</tr>
<tr>
<td>A186 Westgate Road</td>
<td>TW15</td>
<td>4.34</td>
<td>4.45</td>
<td>4.33</td>
<td>2.4%</td>
<td>-2.7%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>A1056 Sandy Lane</td>
<td>TW16</td>
<td>2.70</td>
<td>2.58</td>
<td>2.64</td>
<td>-4.4%</td>
<td>2.1%</td>
<td>-2.9%</td>
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</tbody>
</table>
The local authorities of the five districts of Tyne and Wear are responsible, with the Highways Agency, for managing the road transport network within the area. Since January 2005, this has entailed a duty to minimise congestion and disruption to the movement of traffic as far as possible throughout the five districts, which has contributed towards reducing levels of congestion in the area. Although this Network Management Duty (NMD) as defined in the Traffic Management Act (TMA) 2004 refers to all road users, its effect on reduced congestion mainly relates to motor vehicles.

Given the geographical setting of the Tyne and Wear conurbation and its established travel patterns for work, leisure, health, shopping etc., it is vital to consider the NMD in both a wider context and in a local setting – especially when recognising reduced levels of congestion as an outcome of it. The NMD is also stressed in the LTP2 as well as in both the original and updated Congestion Reduction Plan – something which further acknowledges the importance of the NMD and Network Management Plan (NMP) in contributing to reduced levels of congestion.

### 2.3.1 Network Management Plan

Each Tyne and Wear district is in the process of addressing its own NMD, and as such has a NMP, an appointed traffic manager, and has identified a Road Network Hierarchy (RNH) in liaison with the other districts. A full copy of the individual plans is to be submitted to DfT in December 2008, and Appendix E of this Plan outlines details of the RNH and NMDs in each district.

### 2.3.2 Traffic Managers

In accordance with the requirements of the TMA, traffic managers have no responsibility for promoting or implementing works on the road network, and are therefore able to act with parity between the local authorities and any external agencies that may be involved in maintaining the network.

Across Tyne and Wear, a working group has been established for traffic managers within the LTP governance framework, focusing specifically on network management and congestion reduction. This group has established connections with the Tyne and Wear Freight Partnership, Local Access Forum and New Tyne Crossing Concessionaire to ensure an awareness of the NMD across as many key stakeholders as possible. The traffic managers are also involved in investigations into the development of an UTMC system for the area which will assist in them undertaking their duties more effectively and efficiently.

Tyne and Wear traffic managers are an integral part of the North Region traffic managers group, and contribute to the North East Highways and Utilities Companies working groups. These connections ensure good communication between traffic managers, streetworks planners and delivery teams.
2.3.3 Road Network Hierarchy
Through joint working arrangements across Tyne and Wear, the five districts have identified a conurbation-wide RNH. This was developed specifically to carry out the NMD across all boroughs. Each local authority assessed the classified road network within its boundaries and carefully assessed the likely impacts for each road in the event of planned or unplanned activities or events. Thus, a number of strategic corridors across Tyne and Wear have been identified, as well as hierarchies within each district. Each local authority uses its RNH to influence all aspects of network management, including street works, events management and incident management. Please see Appendix E of this Delivery Plan for a full copy of the RNH.

2.3.4 Fulfilment of the Network Management Duty
Listed below are the objectives which the NMD needs to fulfil, as laid out in DfT’s ‘Traffic Management Guidance on Intervention Criteria (England) Order 2006’.

Considering the needs of all road users
Each of the five local authorities must manage the Tyne and Wear network effectively by coordination of roadworks and streetworks, careful planning of activities and events on the highway, the effective use of Traffic Regulation Orders (TROs) and the implementation of highways improvement schemes. The network is managed as an inclusive transport network, which meets the needs of all road users while also promoting sustainable modes of transport, such as walking, cycling and public transport. This is achieved through the development and implementation of integrated transport schemes including initiatives such as Safe Routes to School, as well as extending and improving the cycle network throughout the five districts.

With regard to parking management, civil enforcement of parking controls is due to take effect throughout the five districts. It is anticipated that this will have a positive effect on the network by ensuring that parking offences are dealt with more efficiently, thus acting as a deterrent against future offences. This is already proving to be the case where civil enforcement has been introduced.

Co-ordinating and planning works and known events
All local authorities in Tyne and Wear recognise that the planning and co-ordination of streetworks and planned events is essential in minimising disruption to traffic on the network. As such, streetworks co-ordinators and teams are responsible for controlling all works and events affecting highways across the county.

Streetwork co-ordinators play a key role in balancing the conflicting demands made on the network, and work with the traffic managers to provide a balanced approach for all parties. Priority is given to co-ordination of activities on roads deemed traffic-sensitive.

The approach to co-ordination of known events is very much evidence-led, and arrangements are in place throughout Tyne and Wear to gather information at an early stage. Events are planned with input from the police, emergency services, licensing authorities and Highways Agency, and are planned to minimise disruption on the network.

Gathering and providing information needs
The five districts have effective systems and processes in place for the collection of information on planned events and streetworks as detailed above. It is hoped all local authorities will soon be able to disseminate information to the public about planned streetworks and events via the Internet.

Incident management and contingency planning
Disruption to traffic caused by incidents – crashes, infrastructure failures and other emergencies – is unavoidable. However, the TMA requires that local authorities consider and plan for such contingencies so that disruption to the movement of traffic is minimised.

Incidents on the trunk road network (in Tyne and Wear, the main trunk roads are the A1 and A19) are dealt with by the Highways Agency traffic control centre, which has agreements with the local authorities that plan for and allow diversions of traffic onto local roads.
Dealing with traffic growth

The Tyne and Wear Congestion Reduction Plan identifies and monitors 16 congestion corridors throughout the conurbation, which are the subject of targeted interventions to address congestion, and can thus be usefully compared with non-targeted corridors to assess the impact and cost-effectiveness of these interventions. The number of identified corridors may increase or decrease in the future. In addition to typical physical engineering and traffic management measures on the strategic corridors themselves, other supplementary measures are being considered and taken forward to achieve our goals and objectives. Typically, these involve the introduction of school travel plans and green travel plans. These are initiated at each district level and are supported by the creation of a centralised Smarter Choices Team based at Nexus (The Tyne and Wear PTE) who also promote sustainable transport initiatives and individualised travel marketing. Collectively, these hard and soft measures to manage congestion have resulted in the LTP Partners achieving our congestion targets as outlined in Section 2 of this Chapter.

Working with all stakeholders – internal and external

All five local authorities have regular meetings and lines of reporting in place that aid communication both internally and externally. As detailed above, traffic managers are in contact throughout the conurbation and the wider region and also working with the emergency services and the Highways Agency. All authorities are committed to improving these lines of communication. Moreover, at those times when major initiatives and projects arise, specific workshops are arranged to jointly manage and develop these with buy-in from all LTP Partners and neighbouring authorities.

Ensuring parity with others

The districts have procedures in place to ensure that utility companies and council departments follow correct protocols for access to the highway network. Also, the DfT has established a working group to develop a suite of Key Performance Indicators (KPIs) for a streetworks noticing regime. Currently, all North-East authorities are represented on this group by delegates from Northumberland County Council.

Governance

The respective local authorities across Tyne and Wear have embraced their NMD, and traffic managers have duly raised awareness of it by submitting reports to the appropriate formal groups and committees. Each authority has slightly different governance structures and committees to report to for decisions internally. The NMPs of all authorities will be signed off by appropriate committees for submission to DfT in December 2008.
Since its formation in 2005, the Tyne and Wear Freight Partnership has grown rapidly and its various initiatives have aimed to create a more efficient and sustainable flow of freight traffic, benefiting the economy and the environment as well as reducing congestion. LTP Partners are proud of the partnership’s record in delivering tangible achievements, something recognised by the two national awards received by the LTP Partners during 2008.

The Partnership continues to enjoy a high level of support from its members. The strong working relationship between local authorities, operators, industry representatives, The Highways Agency and other stakeholders has been important in progressing a range of initiatives.

During 2008/09 the Partnership intends to take forward the following initiatives, several of which will contribute to the congestion reduction agenda.

### 2.4.1 Revision and Improvement of the Freight Partnership Website

A number of improvements are planned for the Partnership’s popular website, with its online mapping capabilities; in particular, links to webcams showing the state of traffic at traditional pinch-points in the conurbation should help to contribute to the congestion reduction agenda.

### 2.4.2 Review Loading and Unloading Arrangements (Town and City Centres)

Effective loading and unloading arrangements in town and city centres are important for the local economy and vital for both operators and retailers alike. With limited road space and competing demands, ensuring appropriate loading/unloading arrangements is very challenging. This can be exacerbated further when there is incorrect enforcement, when parking regulations are ignored and when communication between the local authority and delivery companies is inconsistent.

As part of this task the Partnership will review arrangements in the following centres:

- Gateshead town centre
- Gosforth district centre
- Newcastle city centre
- South Shields town centre
- Sunderland city centre
- Wallsend town centre.

Actions from the last year that have contributed to the congestion reduction agenda include:

- Development and installation of an electronic Truck Information Point (TIP) at Roadchef Durham Services
- Installation of freight specific signs to the Port of Tyne by the Highways Agency and South Tyneside Council
- A review and update of the Tyne and Wear Freight Map to include an additional 40 destinations
- Development of destination maps to show the location of individual companies on large industrial estates (for example Team Valley)
- Production of a comprehensive map showing highways restrictions across the conurbation
- Production of an up-to-date electronically based abnormal loads route map.
As it will be labour intensive to review loading arrangements for all streets in the main town and city centres, the task will begin by collecting information from local authorities on existing problems. This will include a review of registers of complaints made to the local authorities and of anecdotal evidence from individual officers. Site visits will then be carried out on the basis of the information collected - and areas will be reviewed at different times of day, focusing particularly on early morning, when a high proportion of retail related deliveries are made and deliveries are most likely to conflict with commuter driven traffic.

Loading and traffic restrictions will then be reviewed and possible amendments to hours of deliveries will be investigated. The enforcement of parking restrictions to protect kerbside access for deliveries will also be reviewed, including any existing codes of practice. The potential for providing additional loading bays, or making amendments to existing bays will be considered. In order to follow-up on identified recommendations, a budget has been identified to design up such schemes.

2.4.3 Design Improvements to Loading and Unloading Arrangements (Town and City Centres)

The review of loading and unloading arrangements will identify problems and issues associated with loading and unloading, along with some potential schemes. This task will involve the detailed design of schemes, targeted at improving the current position in the identified town and city centres. Schemes will be drawn up in close consultation with stakeholders (such as retailers) – this will be particularly important in terms of designing to meet particular local demands/requirements. The traffic section of each local authority will be fully consulted in order to ensure conformity not only with this plan, but with the respective NMPs. In terms of outcomes, improvements to loading and unloading arrangements can be expected to reduce congestion, noise, and conflict between different forms of traffic; particularly in peak hours.

2.4.4 Review Night Time Delivery Restrictions

Changing customer and commercial needs mean that retail and logistics industries would like to make more out-of-hours deliveries to shops. This could potentially deliver benefits in terms of reduced congestion during peak hours and improved local air quality. However, current restrictions have been put in place for understandable reasons, such as reducing nuisance to the local community from delivery vehicles at anti-social hours. Local authorities directly affect how and when goods are distributed when deciding on planning, environmental health and traffic/highway control.

Officers assess representations for relaxation of delivery curfews and make recommendations to councillors, who need to be convinced that any relaxation is both in accordance with the law and in the interests of the community they represent.

In 2004, the DfT set up a joint industry/government working group to discuss concerns about delivery restrictions and to see how planning conditions affect the efficient distribution of goods. From this, it was agreed to develop a guide and toolkit on delivery restrictions and encourage pilot projects where retailers, local authorities and other stakeholders work together to test relaxation of delivery curfews in defined areas.
The DT guide ‘Delivering the goods: guidance on delivery restrictions’ identifies changes in circumstance that may give rise to a local authority reviewing a delivery restriction. This includes a change in local views on the need for regulation, town centre developments that introduce new retail and servicing arrangements and technical advances, such as quieter vehicles or working practices. The guide recommends that a local authority should consider approving an application to relax conditions if:

- Night time/early morning deliveries are desirable for the business
- Noise and light will not disturb neighbours as a result, and
- The local authority and the business agree on the range of measures to be implemented to mitigate the impact of deliveries.

It is therefore the intention of the Partnership to engage with relevant officers at the respective local authorities in the first instance to discuss the delivery restrictions currently in place within the conurbation. This will include identification of any requests that have been made by retailers or operators for restrictions to be lifted, or revised. Relevant applications for a review of planning conditions will be reviewed as this should prompt a review of whether any restrictions are still needed. It is also intended to use contacts through the Partnership, in particular the Freight Transport Association (FTA) and the Road Haulage Association (RHA), to identify any other restrictions where there are calls for amendment/change. Further discussions will then be held to ascertain the potential for amending the restrictions.

More detailed site assessments will be carried out as a separate task to determine one or more pilot tests which can be taken forward – this will result in an indication of the level of contribution to congestion reduction a review of delivery times can make.

### 2.4.5 Further Development of Tailored Freight Destination Maps

It is proposed to develop the existing maps to show company names, as has been done for East Gateshead, Northumberland Street and Team Valley. The maps that will be enhanced to show company locations are as follows:

- Washington (Crowther)
- Washington (Hertburn)
- Washington (Armstrong and Parsons)
- Washington (Pattinson)
- Portabella Industrial Estate
- Silverlink/Atmel/Middle Engine Lane
- Rainton Bridge
- North Tyne Industrial Estate

It is hoped that more detailed information will help to reduce lorry miles and thereby incidences of HGV-related congestion.

The Partnership will also be developing, on a trial basis, an interactive tailored map, which will show company names and company specific delivery info when the mouse hovers over the destination. This will operate on a similar basis to the web based version of the Tyne and Wear Freight Map. The first pilot map covers Northumberland Street in Newcastle.

[Image of maps showing different locations]
2.4.6 Embedding Freight Maps

Over the last three years, a significant amount of effort and resource has been put into developing a number of freight maps. This includes the Tyne and Wear Freight Map and a number of tailored maps for individual destinations. At this point, it is considered that effort should be made to improve dissemination and obtain maximum value from the maps. Therefore, where possible, maps will be delivered to individual companies at individual sites, along with those involved in leasing space at industrial estates. This approach has been adopted for the Northumberland Street map, which has been circulated to individual retailers. A distribution plan for the tailored maps and the Tyne and Wear Freight Map has been drawn up based on the number of companies present at each location. During the process, the Partnership will also receive feedback about the maps on an informal basis.

The work of the Partnership was recognised in March 2008 when it won the ‘Freight Quality Partnership of the Year Award’ at the Urban Logistics Conference in London. It topped a shortlist of nine FQPs, selected from the 112 that are in place across England. The Partnership was credited with delivering relevant and tangible outputs and developing innovative ideas that are practical and relevant to goods vehicle operators.

In October 2008, the Partnership won an even more prestigious accolade - the Chartered Institute of Logistics and Transport’s Annual Award for Transport Planning and Policy. The picture below shows John Bourn of the Tyne and Wear LTP Team holding the award, which was presented by the Princess Royal. Also in the picture are (from left to right): David Arthur (Faber Maunsell), Michael Page (Faber Maunsell), Graham Wall (PD Ports), John Bourn (Tyne and Wear Local Transport Plan Team), HRH Princess Anne (CILT Patron) and Richard Brown (CILT President).
This section highlights the progress made towards meeting the goals of ‘The Government’s Motorcycling Strategy’ published in February 2005. This strategy calls for the recognition of important issues such as:

- How motorcycles are to be considered in overall transport context
- Road safety training and awareness campaigns for riders
- The consideration of motorcycles within highways maintenance policies
- Partnership working to reduce crime and anti social riding/noise, and
- The consideration of motorcyclists as vulnerable road users in respect of highways design work

For a full overview of the Government’s 2005 Motorcycling Strategy, please see [www.dft.gov.uk](http://www.dft.gov.uk)

In June 2008, Gateshead Council commissioned a study into motorcycle use and safety, as part of an overall road safety themed study, linking into several of the Motorcycle Strategy objectives. The research was undertaken by Bluegrass Research, and the findings of this study were distributed to all LTP Partners. Bluegrass Research demonstrated the vulnerability of motorcycle riders, as their findings showed that ‘leisure bikers’ are over represented in the number of fatal accidents in the region.

This underlines the need to understand more about the motivations and influences of this group, which resulted in six group discussions with different categories of bikers held in May 2008. The point of this was to categorise the profiles of the segments, and to find out about attitudes to road safety/safe driving and how important messages can be conveyed. This research revealed a wide range of differences between bikers, mainly distinguished by the type of bike the group rode as well as age, responsibility and experience. This difference in attitudes between bikers has a large influence on attitudes towards safety and responsible driving, as outlined in Bluegrass’ findings.

Although attitudes towards bike riding differ from group to group, the study revealed that everyone recognise that riding a motorcycle is a dangerous hobby and a large percentage of riders has had an accident at one point. This is, however, seen by many bikers as part of the ‘biking life’, and it adds excitement and pride to their hobby. Many of the dangers lie with the rider, in hazards such as erratic riding, poor lane discipline, braking round bends, and not having a clear understanding of what the bike is capable (or not capable) of performing. Inexperienced bikers, or bikers who are unfamiliar with the area, can also bring dangers to the roads.

Group discussions with different categories of riders all showed that most riders are keen on improving their riding techniques to ensure improved safety and see riding as a constant learning curve – the challenge, however, lies in finding appropriate ways in which to educate experienced riders. Advanced riding courses have been found to appeal to some, but far from all. For some, this is seen as ‘nannying’ or ‘policing’, whereas riding with experienced riders and sharing tips is perceived as a good way to learn and improve biking skills.

Safety messages contributing to delivery of the Motorcycle Strategy currently come from magazines, such as Bike Ride or Motor Cycle News, where the reader is drawn in by an article on a different topic, like clothing, with a ‘hidden’ message of safety. Messages also come from websites, such as technical websites or even those selling insurance, as well as informal messages from community leaders, celebrity riders/respected role models or other experienced riders – which tends to be the most successful form of message in terms of influencing behaviour.

The message of safety is a difficult message in itself to get across to this group, as the majority of riders are already aware of the risks, and some even attracted to them. Therefore, any successful message of safety needs to tap into the ego and the machismo of a rider, as shock warnings about losing your life are met with a negative reaction.

Following on from this, a dedicated website for North East bikers has been suggested as a way of achieving the aims of the Motorcycle Strategy on a regional level through influencing attitudes and behaviour. Such a website would bring out positive elements like local interests, tips on good service, news on racing, speed traps – all coming from a trusted and well respected source, such as a local profile or respected rider. The website would not have its main focus on safety, but instead incorporate this through other themes, and the message should not be promoted via the police or local council as this might be perceived as ineffective badgering and lecturing.
The conclusions reached by Bluegrass is that the local biking community can be a difficult group to reach with safety communication, and in order to do so one must understand the group culture and focus messages around this.

Informal channels are likely to work best, as riders then do not feel like they are being lectured or told off. These mechanisms can include community led events, campaigns/speeches led by local and well respected bikers, and ‘track days’ where riders can further their skills whilst having fun. Some formal channels might also reinforce the message, such as the proposed website mentioned earlier, track days with instructors, and learning options instead of penalties.

With this research now undertaken and available to all Tyne and Wear local authorities, delivery of our Motorcycle Strategy to reduce anti social riding and crime is now well underway, led by Jeremy Forsberg, communications manager for Northumbria Safer Roads Initiative.

For more information on this, please see Chapter 4; Safer Roads.
Northumberland Way & Parkway Interchanges – Sunderland
Managing bridge maintenance whilst minimising congestion

SCHEME IMPLEMENTATION DATE: 2007/08

BACKGROUND INFORMATION

Northumberland Way and Parkway Interchanges are two grade-separated junctions on the A1231 Sunderland Highway in Washington. Extensive structural maintenance works were carried out in 2007 on the four bridges carrying the A1231, including bridge deck waterproofing, extensive concrete repairs and replacement of the bridge parapets. The aim of the scheme was to refurbish the bridges to achieve a life of 20 years until the next major maintenance. The scheme was carried out over 19 weeks from August to December 2007.

RELATED COSTS

The outturn cost of the project was £896,000, £89,000 of which was for the traffic signal installation. The traffic signals were reused on a subsequent contract.

PROBLEMS

The A1231 Sunderland Highway dual carriageway links the A1(M) to the A19, continues eastward to Sunderland city centre, and carries high volumes of traffic, with peak weekday flows of around 2,500 vehicles per hour. The Northumberland Way Interchange links with the A195, which connects the A1(M) with the A194(M), and also carries local traffic. The Parkway Interchange provides access from the A1231 to Washington Galleries Shopping Centre, and carries high volumes of traffic. The challenge of this scheme was to carry out the substantial bridge maintenance works on the bridge superstructure within a reasonable timeframe, without causing extensive traffic congestion by reducing lane capacity on the dual carriageway, or prolonging the scheme and increasing costs by night time working.

SOLUTIONS

The solution was to install semi-permanent traffic signals on each roundabout junction below the bridges, and divert through traffic along the slip roads, around the roundabout, and back onto the dual carriageway. Temporary speed restrictions were also adopted on the A1231.
This arrangement enabled both carriageways to be closed to traffic, which allowed safer working conditions on the dual carriageway for the contractor, thereby reducing the construction period. Although through traffic experienced a certain amount of delay, this was minimised by the traffic signal settings, and the arrangement worked well. The bridge maintenance works were completed on 29 October 2007 and the traffic signal equipment was then removed. However, all the sub-surface infrastructure remains, so that traffic signals can be reinstated in the future, should traffic conditions indicate that this is necessary.

BEFORE AND AFTER MONITORING

Peak weekday flows on the A1231 are around 2,500 vehicles per hour in each direction. Due to the signalisation and speed restriction, capacity on the A1231 was reduced.
Modelling was carried out to ensure that alternative routes could cope with additional flows and to ensure that the signalised roundabouts operated optimally.
Consultation was not required as works were carried out within the highway perimeter.

PHOTOS

Before

After
West Jesmond School ‘Yellow Bus’ - Newcastle
Reducing school run traffic

SCHEME IMPLEMENTATION DATE: 2008/09

BACKGROUND INFORMATION

• West Jesmond Primary School was temporarily decanted to a site on Freeman Road so that the old school could be rebuilt under the Building Schools for the Future programme. The decant would run from January 2008 to February 2009
• The location of the new school site is in an area of high traffic congestion, and also on a key access road to a local hospital
• Consequently, it was decided to fund a school bus to the site from 10 agreed locations, based around the convenience of access for existing pupils. These operate all school days during term time, and are backed up with a range of measures to deter parking in the proximity of the school.

RELATED COSTS

£200 per day for a 69 seater bus (a total of 10 buses a day operate). An extra cost of £27 per day for each escort on the buses.

PROBLEMS

• Freeman Road already suffered congestion problems because of the Freeman Hospital and there were fears that the school traffic would increase congestion to unacceptable levels in an already sensitive area
• Initial reluctance for parents to allow their children to use the bus services on grounds of personal safety
• The need to commit time of professionals at the school to ensure efficient co-ordination, for example to ensure that pupils are only released to those with permission to collect them (especially in cases of separated parents)
• The high proportion of parents with access to private cars, who would prefer to use this mode
• Ensuring access to the site for existing pupils who were able to walk to the former site, but are no longer able to do so owing to the relocation.

SOLUTIONS

• Provide a dedicated bus service from five pick-up points around the city to take pupils to the Freeman Road site
• Ensuring that two trained escorts are available on each bus both morning and night
• Close liaison with the school in question to ensure that the scheme was well publicised and to deter parents from stopping in the proximity of the school
• The removal of some forms of traffic calming will also enhance journey time for those using the buses.

BEFORE AND AFTER MONITORING

• Prior to the introduction of yellow buses at the site, 49.9% of parents opted to drive their pupils to school
• After the introduction of yellow buses, this figure was reduced to 1% of parents
• In terms of numbers, this is a reduction from 291 cars driving children to school during the rush hour to 6 cars
• School traffic has produced no increase in overall traffic on Freeman Road
• Parents and children have been full of praise for the efficiency of the operation.

PHOTOS
**Felling Bypass Bus Lanes - Gateshead**
Improving public transport/reducing congestion

### BACKGROUND INFORMATION

The Felling Bypass is the main route for traffic passing through the east Gateshead transport corridor area. It carries over 46,000 vehicles per day on some sections, with a number of those sections suffering from serious congestion.

In order to ease congestion problems and support continued regeneration in the east Gateshead transport corridor, a series of measures were developed aimed at promoting and developing the public transport network in the area.

The scheme involved the provision of a continuous westbound bus lane between the Black Bull public house at Wardley and Heworth Roundabout, and the removal of the footbridge in the vicinity of Heworth Roundabout and its replacement with traffic lights, including a pedestrian crossing. In order to implement these measures it was necessary to widen the carriageway by approximately 3 metres over the extent of the scheme. The majority of this widening was carried out by narrowing the central reserve where possible.

### RELATED COSTS

<table>
<thead>
<tr>
<th>Year</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>£362,931</td>
</tr>
<tr>
<td>2007/08</td>
<td>£732,009</td>
</tr>
<tr>
<td><strong>Total Costs</strong></td>
<td><strong>£1,094,941</strong></td>
</tr>
</tbody>
</table>

*Additional expenditure expected in 08/09 due to retention on invoice payments.

### PROBLEMS

- Loss of trees creating a barrier between the Felling Bypass and adjacent residential properties
- Residential concerns over an increase in road noise as a result of the scheme
- Request for a reduction in speed limit.

### SOLUTIONS

- All trees that had to be removed were replaced; in addition a more comprehensive landscaping scheme was introduced to create additional screening for residents
- The landscape screening together with a new road surface provided as part of the scheme also has benefits in reducing noise.
- The results of noise surveys pre and post scheme implementations were that decibel levels had reduced by 3 and vibration levels had remained constant
- Permanent speed monitoring equipment was also introduced as part of the scheme. No changes to the speed limit have been made to date.

The aims of the scheme were as follows:
- Improve road safety
- Enhance local bus services
- Improve pedestrian and cycle facilities
- Provide environmental improvements
- Improve the general flow of traffic.

### BEFORE AND AFTER MONITORING

**Journey Times:**
Black Bull – Heworth Interchange (information based on journey time surveys carried out by Nexus).

**Average journey time:**
Before - 4 min 13 sec
After - 2 min 27 sec
Saving - 1 min 46 sec (42% reduction)

**Slowest journey times:**
Before - 9 min 34 sec
After - 3 min 37 sec
Saving - 5 min 57 sec (60% reduction)

### PHOTOS

**Before**

![Before Image](image)

**After**

![After Image](image)
The LTP Partners are pleased that a mixture of targeted interventions has helped to improve person journey time per person mile on the monitored network.

These interventions have comprised both hard engineering type solutions designed to improve the capacity and flow of the road network and soft measures such as improved travel planning intended to provide people with a greater range of choice in their travel options.

The updated Congestion Reduction Plan sets out a range of synergistic initiatives which operate on a Tyne and Wear wide level and has had a great impact on congestion. These interventions are also listed in Section 4 of Appendix A, and are available to view as part of the Congestion Reduction Plan on www.tyneandwearltp.co.uk.

Work towards our Motorcycle Strategy and continued work undertaken by the Freight Partnership have also had a positive impact on travel behaviour.

As the updated Congestion Reduction Plan helps to demonstrate, the partners are committed to reducing congestion on the local road network in a long-lasting way. We welcome the significant progress we have made during the lifetime of this Plan and are determined to build upon the good work already completed through the continuation of current schemes and initiatives, as well as strong NMPs and implementation structures.