



North East Transport Plan 2021-2035

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

CONSULTATION DRAFT

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Foreword



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

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

Our schemes are ambitious and are so far worth £6.1 billion an amount which will grow as further schemes are developed over the lifetime of the Plan. We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government to 2021-2035.

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

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

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

It is my hope that the public will fully engage with our draft plan to drive forward our vision of 'moving to a green, healthy, dynamic and thriving North East'. We welcome members of the public to feedback on this document and share their aspirations for the future of regional transport.

On behalf of the NEJTC I would like to thank the public, our partners and stakeholders for playing their part in the development of this strategic Transport Plan. We look forward to the many discussions and debates that will take place in the coming months throughout this consultation.

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

Executive summary

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

The North East Combined Authority

(comprising Durham, Gateshead, South Tyneside and Sunderland)

The North of Tyne Combined Authority

(comprising Newcastle upon Tyne, North Tyneside and Northumberland)

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

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

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

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

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

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

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

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

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

Those transport links need to be fast, reliable, resilient, accessible and affordable. They must have the capacity we need and, crucially, be sustainable.

Better integration is also key.

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

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






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

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

The North East Transport Plan vision is:

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

The objectives of the Transport Plan are:

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

Implementation Plan

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

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

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

We have set schemes across 7 work programmes consistent with our Policy Areas:

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

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

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

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

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

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

To 2035, our region requires an estimated £6.1 billion of capital investment, an amount which will grow as further schemes are developed over the lifetime of the Plan.

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

What is the North East Transport Plan?

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

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

This is not a 'business as usual' Transport Plan. It sets out the region's transport priorities up to 2035 and how the North East can address our main future challenges, ultimately delivering profound and enduring improvements to our transport network.

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

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

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

Making journeys is good

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

Why is transport important?

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









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

£42-50m

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

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

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

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

What this Plan covers

Interaction with other policies and strategies

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

The aim of this Plan is to help support our region’s wider goals of creating and sustaining 100,000 more and better jobs in a growing and decarbonised economy, where social and health inequalities are greatly reduced.






The Plan is therefore closely aligned and interfaces with the North East Local Enterprise Partnership (LEP) Strategic Economic Plan and Local Industrial Strategy, Central Government strategy, as well as all relevant policies and Plans of Transport for the North (TfN), the seven North East local authorities and Nexus. See the Call to Action page for a timeline of strategic interventions.

Our upcoming Transport Strategies which will be aligned to this Plan:

2021/22	2022/23
<ul style="list-style-type: none"> Refresh of Metro and Local Rail Strategy TNE Engagement Strategy Bus Strategy 	<ul style="list-style-type: none"> Active Travel Strategy Roads and Electric Vehicle (EV) Infrastructure Strategy

The table to the right shows what is in Plan and what is available elsewhere, for each form of transport, based on our policy areas:

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

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

Our vision and objectives

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

The Vision

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

The Objectives



Carbon neutral North East

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



Overcome inequality and grow our economy

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



Healthier North East

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



Appealing sustainable transport choices

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



Safe, secure network

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

Policy areas



Making the right travel choice

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

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



Active travel

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



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

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



Private transport: travelling by car and using road infrastructure

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



Public transport: travelling by local rail and Metro

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



Connectivity beyond our own boundaries

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



Research, Development and Innovation

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

Overarching policy areas

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

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

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

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

North East England – our region

Home to **2 million people**

5 sea ports

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

Newcastle International Airport

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

Value of exports

£13.3 billion (2019)

Value of imports

£14.4 billion (2019)

5 national catapult centres

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










Home to a range of national innovation centres

Newcastle Helix, NETPark in Durham

Manufacturing

15% of our GVA and 11% of employment

Key

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



Home to Nissan Motor Manufacturing

One in 3 British cars is made at this plant – 442,300 in 2018

Nationally significant offshore energy hub

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

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

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

Growing cycling and walking network

Shields Ferry

400,000 passenger journeys a year

Two UNESCO World Heritage sites

Tyne and Wear Metro

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

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

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

162.4 million bus passenger journeys in 2018/19

Home to the largest purpose built datacentre campus in the UK

Stellium Data Centres, Cobalt Business Park, North Tyneside

Four universities

80,000 students, 17,000 international

Our environment

Carbon Neutral North East

In recent years there has been a general increased awareness of the need to take action on climate change. In June 2019 the UK Government became the first major global economy to pass a law that requires the UK to achieve 'net zero' greenhouse gas (GHG) emissions by 2050.⁷



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

How can transport help?

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

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

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

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

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

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

Air Quality

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



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

The region has the following air quality management areas:

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

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

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

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

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

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



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

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

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

Congestion

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

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

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



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

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

Our environment



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

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

Cleaner fuels

The rise of cleaner fuels in particular electric will continue over the next decade following legislation to end the sale of all new petrol and diesel cars by 2040; the region has a clear opportunity to accelerate and assist in the uptake of these vehicles. Currently there are almost 3000 registered electric vehicles in our region, over 800 chargers and through programmes such as Go Ultra Low North East we are confident that the adoption of these vehicles will grow. Other sectors including the bus and logistics industries are also investing in this area. A cleaner vehicle fleet results in potentially improved air quality and a more efficient energy sector. However, an increase in the uptake of electric vehicles will not enable us to achieve our objectives alone, as it will not fully resolve health impacts, make efficient use of road space or improve road safety.

The future

The North East has been at the forefront of decarbonisation and developing low-carbon solutions for our transport network, with successes in offshore wind technologies and electric vehicles.

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

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



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



Our economy

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

Measured in 2018, our region had a workday population of almost one million people and the GVA of the North East was £40.9 billion, which is **2.5% of English GVA**.

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

Our economy

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

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

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

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

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

Wages

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

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

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

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

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

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

Economic inactivity

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

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

Public/private sector employment challenges

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

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


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

Productivity challenges

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

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

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

 Average productivity in our region remains **16% below the output for England**.

Our economy

Housing and commercial development

The North East has ambitious plans to provide new housing and commercial development in order to address demographic trends and drive economic growth. Some of our significant employment sites, including out of town business parks and Enterprise Zones, are successful but have relatively limited public transport connectivity. To support their onward vitality and growth there is an opportunity to address the connectivity that is available and the quality of those connections.



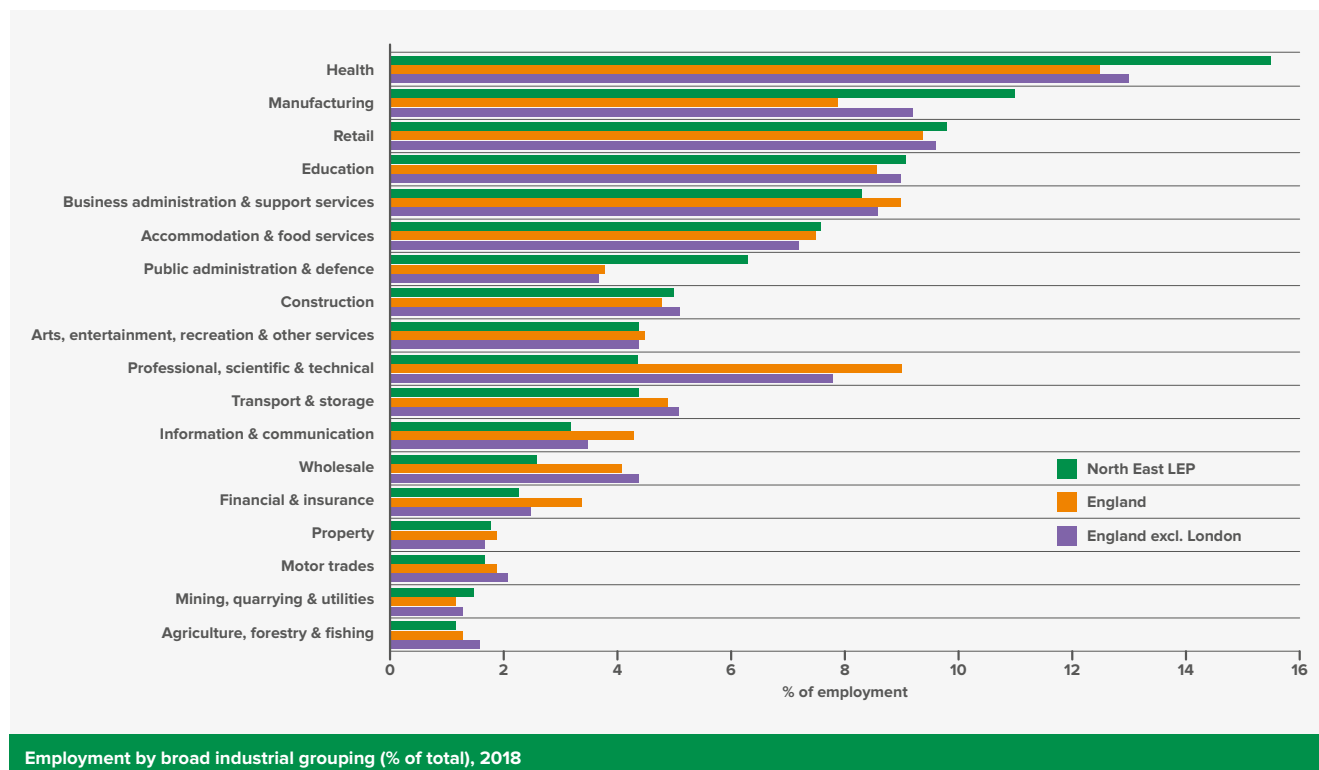
Approximately 110,00 new homes planned in the region by 2036

Many new housing estates are located and designed in a way that encourages car primacy and the growth in out of town retail and business park development has reinforced this trend.

Transport development cannot work in isolation and we will ensure that there is joined up working in the North East on transport, land use and housing. Doing so will help to reduce inequality and grow our economy.



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



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

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

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

The largest employing sectors in the North East are:

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

Our economy

Key sectors

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

Digital

Advanced manufacturing

Health and life sciences

Offshore, subsea and energy technology

Digital

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

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

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

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

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



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

Advanced manufacturing

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

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



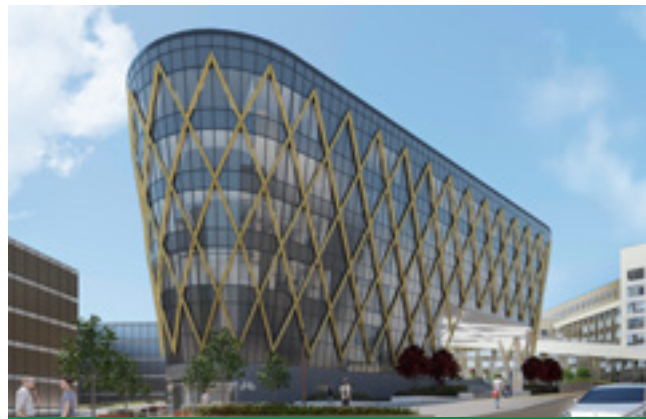
Nissan UK and IAMP – connecting these major employment sites to our public and sustainable transport network is a key element of our Plan.

Our economy

Health and life sciences

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

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



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

Offshore, subsea and energy technology

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

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

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



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

Urban events, rural getaways

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

Our rural economy, particularly in Durham and Northumberland, places a significant reliance on tourism. In 2018, tourism made up 11.8% of Northumberland's economy, 2.7% higher than the national average, and it contributes £665 million to the economy, underpinning an estimated 1,500 jobs. The growth in 'staycations' and people seeking holidays in more remote outside spaces also benefitted rural tourism in the North East in 2020.

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



Beamish in County Durham – the living museum of the North

Key insight

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

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

Our health and social inequalities

Deprivation and Inequality

Pockets of health and income inequalities are seen across the North East, with deprivation being largely concentrated in urban areas. Public transport provision is also poor in some of our more deprived urban areas.

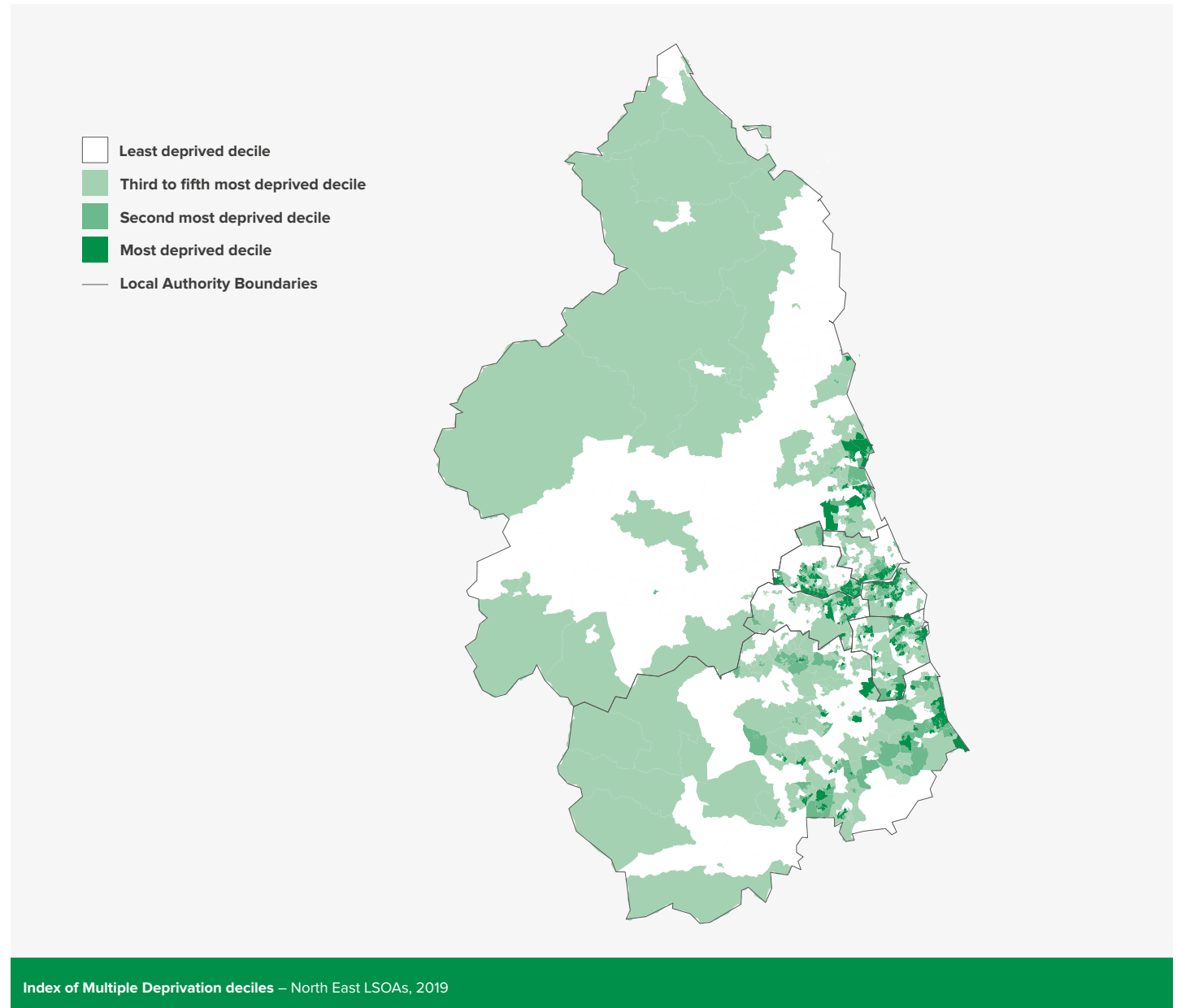
The 2019 Index of Multiple Deprivation (IMD) concluded that all areas of Tyne and Wear have above average levels of multiple deprivation. Accessible public transport which allows people to reach employment, education and training opportunities outside of their immediate area can help to reduce these disparities.

In the map to the right, the darkest shaded areas are within the most deprived 10% in England, with the next darkest within the second most deprived 10%. The lightest shading shows areas among the least deprived 50%.

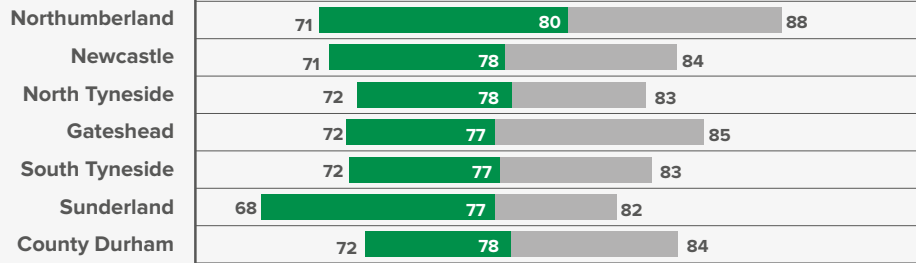
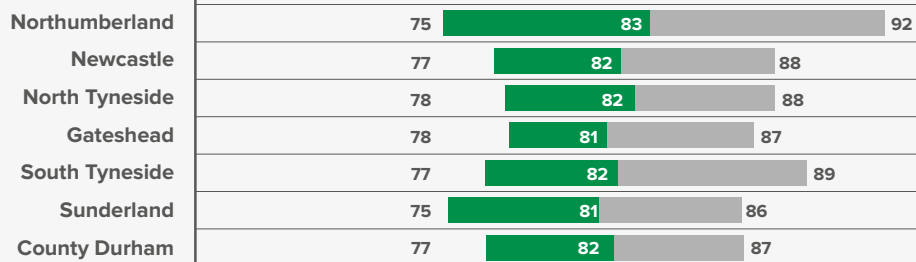
Some of the most deprived areas in the North East border some of the least deprived areas.

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

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



Our health and social inequalities



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



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

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

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

Life expectancy

Estimates of life expectancy at a local authority level are similar across the North East LEP area. However, this conceals major differences within each local authority which can be seen using small area (MSOA) data. There are gaps of nine years or more between highest and lowest life expectancy for both males and females in all seven North East local authorities. The largest range is in Northumberland in both cases.

Disability

The incidence of disability is higher in the North East region than England, with 28% of the North East population having a disability in 2018/19, compared to just 21% across England. A person is considered to have a disability if they have a long-standing illness, disability or impairment which causes substantial difficulty with day-to-day activities.

We will ensure that our transport network leaves no one and nowhere behind and is accessible to all.

Household poverty

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

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

Quality of employment opportunities

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

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

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

Free school meals

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



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

Our geography and people

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

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

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

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

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

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



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Our people

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



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

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

Key insight

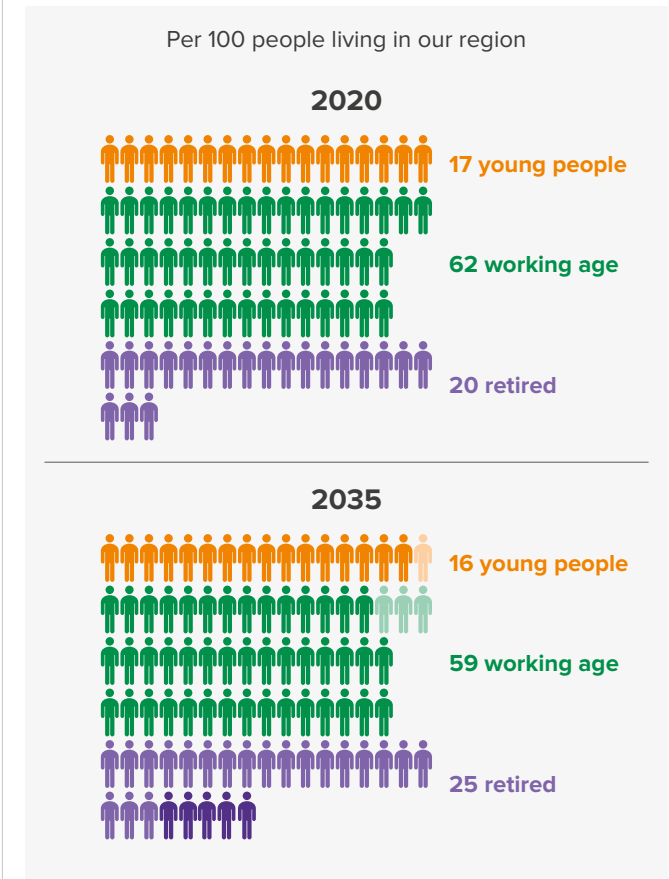
Our Plan considers different solutions for different communities across our region as we map out how to develop the North East transport network and grow our economy by 2035.

Population

Age profile

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

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



Our geography and people

Skills

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

Education

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

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

The North East has nine further education colleges:

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

Apprenticeships

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

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

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

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

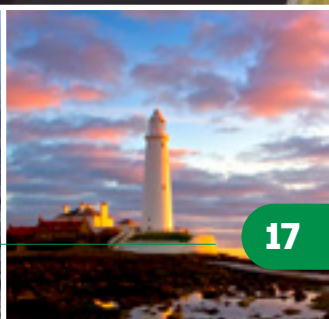
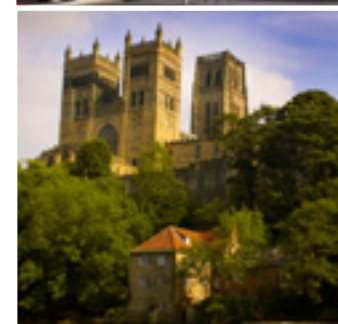
- 4.3% of all apprenticeships in England
- 4.5% of intermediate apprenticeships
- 4.3% of advanced apprenticeships
- 4.1% of higher apprenticeships

In particular, the North East had:

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



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



Our transport network and travel habits

The infographics on this and the next pages show a range of facts and information about our transport network. They demonstrate that our travel patterns are complex, but we know that commuting in our region is dominated by car use (60.5%). Travel on foot is just over 10% over short distances, while bus (10%) and Metro (3%) are also important contributors.

This only represents trips taken for work purposes, which is around 15% of all trips in our region, and the low share of the Metro is because it operates only within Tyne and Wear, while the above figures and the statistics on the following pages show the total number of travel to work journeys across the entire region.

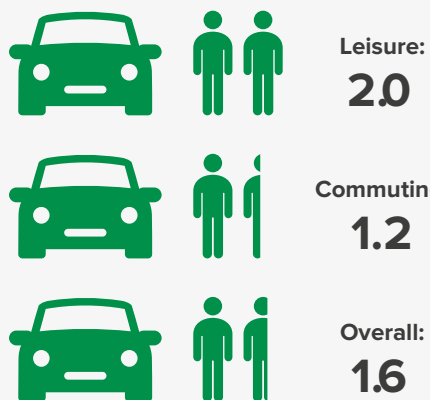
Integration

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

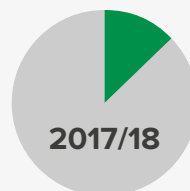
Therefore, by 2035 we want to create a properly integrated and efficient public transport network across the whole of our region, including simpler ticketing and payment, easily available and accurate travel information and seamless interchange between different forms of transport.

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

Car occupancy 2017/18



13%
of commuters
car share



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

Strategic Road Network:

congestion = average delay
(seconds per vehicle mile)

Ranked 5th out of 9 English regions for congestion
Yorkshire and The Humber best, London worst

Of the LA7, 5 exceed national average congestion
Sunderland and County Durham below average

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

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

Over last 10 years:

1.2 mins
slower commute
0.5 miles
longer commute

8 roads
on the Strategic
Road Network in LA7

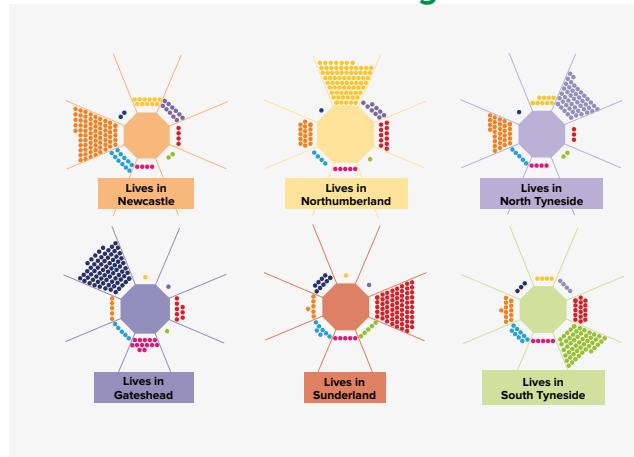
A1	A1(M)
A19	A194(M)
A184	A66
A69	A696

Our transport network and travel habits

The distance, time and cost of our travel



Travel to work – within, to and from our region



Travel to work – what transport we use

	Car driver	60.5%
	Walking	10.5%
	Bus	10.2%
	Car passenger	6.9%
	Home	3.9%
	Metro	3.3%
	Bicycle	1.7%
	Train	1.1%
	Other	0.9%
	Taxi	0.7%
	Motorcycle	0.4%

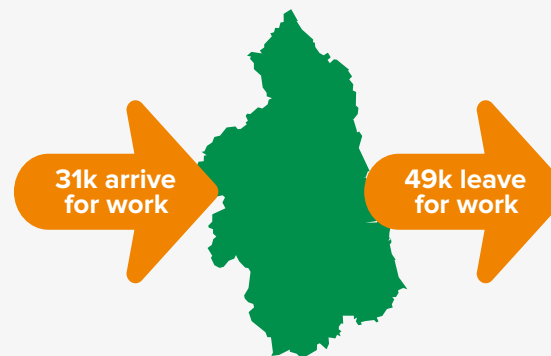
Average spend per person on all transport reasons and modes:

£1,487 pa

Average spend on all transport as a proportion of median income



Commuting into and out of our region



Method of travel to work – all transport modes

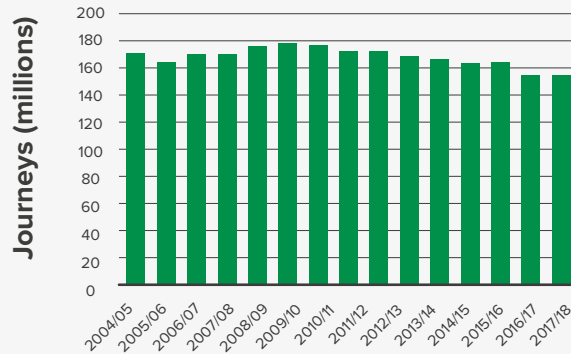
(Source: Census 2011)

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

Our transport network and travel habits

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

Bus patronage in our region



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

64 million bus vehicle miles in our region

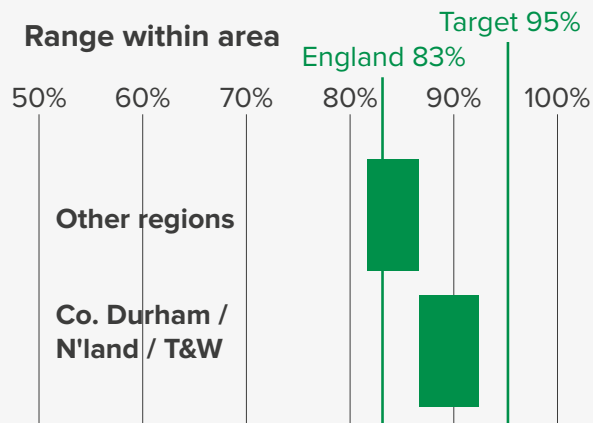
6km average journey distance in T&W

Cost of travel after RPI

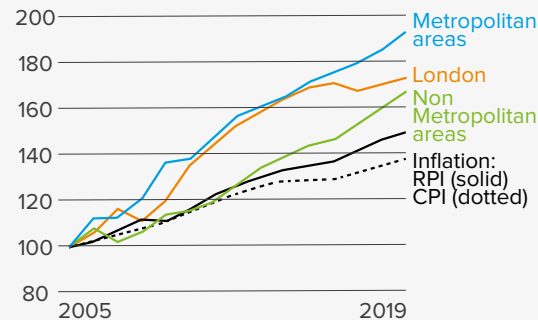
43% real terms increase in metropolitan areas
23% in London
18% Non metropolitan areas

Bus fares index (2005 = 100)

Bus punctuality



Bus fares index (2005 = 100)



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

Primary School Secondary School



13
mins



25
mins

1.6
miles



3.4
miles

304,000 + 88,000

School age population

University students during term time



50%



38%



12%

Our transport network and travel habits

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

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

Monument, Central, Haymarket, Gateshead, Regent Centre

And the 5 most popular starts to commute from are:

South Gosforth, Gateshead, Heworth, Monument, Central

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

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

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



Tyne and Wear Metro

36 million passenger trips per year

60 stations

77.5km of electrified track

New trains arriving from 2023



Local Rail

5 million passenger trips per year

31 stations

1980s diesel powered trains

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

within the North East in 2018



Appealing sustainable transport choices

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



Safe, secure network

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

Active travel

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



86% of respondents to an insight survey feel more footpaths should be built alongside current roads and 81% feel the same for cycle paths. (Source Nexus 2020)

Public transport

Perceptions of Safety on Buses

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

Perceptions of Safety at Railway Stations and on Trains

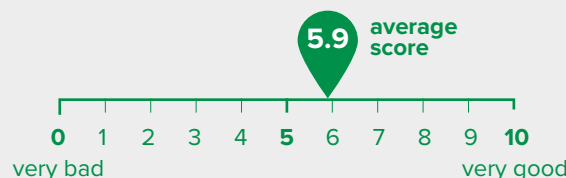
Nationally 73% of rail users rated personal security whilst using stations as good, rising to 75% when on board a train.

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

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

Source: National Rail Passenger Survey, Spring 2020

How would you rate the behaviour of other passengers?



February 2020 Metro customer satisfaction survey

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

94% Keep trains free of anti-social behaviour

91% Keep stations free of anti-social behaviour

Tackling anti-social behaviour is seen as a priority

Perceptions of safety on the Metro 2019 survey

Security when using public transport

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

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

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

Safe, secure network

Road safety

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

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

Walking, cycling and powered two wheelers (PTWs).

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

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

Cyclist

fatalities / serious injuries / slight injuries

349 (2014) ▶ **264** (2019)

What can we learn from elsewhere?

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



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



Where we are now

The facts and figures provided in this consultation draft of the Transport Plan are correct at the time of writing and will be updated prior to publication as latest data is released.

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

Furlough

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

Unemployment

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

Claimant count

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

Working from home

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

Tourism

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

Environment

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

Recovery

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



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



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

Digital connectivity

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



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



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

High streets – retail footfall

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



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



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

Key insight

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

Measures of success (Key Performance Indicators)

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



Measures of success (Key Performance Indicators)

Motor vehicle traffic



Estimated vehicle miles per capita in our region in 2019

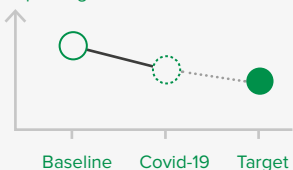
5,077

Key insight

Estimated vehicle miles per capita in our region and nationally both reached a peak in 2007. Vehicle miles per capita in our region reached 5,077 in 2019, an 11% rise since 2007 peak. Although vehicle mileage per capita is likely to fall due to the economic impact of Covid, without successful interventions and alternatives motor vehicle mileage per capita will recover and follow an upward trend

Target: Managing motor vehicle mileage

Improving



Road safety – numbers killed and seriously injured.



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

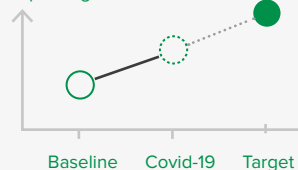
778

Key insight

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

Target: Improving road safety

Improving



Road safety – number of slight injuries



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

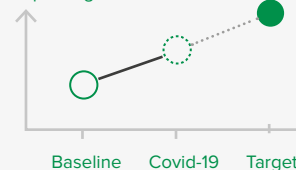
3,275

Key insight

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

Target: Improving road safety

Improving



Monitoring and evaluation

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

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

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

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



What do our users think?

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

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

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

Recent surveys have shown that our regional transport network has many positive aspects and strong support from the public. For example, the Bus Passenger Survey from autumn 2019 revealed 91% of passengers were satisfied with their overall bus journey, while 89% were satisfied with their journey time on the bus.

The 2019/20 Tyne and Wear Metro survey also showed that there was a high level of satisfaction with signage and lighting in and around stations, the professionalism of Metro staff and the clarity of announcements at stations.

The reliability and customer satisfaction for the Shields Ferry was high. In 2019/20 the Tyne and Wear Ferry had a 93.4% service operation and a satisfaction score of 9.5 out of 10 (source: Nexus).

Car and motorcycle users said the best aspects of using these types of transport were convenience, travelling door-to-door and travelling exactly where you want to be (2018 Nexus Household Survey).

However, there are a number of areas where improvement is required. Satisfaction with value for money for bus fares fell from 71% in autumn 2018 to 65% in autumn 2019.

User perceptions are also important. The 2019/20 Tyne and Wear Metro survey highlighted an appetite from users that improvements are needed in the punctuality of trains, information provided during times of disruption, availability of staff, reliability of trains, value for money and availability of seats on trains. Often improving perceptions of an issue that users have identified is key. For example, improving satisfaction with staff availability could also be achieved by reducing the apparent need for staff through improving real time and online information and by improving safety and security, not just by simply introducing more staff.

In addition to this, based on a Sustrans survey on cycling in Gateshead, Newcastle and North Tyneside carried out in 2019, 65% of men and 69% of women surveyed felt cycle safety needs to be improved, while 62% felt there was a need to build more cycle tracks separated from traffic. The most common areas for cycle safety improvements were better road quality and fewer potholes, better lighting on cycle routes in poorly lit areas, and improving the behaviour of people driving cars.

Three of the most regular comments on the worst aspects of travelling by car/motorcycle were the constant roadworks, the lack of parking spaces and their cost, and the stress caused by traffic (2018 Nexus Household Survey).

The consultation will provide a great opportunity for us to listen to what our users truly require from their transport network. This page will reflect the conversations that are held throughout this period and will set the scene for the key decisions contained within the Plan.

“

I started cycling again after an episode of depression. I'd put on fifty kilos in weight and been unable to go out of the house. I started to feel better. I went to new places and met new people. I cycled for a year with an average of 25-30 miles a day. I lost thirty five kilos.

I avoid the roads as they are so polluted, and stick mainly to traffic free routes. Cycling sharpens my mind and my perspective to life is better as it makes me think in a different way – I don't feel trapped any more. (Sustrans)

Amir – Newcastle



“

Where I work now is up a big hill and at rush hour I don't feel safe cycling after I got knocked off twice despite having hi-vis and lights. The drivers were apologetic but it doesn't seem worth the risk. (Sustrans)

Claire – Gateshead



Car / Motorcycle

"Lots of traffic so not as relaxing as public transport"

Car/motorcycle user
(2018 Nexus Household Survey)



Bus

"Always there for people who have a disability and offer help so they can bring the best experience to everyone."

Bus user (2018 Nexus Household Survey)



Bus

"Always late, never run to timetable."

Bus user
(2018 Nexus Household Survey)



Metro

(negative points)

"The negatives are reliability, journey time, price, number of people using at peak times, service at non-peak times."

Metro user
(2018 Nexus Household Survey)



Metro

"Quick journey times compared to travelling by road."

Metro user
(2018 Nexus Household Survey)

Our transport network

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

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

Policies

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

Objectives

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



Making the right travel choice

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

With 56% of trips under 10km and 36% under 5km, there is a significant opportunity to encourage shifts to active, sustainable and public transport types across the region, particularly in urban areas.

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

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

We want to get more people in the North East to use sustainable travel types, such as walking, cycling and public transport, and encourage more sustainable travel patterns to achieve all of the Plan's objectives. People

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

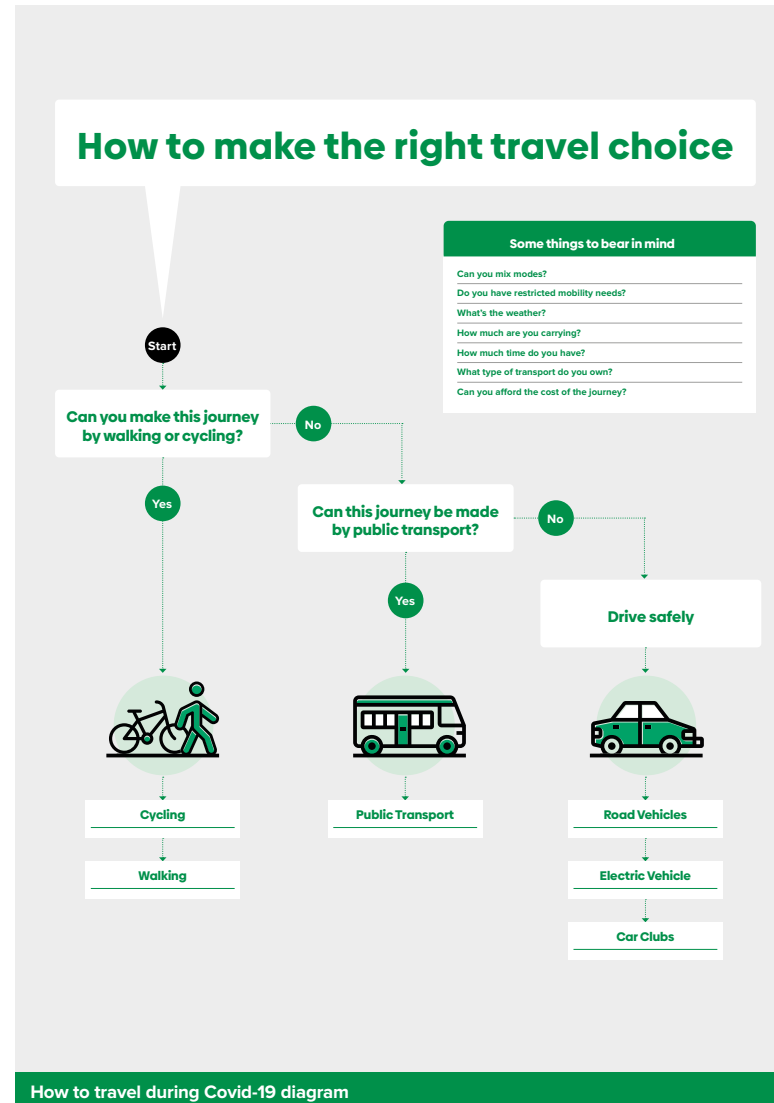
Why?

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

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

Helping people to make the right travel choice – Decision tree

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



The decision does not sit exclusively in the hands of the motorist. Work is the catalyst to many journeys; and therefore the message must be extended to those who take travel decisions at a corporate level encouraging businesses in our region to rethink how they move employees around where alternatives to road journeys exist and as they newly come online during the currency of this plan.

Background

The reasons why people make the travel and transport choices they do is often complicated and dependent on several factors and circumstances, which can change on a journey-by-journey basis. People's travel choices are also repetitive and often undertaken out of habit rather than journeys being thought through on a regular basis to take differing circumstances into account. We are aware that there are a variety of factors that influence a person's travel choice.

For example, a person may be making a journey of under two miles but is required to carry several heavy items of shopping and therefore needs to use a car. The same person may make the same journey to the shop the following day, but as they are only buying a few items which can be easily carried, they decide to walk. For some journeys, people may be travelling alone or with others. People may or may not have a disability.

Our decisions are influenced by what mode is available (or what we believe is available) and how it suits our circumstances. Affordability also plays a

Making the right travel choice

major role. People may consider that the cost of a ticket on public transport is too expensive, or may own a car and want to get maximum use out of it and cannot afford not to use it. Transport poverty is also an important factor to consider.

People may be persuaded to walk or cycle instead of using the car for a shorter journey in good weather, during the daytime in an area we know and where a footpath or cycleway is clearly marked. However, we are less likely to do so at night, when it is raining or in an unfamiliar location. To achieve our objectives, we must encourage and enable people to make more journeys by sustainable alternatives to the car and work to change attitudes towards public and sustainable transport.

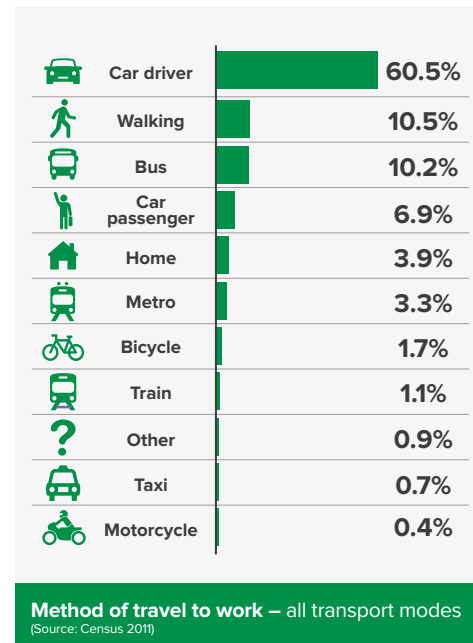
Our approach recognises that different parts of the North East have different transport needs and require different transport solutions. The place of the car and public transport is very different in rural and urban areas. We recognise that the car will be the only option for some journeys and is likely to continue to be the most popular form of transport in the region.

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

Transport Poverty

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

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



How do people travel in the North East currently?

Understanding why and how people make journey choices will enable us to transform our transport offer in a way which has never been done before in the North East.

Travel patterns are complex but we know that commuting in our region is dominated by car use (58%). Travel on foot is 10% over short distances, while bus (10%) and Metro (3%) are also important contributors. This only represents trips taken for work purposes, which is around 15% of all trips

The above infographic illustrates that the dominant mode of travel to work is by car, with a healthy proportion of trips by bus and a small but not insignificant number by rail and Metro. It is important to note that the low share of the Metro is a result of it operating within Tyne and Wear only, and this table shows the total number of travel to work journeys across the entire region.

Where we want to be

We want to continue to expand the number of people who can use sustainable transport for their journeys. Central to this is to make it as easy as possible to travel sustainably.

We recognise that the car will be the only option for some journeys and is likely to continue to be the most popular form of transport in the region. Through various interventions over the coming years, we will work towards enabling people in the North East to consider transitioning to more sustainable transport modes when there is an alternative available for the right journey circumstances.

Due to our region's diverse urban and rural mix, there will need to be different solutions and expectations to successfully encourage shifts away from private cars to more sustainable transport types.

For those people who don't have alternative travel solutions to the car, we will deliver transport solutions in which will broaden the opportunity for people to make more sustainable transport choices.

Information and ticketing solutions are central to achieving this. Over the coming years, improvements to deliver mobility options that are right for the customer, are easily accessible to all and are available in one comprehensive offer to ensure that customers can choose multiple types of transport modes will be developed. By blurring the lines between public and private transport, connectivity will be improved for all.

Although in some of our rural areas transport options are more limited, by providing an information solution that embraces all forms of transport options, including car clubs, carpooling, the location of electric vehicle charge points, and park and ride facilities, it will be easier for people to make a clear decision on their door-to-door journey regardless of their location.

By implementing solutions that showcase existing transport infrastructure that a person has at their disposal, we can be confident the package of projects which are set out later on in the Plan are ones that will encourage more people out of their cars.

Our region has access to vast amounts of data from different sources; providing developers access to this through an open data protocol will enable innovative and bespoke solutions to be developed by businesses. Through this innovative partnership, transport planning and application developers can unite to create a truly revolutionary regional product.

Information provided to people needs to be comprehensive and include specific journey costs, up-to-date journey times and their environmental footprint to enable travellers to make informed decisions. Providing real-time information and live updates is also central to any information solutions, such as informing people of congestion and major disruptions.

Information solutions could allow people to think through their journey choices before reaching straight for the car keys.

Making the right travel choice

In a competitive market, businesses use loyalty schemes to retain their customer base through incentive offers. A regional survey undertaken by Nexus highlights how popular loyalty schemes are within the region and should be considered as a method to encourage the shift away from the private car to more sustainable modes of transport.

A fares and ticketing offer that is reflective of changing travel habits and offers the best value for money is fundamental to our region. In these challenging economic times, products that are simple and affordable will open and expand labour markets by enhancing access to opportunity. Customers should feel confident that they will receive a best price promise, meaning that a smart travel system will charge a customer the best fares possible for the journeys they have made. A survey undertaken by Price Waterhouse Cooper highlights that there is “obvious need to make pricing more “reasonable” especially when compared with the cost of a journey made in the car”.

Key insight

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

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

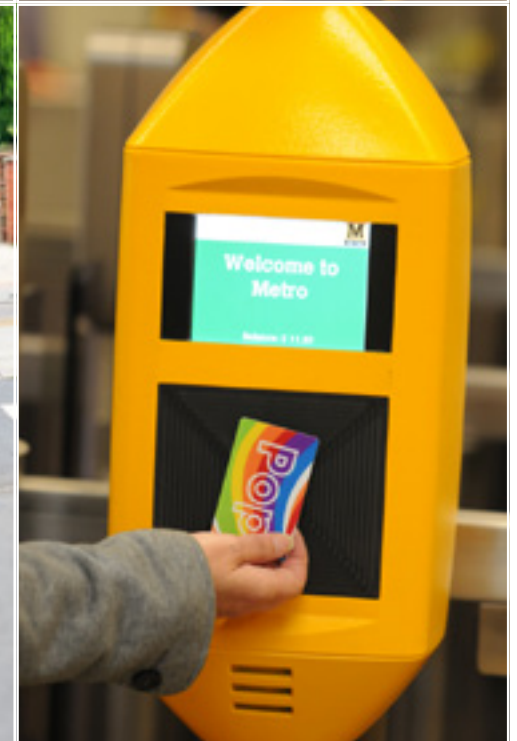
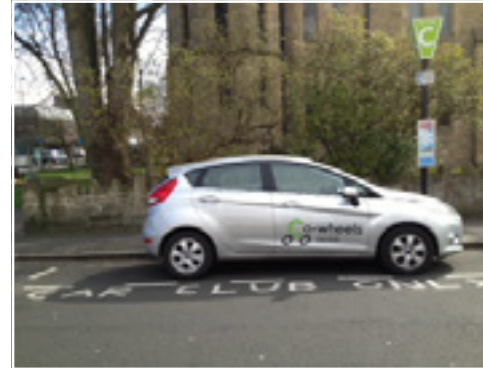
The team will also consider:

- Information and ticketing solutions
- Education in schools
- Marketing and information campaigns
- Gamification incentives
- Engagement with local communities and employers
- Perceived and actual barriers to public and sustainable transport use
 - Why do people just not want to use public transport?
 - Travel poverty and affordability

Policy Statement

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

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





Active travel

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


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

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

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

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

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







Amsterdam	2°C
Copenhagen	1°C
Durham	3°C

Lowest average December temperatures

Everyone benefits when more people cycle

In Central Tyneside alone, cycling:

-  Takes up to **16,000 cars off the road every day**
-  Prevents **277 serious long-term health conditions**
-  Saves **9,400 tonnes of greenhouse gas emissions**
-  And creates **£58.8 million in economic benefit**

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

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

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

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

- 50%** of Central Tyneside residents think there are too many people driving in their neighbourhood
- 72%** support increasing space for socialising, cycling and walking on high streets and
- 57%** agree with closing streets outside schools at peak times

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

- 86%** of an insight survey feel more footpaths should be built alongside current roads and 81% feel the same for cycle paths
- 56%** of Central Tyneside residents want more spent on walking provision and 49% on cycling provision

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

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

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

- Keeping active can reduce the risk of early death by as much as **30%**
- and of major depression by **26%**
- And as a direct result of improvements to the pedestrian environment retail turnover can increase by **17%**

Active travel

Our starting point

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

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

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

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

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

Micromobility

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

Where we want to be

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

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

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

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

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

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

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

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

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



In the early 1970s, improving public health in Finland became a priority. A programme including promoting active travel meant that in four decades, there has been an increase in life expectancy of almost 11 years for men and 9 years for women.

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

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

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

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

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

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

Policy Statement

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



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

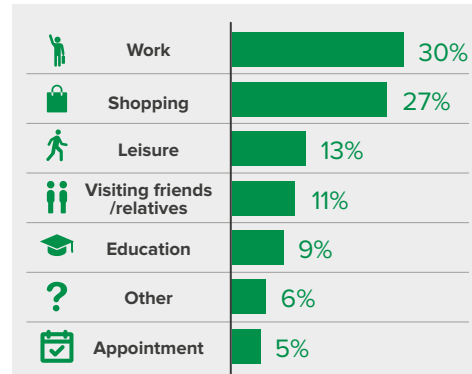
Buses

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

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

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

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



Bus journeys by purpose (Source: ?)

89% of bus services are commercially operated.

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

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

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

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

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

Our starting point

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

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

Where we want to be

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

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

As well as this, we must also help buses travel faster and more reliably around our region. This will mean dealing with the many traffic "pinch points" in towns and cities across our region, including lack of capacity for buses at river crossings, that particularly affect buses and make journey times longer and more uncertain, which deters passengers and increases bus operator costs. But tackling these piecemeal, although important, is not the full answer. Major investment is needed in long-term solutions, including radical new rapid bus corridors offering faster, more

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

reliable journeys through bus priority schemes such as bus lanes, together with lower fares, greener vehicles and better frequencies. These step changes will help overcome the less than excellent image that bus services have in the minds of many in our region.

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

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

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

Policy Statement

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

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

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

The Shields Ferry

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

Background

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



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

Our starting point

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

Where we want to be

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

Policy Statement

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

“On demand” public transport



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

Background

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

Our starting point

Taxis have the potential to play a big role in any on demand solution, but need to be more joined up with the rest of the transport network in terms of journey planning, booking and payment. We have nearly 9,000 licensed Hackney Carriages and PHVs in our region, with each of our seven Councils having its own taxi policies that suit local needs.

Most large stations, transport interchange and town and city centres have taxi ranks. Taxis represent the only form of public transport to serve all locations, 24 hours per day, including when and where other transport alternatives are not available, such as late at night.

To improve the environmental and air quality footprint of our taxi fleet, external funding has been received from the Office for Low

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



There are nearly 9,000 licensed Hackney Carriages and Private Hire Vehicles in our region

Emission Vehicles (OLEV) to install charging facilities specific to the taxi trade. We've invested in rapid electric vehicle charging points dedicated for the taxi and private hire vehicle industry, located at strategic points across our region. Taxis are also used on several bus-type services operating around the region where demand is low, or the road layout makes access for conventional buses difficult.

Where we want to be

Our current public transport network cannot serve all parts of our region and all times of day equally well. To serve anyone without a car, and to encourage others to make the switch away from cars, a combination of existing and radical new solutions is needed.

Investment is needed, particularly to provide our rural and other isolated communities, and the people who want to visit them, with financially and environmentally sustainable options, together with good, integrated information on what is available.

In addition, night workers now account for nearly 15% of employees in the wider North East (including Tees Valley) which is the highest proportion of anywhere in Britain. These workers play a crucial role in our nation and our region. On demand services have great potential here and we could offer advice about setting them up. For example, a factory may want to organise bespoke transport around shift times using (with the employees' consent) a database of everyone committed to paying for transport together with their home addresses. Employees would then be confident of having door-to-door transport, which would also overcome concerns about walking to or from bus stops late at night. Similar services for schools could be accompanied by an app activated by school bus passes, assuring parents of their children's safe travel to school.

Therefore, we also need a range of on demand services to close the gap between everyone's travel origins and destinations. By 2035 we will have in place technology solutions for journey planning, booking and payment catering for all forms of transport which are currently being trialled to deliver efficient, integrated public transport on demand across our region leaving no one and nowhere behind when it comes to transport.

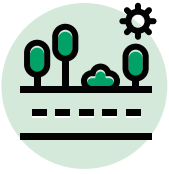
Policy Statement

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

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

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









Private transport: travelling by car and using road infrastructure

The North East has a combined road network length of 12,241 miles enabling cars, freight vans, lorries, buses, taxis, and cyclists to get around our region. Around 10 billion vehicle miles were driven in 2019.

Our road network is instrumental in enabling economic growth and our approach is to ensure that connectivity and capacity constraints on the network are addressed. The network is divided as described below

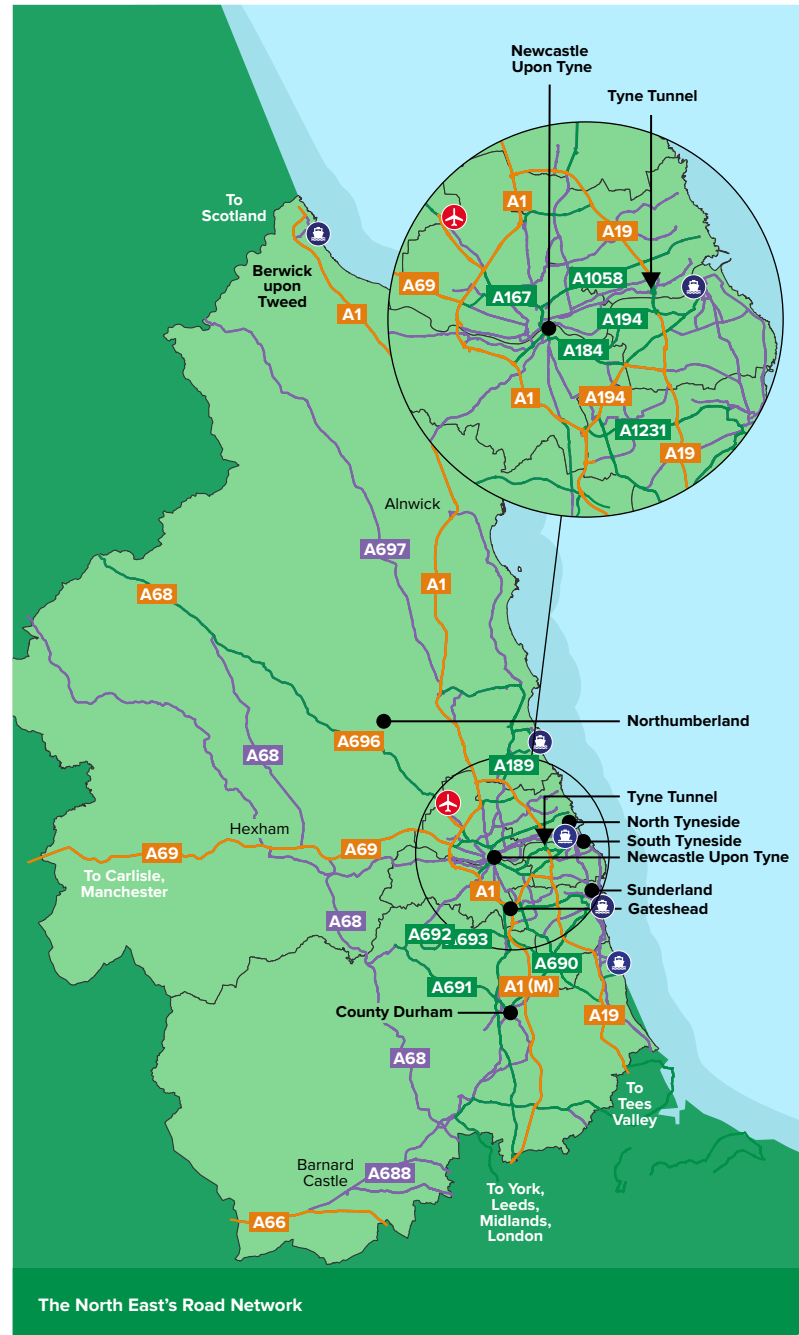
Road Network	Description	Features
 Strategic Road Network (SRN)	National A Roads and Motorways form part of the SRN managed by Highways England. Examples include the A1, A19, A66 and A69 within the region.	The SRN in the region has a combined length of 1511 miles. The network provides the region with the important national and pan Northern connectivity for goods and people as well as for intra-regional journeys.
 Major Road Network (MRN)	The MRN as defined by Department for Transport and Transport for the North comprises the most economically important and high flow routes that support the Strategic Road Network (SRN) and link to economic centres. The roads that make up the MRN remain Local Authority controlled and maintained	The MRN in the region comprises 3,389 miles. This network can be characterised by routes that connect major centres, ports and airports and centres of industry to the strategic road network as well as those routes that provide relief to the Strategic Road Network. Local Highway Authorities are responsible for the operation and management of this network with investment strategies coordinated by Transport North East and Transport for the North.
 Key Road Network (KRN)	The KRN in the region is the network which represents the regionally economically important movement routes and supports the function of the MRN and SRN.	The KRN routes typically have a strategic function around routes that carry large numbers of people and goods, congestion corridors, 10 or more buses per hour in urban areas or 6 in rural locations. Local Highway Authorities are responsible for the operation and management of this network with investment strategies and in part Urban Traffic Management functions coordinated by Transport North East.
 Local Roads	Local Roads form the vast majority of the region's network and are fundamental to everyday journeys.	The Local Road Network across the region comprises of 7,341 miles across the region. These roads are managed by Local Highway Authorities across the region.

Combined Effect

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

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

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



Private transport: travelling by car and using road infrastructure

Our road network accounts for 88% of all commuter journeys per day across the region and provides substantial connectivity for passenger and freight movement, in both rural and urban areas.

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

Car ownership in the North East

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

Congestion

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

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

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

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

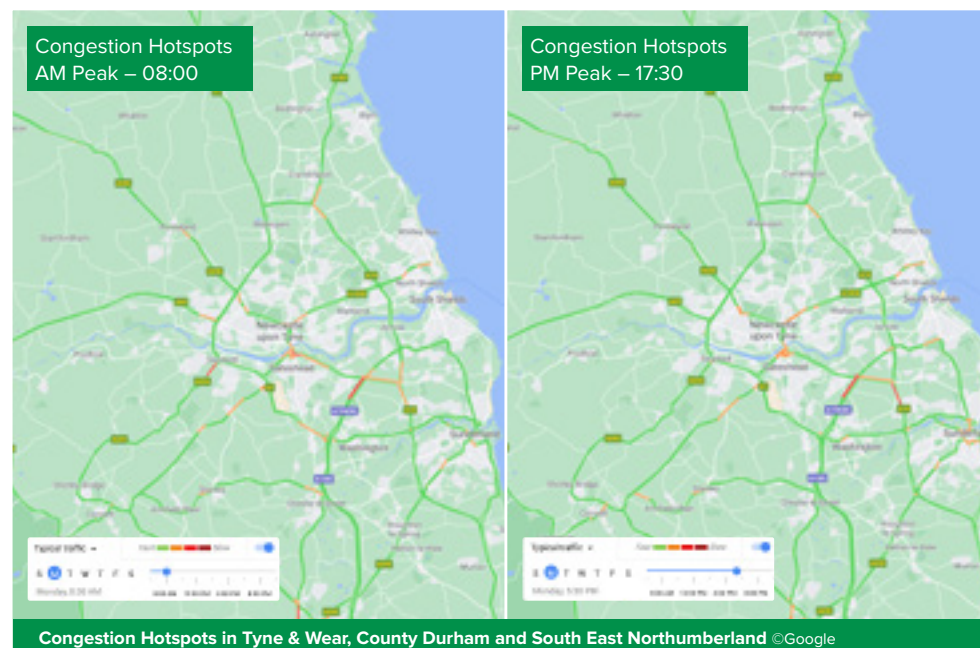
where we can reasonably upgrade the road to address capacity constraints and this is in the forefront of our planning. Congestion is also worsened by our geography. Around the riverbanks of the Tyne and the Wear, some communities are spatially close to employment and other opportunities but cannot easily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

Environment

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

Maintenance

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



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

Private transport: travelling by car and using road infrastructure



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

Park and ride

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

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

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

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

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

Ultra-Low Emission Vehicles (ULEVs)

As we emerge into a new era of energy generation and use, the region has a clear opportunity and advantage to accelerate the uptake of cleaner fuels. As of 2020, there are 2,960 registered electric vehicles (EVs) with over 800 chargers in our region. Sales of new EVs are expected to grow globally from 2.5 million in 2020 to 11.2 million in 2025, reaching 31.1 million by 2030. We have a regional Go Ultra Low (GUL) programme to encourage the uptake of ULEVs. This includes the UK's first electric vehicle charging station in Sunderland (opened in 2019) and a network of 11 rapid charging hubs to support this expansion. Other forms of propulsion such as hydrogen, Liquid Petroleum Gas (LPG) and completely new technologies are being investigated through organisations such as Integrel and the North East Automotive Alliance. We can use this work as a catalyst for change in the region.

Road Safety

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

Tyne Tunnels

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

Urban Traffic Management Control and Intelligent Transport Systems

Over the past decade, the region has invested heavily in our Urban Traffic Management Control Systems (Tyne and Wear and Durham) which aim to provide key information to enhance reliability



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



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

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

Our Starting Point

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

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

In July, 36% of participants in an insight panel said they were now "extremely" concerned about Covid-19, and over half said they would be working more from home. Although this is only a snapshot in time, it could well reflect what people may be thinking now, with a resultant impact on their travel patterns. Despite this, by the summer months traffic was gradually increasing before the local Covid-19 restrictions put in place from mid-September 2020 saw levels drop off again. Traffic is currently at 74% of normal levels.

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

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

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

Private transport: travelling by car and using road infrastructure

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

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

'Business as usual' road maintenance across the region is currently funded typically through the Highways Maintenance Block, Highways Maintenance Challenge Funding and specific pothole actions. However, the March 2020 Annual Local Authority Road Maintenance (ALARM) survey identified a huge maintenance backlog in our region that may cost around £700 million to deal with. Without a major injection of funds, this situation is set to get worse as Councils spend more money on other highway assets, such as bridges, cycleways and drainage work, to cope with the increased incidence of extreme weather events.

Where we want to be

We will ensure continued recognition that our road network is a central part of our region's transport network and is funded accordingly.

Successful working with partners to deliver targeted improvements to network efficiency through investing in a series of measures on the Key Road and Major Road networks.

Network management concerns are addressed by implementing measures to enable real-time decisions to be taken across the road network, supported by strong management policies to maximise its effectiveness.

We want to keep everyone safe when travelling across the region's road network.

The UK ranks highly in Europe for Road Safety with road fatalities dropping 39% from 2007-2017. Our performance has since plateaued, and we must take action to improve road safety working with all partners delivering safer people, safer vehicles and safer roads

We aim to reduce the number of fatalities or serious injuries on the region's road network.

Partnership working to understand patterns of incidents and the likely cause, to inform how we can prevent them.

We will take decisive action on the environmental performance of the road network (given road transport is responsible for most transport pollutants), including addressing the harmful pollutants associated with road use.

We will ensure the Plan and the schemes that we promote in the region clearly play their part in improving the region's air quality.

Consideration will be given to all measures to improve the environmental performance of the road network, including but not limited to investing in durable road infrastructure, increased Electric Vehicle charging coverage and supporting a transition towards alternative fuels.

There will be proper allowance for any climate emergency measures that may be needed. For example, steps to curb demand such as road pricing, workplace parking levies, restrictions on parking in new development etc.

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

Our goal is to achieve our targeted investment in maintenance activities. To do this we will work with partners to ensure they get the financial resource to complete maintenance at pace. This will ensure reliability and resilience and drive up the safety of the region's network.



£11.14 billion and 11 years to get the nation's roads back to a reasonable maintenance standard (Asphalt Industry Alliance)

Another part of our Plan is to make sure there are effective measures in place for maintenance issues to be easily reported by stakeholders. Alongside this, we want to achieve cross-industry working so that statutory assets can be managed and maintained in a coordinated way.

A further key focus will be securing funds for strategic maintenance activities that cannot be undertaken through existing allocations.

UTMC and ITS infrastructure plays a vital part in managing the regions transport network through information, controlling signal timings and assessing the speed and performance of the road network. We want to maximise the potential of this infrastructure investment by putting in place the resources to act on data gathering and provision, appropriate strategies across the region and develop consistent multi-modal information feeds for all road and public transport users.

We will ensure the Tyne Tunnels operate and are maintained and to formulate plans for 2037 when the Concession ends. The Planning may start from 2030 as to what shape the next model will take.

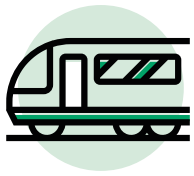
Where infrastructure development solutions are the right approach the region will plan to ensure these do not adversely impact on the existing network and its users and surrounding communities. This includes where there are competing priorities for space.

We will work with all partners and stakeholders to ensure that strategic priorities are achieved as established elsewhere in this Plan and the optimum solution is found ahead of the formal development of a scheme and consents being sought.

Policy Statement

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

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



Public transport: travelling by local rail and Metro

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

Background

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

 Tyne and Wear Metro 36 million passenger trips per year 60 stations 77.5km of electrified track New trains arriving from 2023	 Local Rail 5 million passenger trips per year 31 stations 1980s diesel powered trains
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Over the past 40 years, the rail network in the North East has developed in two very different ways.

Much of the local rail network in Tyne and Wear was converted into the Metro system. It has continued its role at the heart of the local economy by transporting tens of thousands of people by rail to work, education and other activities each day.

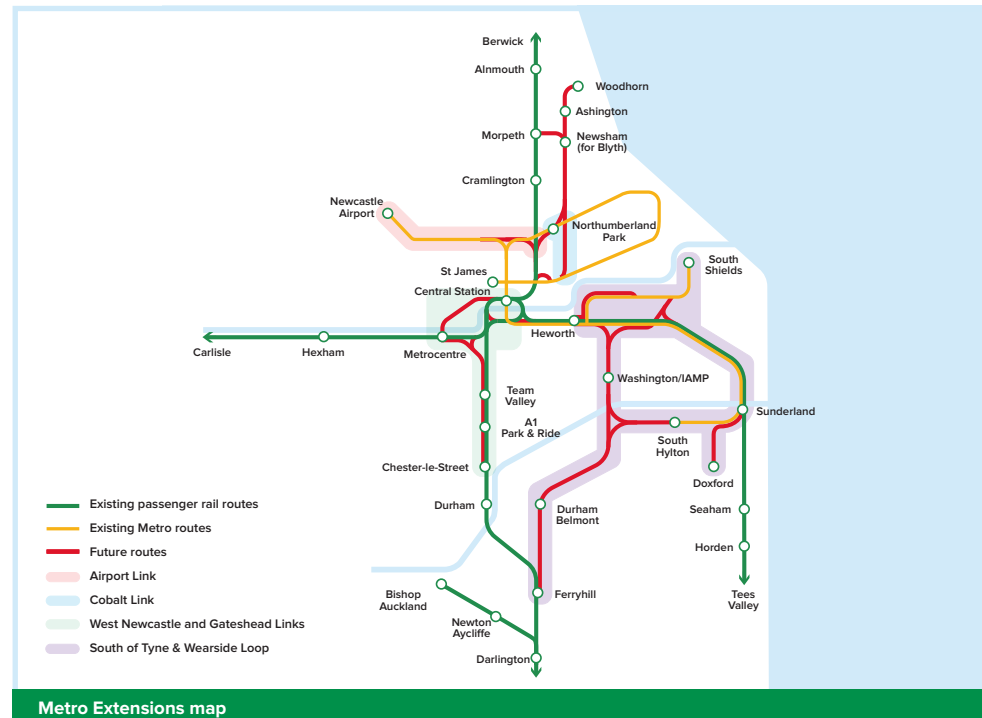
The remainder of the local rail network has continued through decades of closures and cutbacks, maintaining some connectivity but characterised by poor-quality trains and low service frequencies.

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

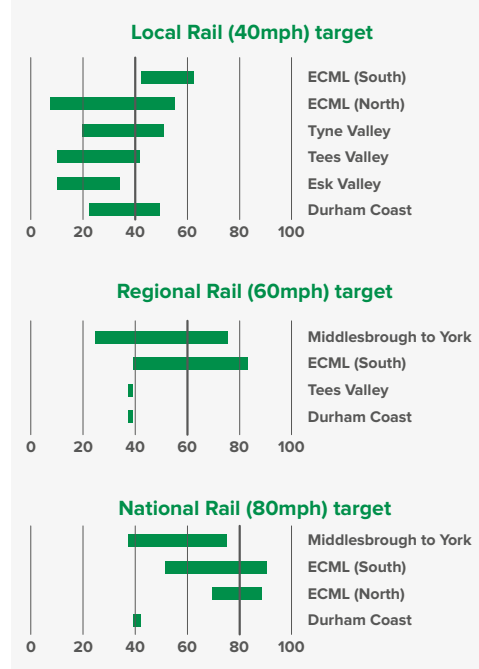
There are large areas and communities in the region that do not benefit from rail services at all because there are no local routes or stations, or they are hampered by the limitations of existing services.

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

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



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



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

Public transport: travelling by local rail and Metro

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

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

Tyne and Wear Metro

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

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

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

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

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

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

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



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

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

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

Key insight

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

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

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

Local Rail

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

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

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



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Public transport: travelling by local rail and Metro

Local rail services presently comprise:

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

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

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

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

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

Our starting point

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

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

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

Where we want to be

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

The potential for further rail devolution from Central Government to the North

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

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

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

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

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

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

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

Policy Statement

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

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





Connectivity beyond our own boundaries











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

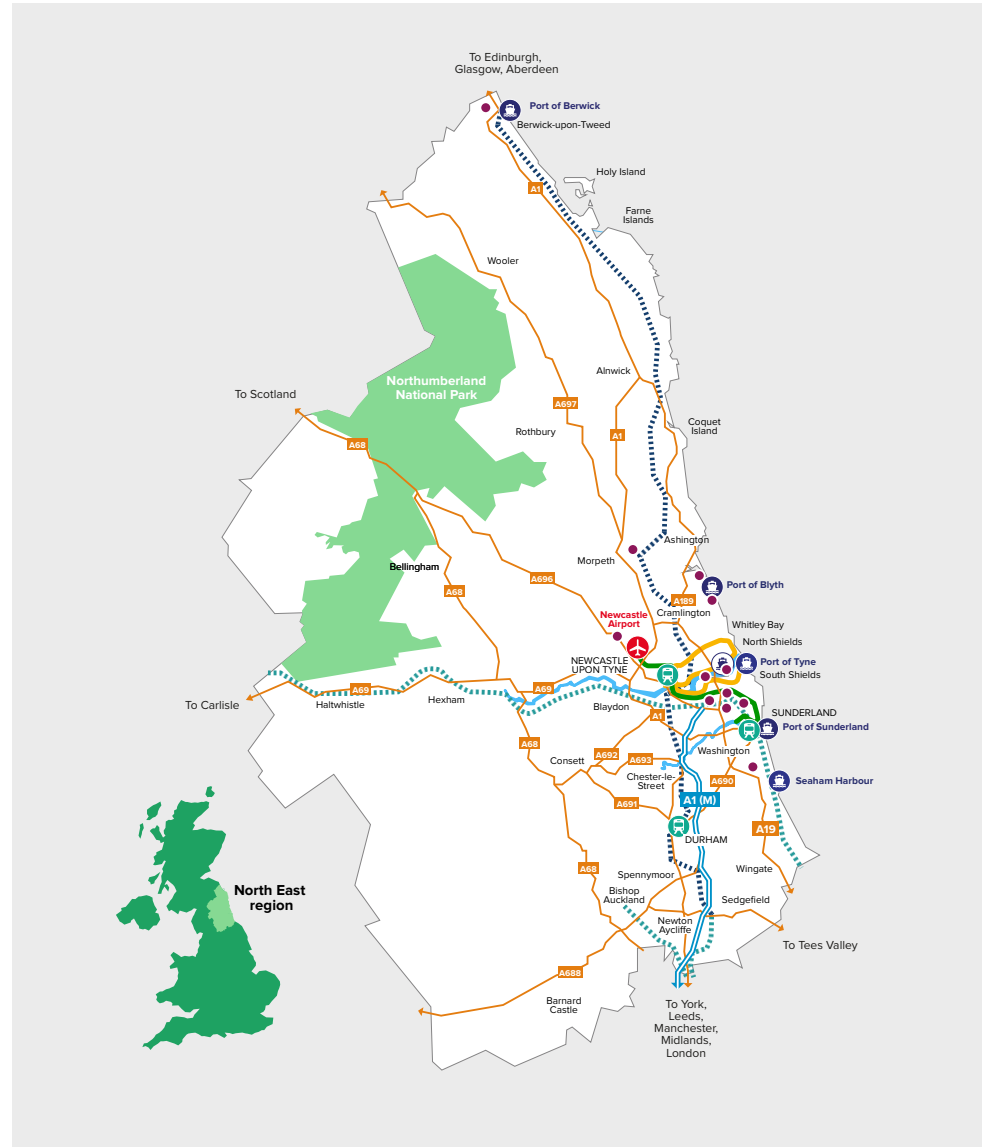
Background

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

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

Key

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



National Rail connectivity

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

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

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

Durham	23.2%
Newcastle	73.2%
Sunderland	3.6%

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

Connectivity beyond our own boundaries

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

Key insight

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

Strategic Road Network

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

North East ports

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

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

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

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

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

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

Newcastle International Airport

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

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

Our starting point

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

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

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

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

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

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

Where we want to be

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

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

Connectivity beyond our own boundaries

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

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

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

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

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

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

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

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

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

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

Key insight

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

Policy Statement

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

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



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



Research, Development and Innovation

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



eCargo bike – North Tyneside Photo credit: John Millard

Background

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

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

Our starting point

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

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

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

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

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

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

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

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



Connected and Autonomous project – Sunderland

Where we want to be

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

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

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

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

Our call to action

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

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

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

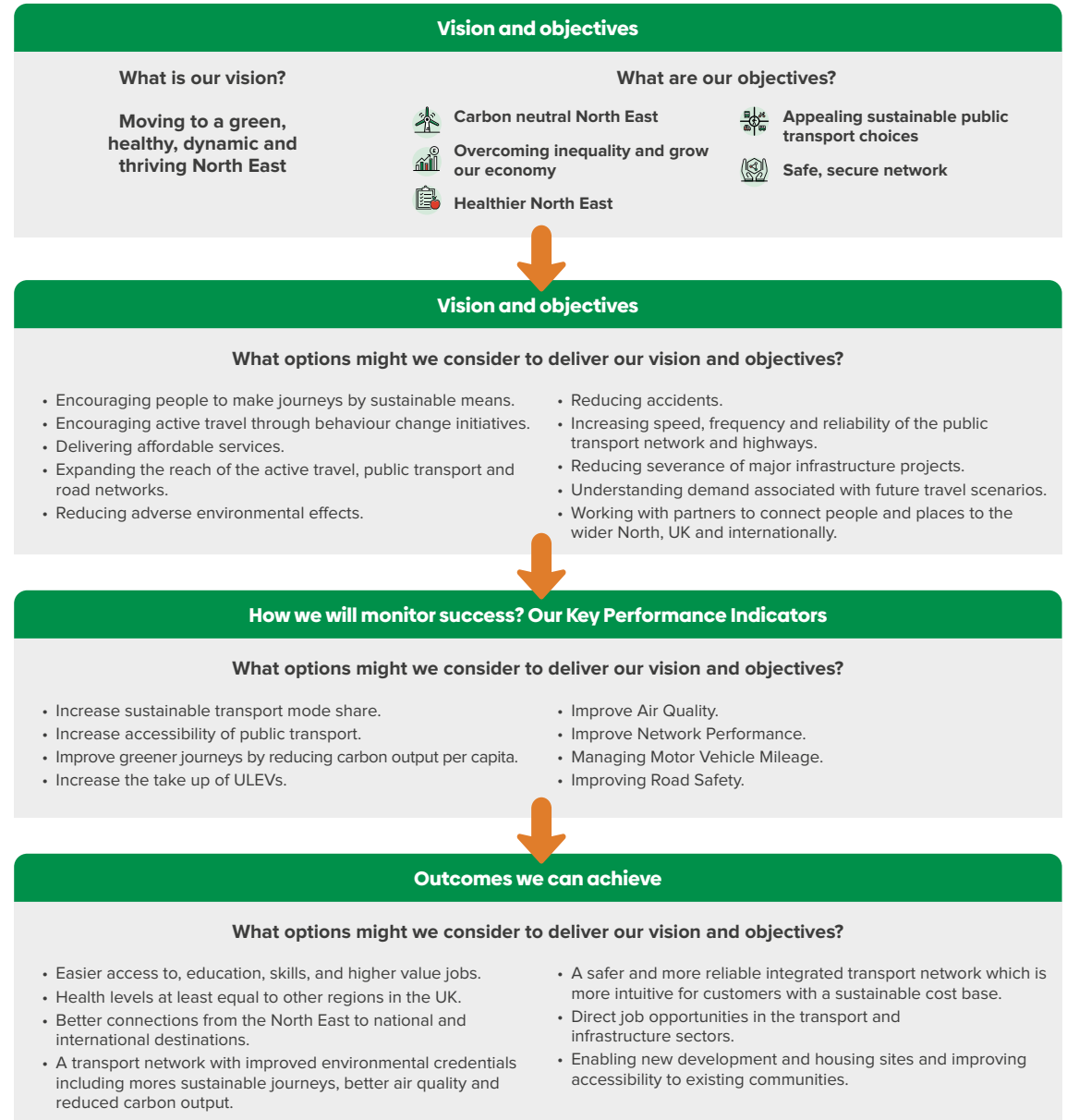
Schemes are assessed against their ability to meet the Plan's objectives and range of reasonable alternatives to meet the Plan objectives and vision is presented in the Integrated Sustainability Appraisal (ISA) which accompanies this Plan. The appraisal seeks to identify any impact of our programme on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

The region has considered a range of future travel scenarios to look not just at the response to Covid-19 but additionally longer-term journey horizons. These scenarios have been developed using the Government Office for Science Futures Toolkit, which provides a flexible and structured approach to thinking about future scenarios and future proofing across all aspects of Government. The scenarios also draw upon work undertaken by Government Office for Science (GOS) and Transport for the North (TfN).

The interventions selected demonstrate a plan to deliver our vision and objectives. Individually they will be subject to further scrutiny, consent and assurance processes. As such there will be further opportunities for comments on the individual components of this Plan. **We are keen to hear from stakeholders on whether this is the right package as we prepare the Plan for launch in March 2021.**

We have set out the programme of interventions into seven work packages and these are set out across a 15 year time horizon. These are:

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

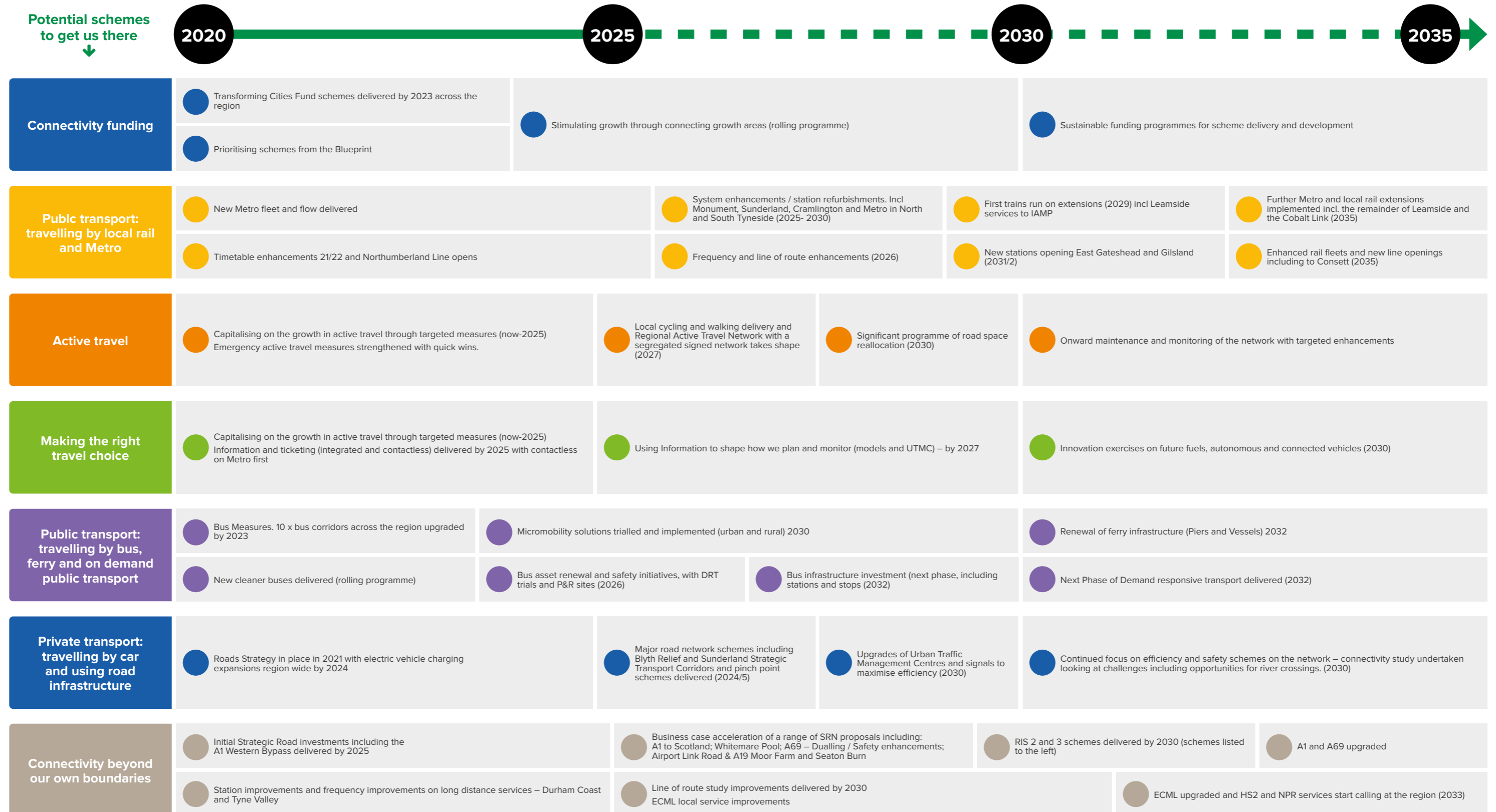


Our call to action- timeline (strategic interventions)

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

This timeline of interventions demonstrates the dates we can achieve and informs our development and delivery planning. This is subsequently expanded through the delivery maps on pages 51-54.

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



Shovel ready schemes – delivery plan

Delivery of these schemes can commence at short notice

Private transport: travelling by car and using road infrastructure

Overall Approach: We will expand the EV charging network in the region, part of a multi-phase approach to deliver an electric revolution and play a leading national role in the transition towards zero carbon mobility. We will invest in enabling infrastructure for our growth sites and town centres, part of a phased approach to unlocking our growth creating direct and indirect jobs embracing digital construction and solve congestion at pinch points through targeted action

Specific schemes that will get us there

100	Enforcement of 'engine idling' at taxi ranks and bus stops
142	Creating Electric Vehicle charging points across Nexus car parks
143	Installing Solar panels at Nexus infrastructure
208	Expansion of Electric Vehicle chargers and hubs across the region

Maintaining and renewing our transport network

Overall Approach: We will seek sustainable transport maintenance funding, target decarbonisation solutions and maximising technology for asset management. This will keep the network operational for all

Specific schemes that will get us there

16	Tyne Bridge and Central Motorway Major Maintenance
35	Northumberland – Rural Road Strengthening Works
96	Reducing the highway maintenance Backlog
97	Upgrading existing traffic signals in Sunderland
121	Road network maintenance
122	Highway structures major maintenance
162	Highway Maintenance Backlog
211	Revenue and Maintenance Funding for Metro, Bus, Rail, Ferry and Highways
229	Burnigill Bank Maintenance
268	Transport Maintenance

Making the right travel choice

Overall Approach: We will invest in Introduce a number of 'School Streets', Low traffic neighbourhoods across the region as well as targeted placed approaches and Comprehensive cross modal ticketing, information and planning services. This will encourage improved journey choice.

Specific schemes that will get us there

72	Durham City Urban Traffic Management Centre upgrades
75	Enhancing Public Transport passenger information
101	Installation of environmental monitoring systems at traffic junctions
112	Creation of a digital Smart City Parking System
114	Smart Bus infrastructure including bus shelter information and other improvements
117	Installation of vehicle sensor technology and real time road usage software
118	Dynamic route management - providing journey time data from multiple sources
147	Rationalise local rail and Metro fares and ticketing
174	Go Smarter to School - sustainable travel projects
210	Regional Transport Model and Monitoring package
213	Bringing contactless payment to Metro
242	Delivery of School Streets approach - focus on reducing car trips and improving the environment
273	Comprehensive ticketing and information package - including single smart transport payment system

Upgrading North East active travel infrastructure

Overall Approach: We will invest in improvements outlined in our recent Transforming Cities Fund proposal transforming active and public transport across the region, delivering cycle parking solutions regionwide and implementing permanent solutions for emergency active travel measures

Specific schemes that will get us there

6	Small scale cycling improvements (Gateshead)
23	Newcastle Urban Core Pedestrian and Cycling Improvements
25	Improvements to cycling and walking routes in North Tyneside
98	Improving strategic links between University of Sunderland and Sunderland city centre
209	Delivering the residual Transforming Cities Fund ask
217	Permanent solutions for emergency active travel measures
241	Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside
248	Sponsoring cycle training in schools
144	New cycle parking hubs at Metro and bus stations

Connectivity beyond our own boundaries

Overall Approach: We will work closely with partners including Central Government and its delivery agencies, Transport for the north and operators to deliver vital national and international connectivity upgrades that improves capacity including for freight, encourages a switch to alternative fuels including Electric Vehicles and delivers a highway pinch points package on the major and strategic road network including the A1 Western Bypass, A19 and Sunderland Strategic Transport Corridors and Blyth Relief Roads

Specific schemes that will get us there

227	Accelerating the business cases for major road network improvements
292	A194 White Mare Pool Interim Measures to improve flow
276	Upgrades to the two Urban Traffic Management Control for command and control of the network

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

Overall Approach: We will invest in Bus and rolling stock upgrades to improve fleet environmental performance, seek alternative funding and finance options to support the greater roll out of low emission vehicles and vessels, Deliver a network of high quality bus measures corridors delivered across the region improving strategic connections. A network of town and city centre access improvements for buses, cyclists and pedestrians.

Specific schemes that will get us there

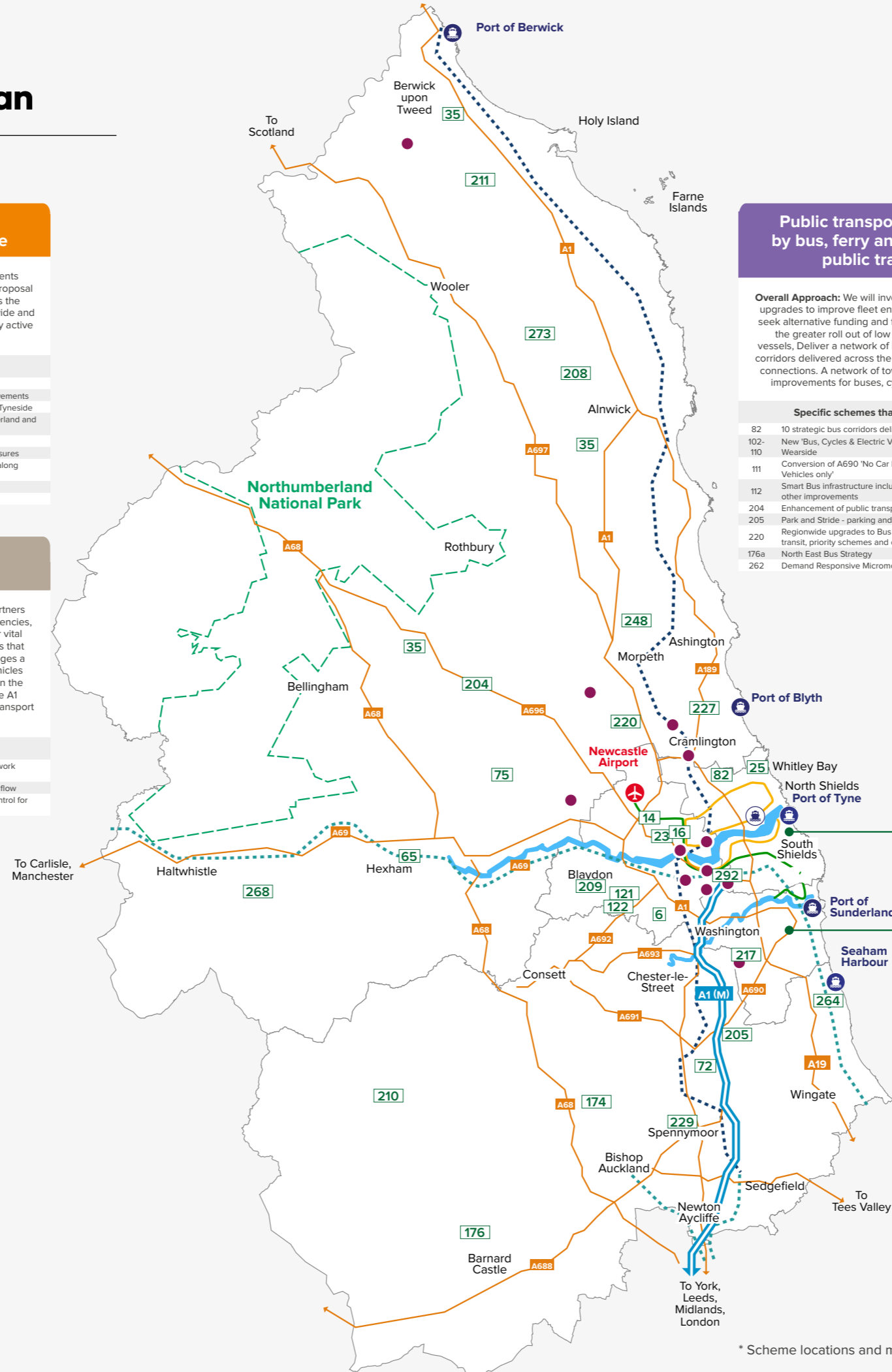
82	10 strategic bus corridors delivered
102	New 'Bus, Cycles & Electric Vehicles only' lanes across Wearside
110	Conversion of A690 'No Car Lane' to 'Bus, Cycles & Electric Vehicles only'
111	Smart Bus infrastructure including bus shelter information and other improvements
112	Enhancement of public transport services via A696
204	Park and Stride - parking and walking schemes
205	Park and Stride - parking and walking schemes
220	Regionwide upgrades to Bus Infrastructure (shelters, bus rapid transit, priority schemes and other measures)
176a	North East Bus Strategy
262	Demand Responsive Micromobility Transport trials

Public transport: travelling by local rail and Metro

Overall Approach: Overall Approach: We will build on existing investments to Metro fleet and infrastructure by investing in the next generation stations and interchange upgrades programme that test and trial design and technology solutions. We will enhance Local rail timetable improvements to connect undeserved communities and Rationalise local rail and Metro fares and ticketing reacting to Covid-19 changes. We will deliver enhancements to CCTV and safety and security on the transport network.

Specific schemes that will get us there

14	Regent Centre Interchange Upgrade
65	Improved facilities at information at North East stations
233	Ticketing, fares and zone restructuring to meet the new travel patterns post COVID
264	Delivery of North East Connect and improving calling patterns of local rail services
269	Safety and Security plans for Metro
296	Refresh of Metro and Local Rail Strategy
205	Park and Stride - parking and walking schemes
220	Regionwide upgrades to Bus Infrastructure (shelters, bus rapid transit, priority schemes and other measures)
176a	North East Bus Strategy



Metro/Nexus

142	143	144	147
213	233	269	296

South Tyneside

162	241	242
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Sunderland

96	97	98	100	101
102-110	111	112		
114	117	118		

Map key

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

* Scheme locations and map are indicative

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

Delivery of these schemes can commence at short notice

Private transport: travelling by car and using road infrastructure

Overall Approach: We will target approaches to reduce severance of the road network with new bridges and delivering streets for people. We will also seek to deliver enabling and next generation connectivity to unlock further strategic growth sites. We will Project Managing a programme of schemes to improve junction efficiency and address network pinch points, including intelligent road network to reduce delays. We will seek to introduce freight consolidation solutions for the region.

Specific schemes that will get us there	
2	A692 all user improvements
3	A694 all user improvements
4	A167 all user improvements
7	All User Improvements on the Urban Core Distributor Route in Newcastle
18	Ponteland Road Corridor all user upgrade
19	Scotswood Bridgehead junction improvements in Newcastle
20	Rotary Way junction upgrade to facilitate growth
28	Upgrade of the A187 to facilitate growth at the North bank of the Tyne Enterprise Zones
29	A191 East - A192 Foxhunters highways improvements
34	Blyth Relief Road
40	"Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction
41	Sunderland Strategic Transport Corridor (SSTC5) Port to the City
42	"A690 all user highway improvements"
43	St Michael's Way / High Street West junction improvements
45	A182 Route Action Plan including Congestion pinch point junction schemes;
74	Air Quality systems upgrade in Tyneside
81	Vaux Site car park
86	IAMP Transport Infrastructure Phase 2 - Dualling of the A1290 and Public Transport enhancements
92	Helton Downs Access Road
93	Penshaw / Philadelphia / Sedgelych Link Road
94	Queen Alexandra Bridge southern bridgehead junction
95	Toll Bar Bus priority improvements
99	Energy Generation and Storage Projects in Sunderland
129	A195 Follingsby Roundabout improvements
134	Newbiggin to Ashington link road
135	Stobhill to Loansdean link road, Morpeth
136	New East - West link road, Crumlington
137	Lancastrian Road Link, Crumlington
164	Commercial Road Strategic Corridor Improvements
165	A185 Dualling
179	Bishop Auckland town centre access improvements
180	Capacity improvements to junctions around Bishop Auckland
183	A693 Stanley Bypass
206	Access to the HGV Compressed Natural Gas (CNG) facilities in Gateshead.
212	Accelerating a series of junction upgrades across the region to stimulate economic growth.
216	A193 Wallsend Road Bridge deck replacement and repairs
277	A regionwide programme of road network upgrades to accommodate growth across the region
278	Regionwide - Maximising the efficiency of the existing network with pinch points addressed
279	Regionwide Addressing Severance of the Road network through targeted approaches
280	Integrate taxi services with other public transport provision
285	Freight consolidation
286	Using technology to improve connectivity to our Ports and Airport
287	Increased Lorry Parking and Servicing opportunities across the region
294	Strategic Corridor Improvements between Testo's and Boldon Asda Junctions
295	Strategic Junction Improvements at Abingdon Way / Hedworth Lane Junction

Upgrading North East active travel infrastructure

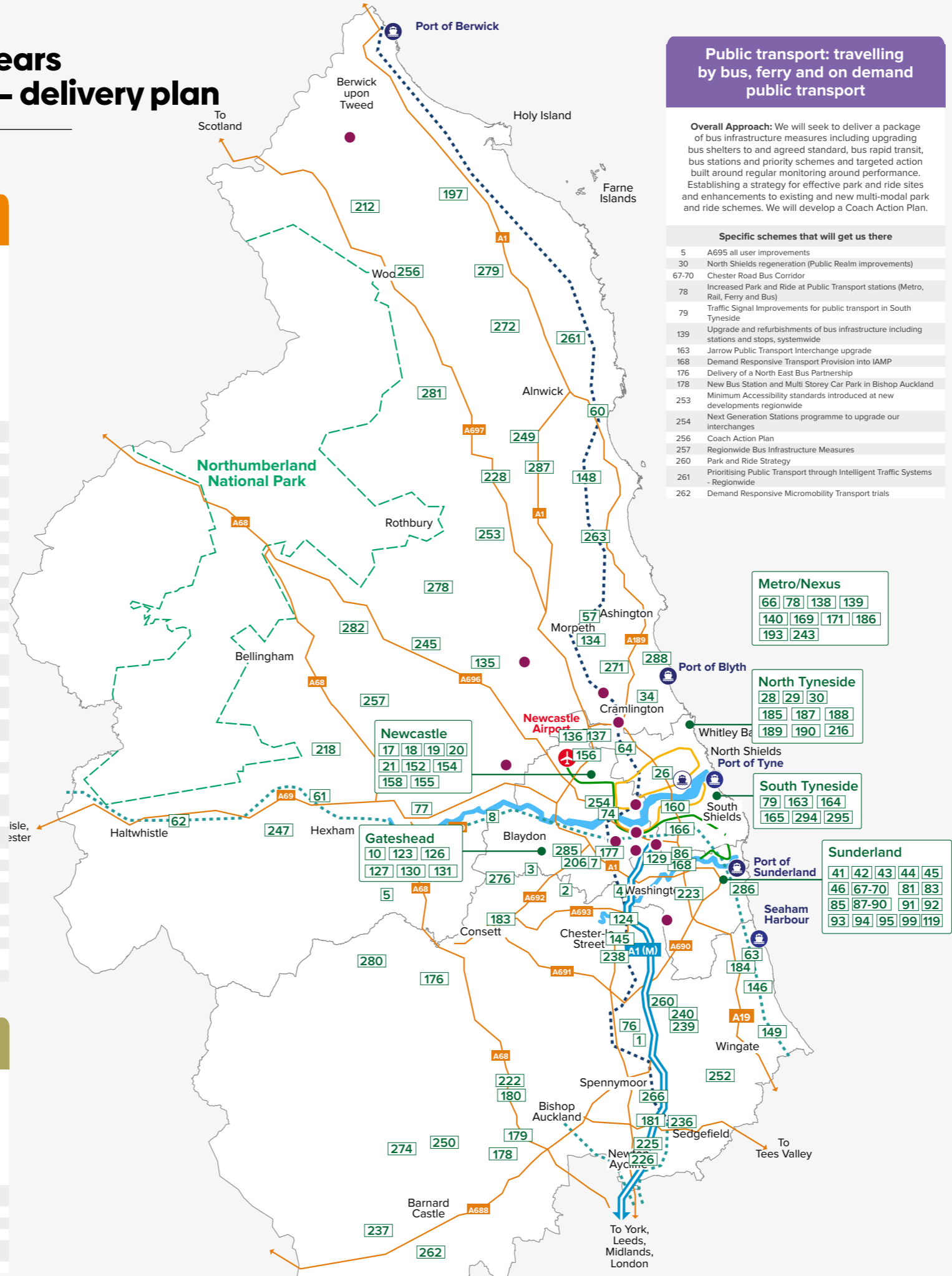
Overall Approach: We will target an increase in Active Travel across the region by introducing a new Active Travel Strategy, which leads to the delivery of a connected grid of active travel interventions including cycle parking strategies delivered to the highest design standards between destinations across the region. We will implement best practice by looking at Demonstrator projects for e-cargo bikes and sharing schemes and will make targeted active travel interventions on strategic corridors across the region including local bridges. A common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach will be introduced.

Specific schemes that will get us there	
1	Walking and cycling improvements in Durham City Centre
7	Gateshead Central Integrated Transport Improvements
8	Blaydon station to town active travel link
21	Cycle City Ambition 3 programme to invest in corridor improvements
26	All user roads and junction upgrades around the A19
46	Improving Strategic Cycle Networks in Sunderland
83	Vaux-Stadium Village Footbridge
85	Stadium Village - St Peters Subway
123	Gateshead Local Cycling and Walking investment proposals
124	Portobello to Washington footbridge access improvements
126	High Spenn to Greenside cycle route
127	Upgrading the National Cycle Routes in Gateshead
130	New Derwent Walking and Cycle Crossing at Metrogreen
131	Derwent Cycle Route Improvements
146	Upgrades to Active travel routes to all NE rail stations
152	Low Traffic Neighbourhoods (Citywide)
154	Central Newcastle - Walking, Cycling and Public Transport improvements
158	Delivery of local walking and cycling improvements across Newcastle
160	Improved Cycling Links to Tyne Pedestrian Tunnel
184	Improvements to the national Cycle Network Route 1 in County Durham
185	A191 all user improvements
187	Improving Wallsend town centre public realm delivery and managing traffic flows
188	Improving Whitley Bay town centre public realm delivery and managing traffic flows
189	Local Cycle and Walking improvements across North Tyneside
190	Improvements to strategic cycling and walking routes in North Tyneside phase 2 (A192 and A1058)
190	Improvements to strategic cycling and walking routes in North Tyneside phase 3 (A186, A193 and B1318)
236	A689 walking/cycling improvements
237	Bishop Auckland to Barnard Castle disused railway line cycling improvements
238	Great North Cycle Route improvements in County Durham
239	A177 cycling improvements, linking Coxhoe with Net Park
240	Belmont to Newton Hall cycle route
245	Targeting an Increase in Active Travel across the Region Active Travel Strategy leading to a active travel grid of improvements
246	Access to Active Travel Equipment scheme
247	Active Travel Ambassadorial Programme
249	Improved mapping and promotion of the Active Travel network
250	Active Travel Evaluation
251	Integrating health and transport planning with active travel prescriptions
252	Accessibility Audits Fund

Maintaining and renewing our transport network

Overall Approach: We will seek to ensure targeted investment in digital connectivity is included when making physical alterations to the network, we will bolster the quality of our active travel network through a Hotspot and Accessibility Audit Programme, will make continued improvements to our road network for all users and communities and will upgrade rail and Metro signalling so it can continue to operate successfully.

Specific schemes that will get us there	
10	Traffic signals repair across Gateshead
155	Flood and Climate Resilience (Newcastle citywide)
193	Upgrade of Switchgear at Nexus Substations
218	Hotspot funding to improve conditions for pedestrians and cyclists
282	Increasing Strategic Maintenance budgets



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

Overall Approach: We will seek to deliver a package of bus infrastructure measures including upgrading bus shelters to an agreed standard, bus rapid transit, bus stations and priority schemes and targeted action built around regular monitoring around performance. Establishing a strategy for effective park and ride sites and enhancements to existing and new multi-modal park and ride schemes. We will develop a Coach Action Plan.

Specific schemes that will get us there	
5	A695 all user improvements
30	North Shields regeneration (Public Realm improvements)
67-70	Chester Road Bus Corridor
78	Increased Park and Ride at Public Transport stations (Metro, Rail, Ferry and Bus)
79	Traffic Signal Improvements for public transport in South Tyneside
139	Upgrade and refurbishments of bus infrastructure including stations and stops, systemwide
163	Jarrow Public Transport Interchange upgrade
168	Demand Responsive Transport Provision into IAMP
176	Delivery of a North East Bus Partnership
178	New Bus Station and Multi Storey Car Park in Bishop Auckland
253	Minimum Accessibility standards introduced at new developments regionwide
254	Next Generation Stations programme to upgrade our interchanges
256	Coach Action Plan
257	Regionwide Bus Infrastructure Measures
260	Park and Ride Strategy
261	Prioritising Public Transport through Intelligent Traffic Systems - Regionwide
262	Demand Responsive Micromobility Transport trials

Public transport: travelling by local rail and Metro

Overall Approach: We will target the upgrade of Metro and Rail stations across the network with timetable improvements and will seek improvements to local rail services through a North East rail concession that leads to calling patterns and infrastructure regionwide

Specific schemes that will get us there	
57	Northumberland Line - Opening
61	Expanding the number and role of 'Community' stations
63	Local rail Diesel fleet replacement - regional
64	Delivering a North East Rail Concession
138	Small Metro Station Upgrades systemwide
140	Airport Metro Station Refurbishment
145	Increasing local rail frequency in Durham
148	Introducing earlier and later local rail services systemwide
149	Small scale local rail reliability measures networkwide
169	Metro Station Park and Ride Enhancements
171	Metro Station Park and Ride Enhancements
186	Coast to Airport through train - Metro service
263	Line of Route Audits
266	Freight Gauge Clearance

Making the right travel choice

Overall Approach: We will invest in Ambassadorial programme and a region wide behavioural change initiative to cement best practice; we will introduce new payment technologies across our modes of transport and radically transform information provision. We will upgrade our Urban Traffic Management Control functionality including utilising traffic infrastructure and monitoring capabilities to prioritise public transport services and will develop and test new smart place initiatives across the region.

Specific schemes that will get us there	
76	Durham City Urban Traffic Management Centre upgrades
77	Regionwide Travel behaviour change package
87-90	Sunderland City Centre ANPR cameras
91	Queen Alexandra Bridge (A1231) / Camden Street Gyrotory Improvements
119	Temperature monitoring road sensors
197	Development of a Multimodal smart ticketing solution for the region
221	Deliver a clear Decarbonisation pathway and investment in alternative fuels to fuel our regions economy
222	Revisions to Webtag and Government Greenbook to facilitate greater investment in North East projects including active travel schemes;
243	New payment technologies for Metro and Public Transport
271	Innovation Challenge Fund for Smart Places
272	Regionwide Infrastructure Mapping Application
274	Regionwide mapping and real-time information package for public transport
276	Upgrades to the two Urban Traffic Management Control for command and control of the network

Connectivity beyond our own boundaries

Overall Approach: We will work closely with partners to deliver vital national and international connectivity upgrades including introducing free flowing routes to our ports and airport through enhanced connectivity, autonomous vehicles and environmental performance initiatives enabling free and smart port status and Accelerating the business cases for strategic road network studies and completing committed improvements. Includes accelerated economic enabling highway infrastructure.

Specific schemes that will get us there	
60	Improving Rail Connectivity in Northumberland
62	Tyne Valley journey time improvements
66	Integrated and Smart Ticketing project
156	A696/A167 and Airport Junction upgrade
166	A19 Southbound Lane Gain / Lane Drop
177	A1 Western Bypass improvements by Highway England
181	Upgrades to J60 of the A1M
223	Addressing the severance of major infrastructure working with infrastructure providers; Tj Revisions to Webtag and Government Greenbook to facilitate greater investment in North East projects including active travel schemes;
225	Autonomous vehicle tests on the strategic network
226	Enhancing the Electric Vehicle offer on the strategic road network
228	Ensuring targeted investment in digital connectivity when making physical alterations to works
288	Ports and Airports Access Strategy
276	Upgrades to the two Urban Traffic Management Control for command and control of the network
276	Upgrades to the two Urban Traffic Management Control for command and control of the network

* Scheme locations and map are indicative

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

Delivery of these schemes can commence at short notice

Private transport: travelling by car and using road infrastructure

Overall Approach: We will target approaches to deliver enabling and next generation connectivity to unlock further strategic growth sites

Specific schemes that will get us there

15	Airport Link Road
38	A1068 Fisher Lane dualling
80	Civic Centre Car Park
84	Kier Hardie Way All user improvements
167	A185 / Howard Street Junction Improvements
234	Toft Hill Bypass
235	Barnard Castle Bypass
283	Future Fuels Innovator
293	A184 Corridor Improvements between Testo's and Local Highway Network

Making the right travel choice

Overall Approach: Overall Approach: We will increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed and will develop further smart place solutions.

Specific schemes that will get us there

71	Regional Intelligent Transport System Package
116	Smart Car Parking (Entry/Exit monitoring)
275	Regional Autonomous Vehicles testbed

Connectivity beyond our own boundaries

Overall Approach: We will work closely with partners to deliver vital national and international connectivity upgrades including delivery of the restoring our railway fund schemes connecting communities to the rail network, Accelerating the business cases for strategic road network studies and major road network improvements, achieving High speed, long distance rail services calling at Newcastle International Airport ECML North of Newcastle - Capacity improvements to allow more frequent local stopping service and a region-wide approach to local rail timetable improvements to connect underserved communities. We will also ensure NE stations high speed ready with enhanced existing and high speed services. East Coast Mainline upgrades to enable High Speed 2 and Northern Powerhouse Rail to fully connect with the region

Specific schemes that will get us there

22	Newcastle Station : High Speed Ready
31	Upgrades to Seaton Burn/Fisher Lane A1/A19 Junctions
32	Upgrades to Moor Farm Junction
48	Durham Station High Speed Ready
49	A1 North of Newcastle - dualled
51	A19 junction improvements and capacity upgrades in North Tyneside, Sunderland and County Durham
55	Sunderland Station capacity improvements and track layout improvements
56	Durham Coast Line (route upgrade and service improvements)
59	Reopening the Leamside Line between Pelaw Junction and Tursdale
224	ECML North of Newcastle - Capacity improvements to allow more frequent local stopping service.
289	High Speed Gateways in the region
291	A66 Dualling

Upgrading North East active travel infrastructure

Overall Approach: We will delivering the outcomes of the active travel strategy with continuous monitoring and evaluation

Specific schemes that will get us there

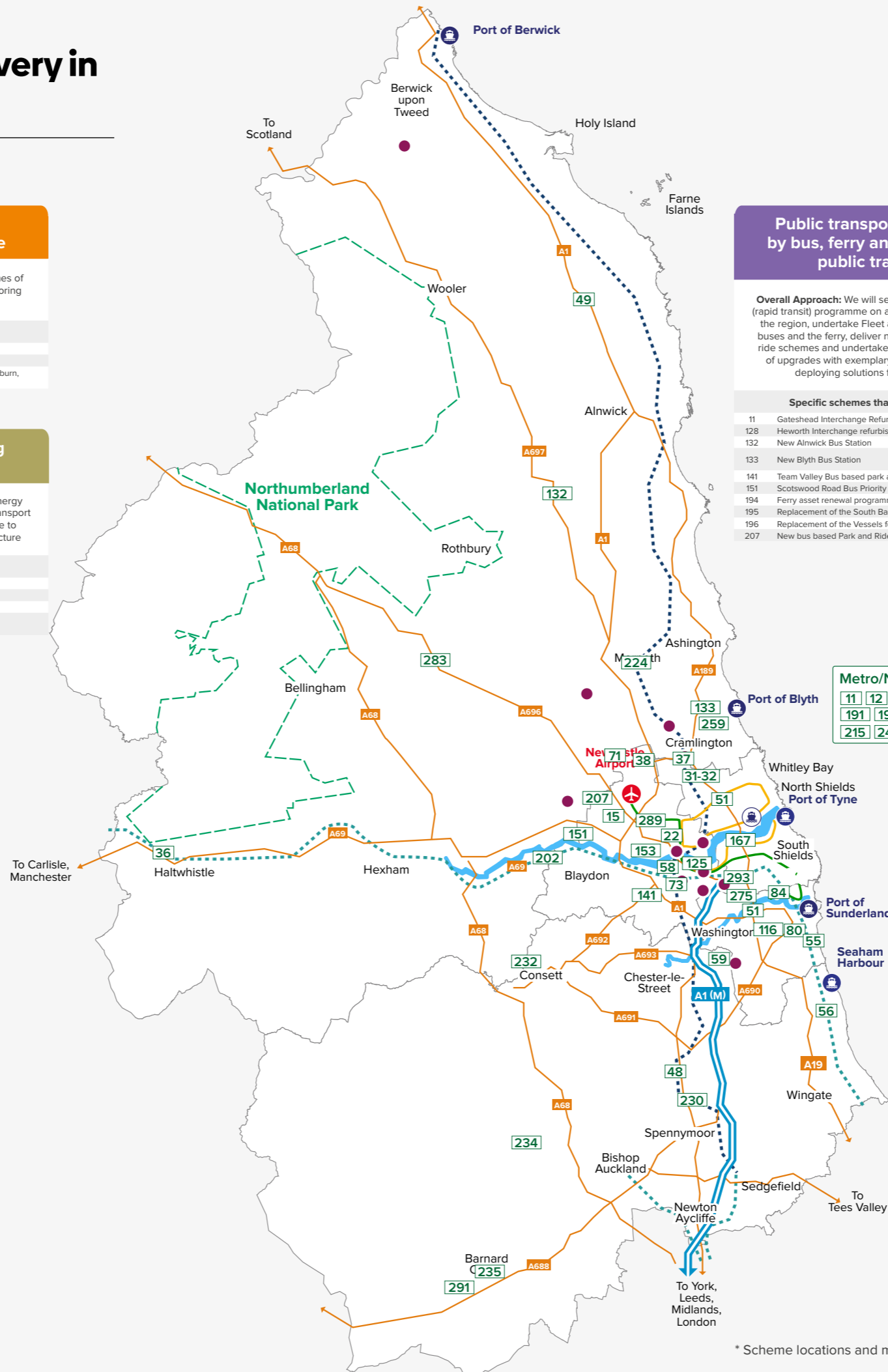
73	West Tyneside cycle route (bridge over ECML)
125	Bill Quay pedestrian link to a future Metro Station
202	New Bridges to remove severance e.g. Blaydon / Newburn, A194M/Follingsby, A1 Coalhouse

Maintaining and renewing our transport network

Overall Approach: We will explore a regional energy package focused on generating energy on our transport assets, depots, stops and stations and continue to maintain our road and public transport infrastructure

Specific schemes that will get us there

153	Skinnerburn Road Maintenance
191	Metro Essential renewals (post 2025)
192	Metro Signalling System upgrade
259	A regional energy Package



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

Overall Approach: We will seek to expand bus priority (rapid transit) programme on a series of corridors across the region, undertake Fleet and Pier replacement on buses and the ferry, deliver new multi-modal park and ride schemes and undertake interchange programme of upgrades with exemplary facilities, learning and deploying solutions from initial phase

Specific schemes that will get us there

11	Gateshead Interchange Refurbishment
128	Heworth Interchange refurbishment
132	New Alnwick Bus Station
133	New Blyth Bus Station
141	Team Valley Bus based park and Ride
151	Scotswood Road Bus Priority
194	Ferry asset renewal programme
195	Replacement of the South Bank Ferry Landing
196	Replacement of the Vessels for the Shields Ferry
207	New bus based Park and Ride site at Slatyford

Public transport: travelling by local rail and Metro

Overall Approach: We will target expanding Metro, rail and bus connectivity through infrastructure corridors with high quality kerbside connected assets. This includes the Local Rail Enhancements package (Cobalt Link, South of Tyne and Wearside Loop, West Newcastle/Gateshead Links, Airport Link). We will identify the location of and deliver new railway stations to improve access to our communities and improving the sustainable transport links to others and will continue with the package of Metro station refurbishments.

Specific schemes that will get us there

12	Upgrading Heritage Stations on Tyne and Wear Metro
13	Monument Metro Station Refurbishment
36	Gisland Railway Station
37	Cramlington Station Improvements
58	East Gateshead Station
170	Metro Station Park and Ride Enhancements
172	Metro Station Park and Ride Enhancements
215	Mill Lane Metro Station
230	Reopening Ferryhill Station
232	Reopening Derwent Valley Line
244	Murton Gap and Killingworth Moor - New Metro stations in North Tyneside
267	Metro and Local Rail Enhancements and Extensions

* Scheme locations and map are indicative

Schemes for development and delivery beyond 10 years – Delivery plan

Delivery of these schemes can commence at short notice

Private transport: travelling by car and using road infrastructure

Overall Approach: We will target approaches to deliver enabling and next generation connectivity to unlock further strategic growth sites and investigate gaps in the network, including river crossings and dedicated bus only routes

Specific schemes that will get us there

24	Investigating a new Strategic River Crossing
33	Ponteland Relief Road
39	Coalfield Area Central Route - Cross Authority project
175	Oyston Street Multi-Storey Car Park
283	Future Fuels Innovator
293	A184 Corridor Improvements between Testo's and Local Highway Network

Connectivity beyond our own boundaries

Overall Approach: We will work closely with partners to deliver vital national and international connectivity upgrades including delivering rail and strategic road network improvements

Specific schemes that will get us there

47	Major upgrade to the East Coast Mainline
50	A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63)
52	Tyne Valley Line (route upgrade and journey time improvements)
53	A69 route improvement, potential dualling and/or climbing lanes and targeted junction improvements (including the B6351 Hexham west junction)
54	East Coast Main Line spur to Newcastle Airport
159	White Mare Pool Slip Road Improvements

Public transport: travelling by local rail and Metro

Overall Approach: We will target expanding Metro, rail and bus connectivity through infrastructure corridors deliver New Metro stations and a further package of railway stations

Specific schemes that will get us there

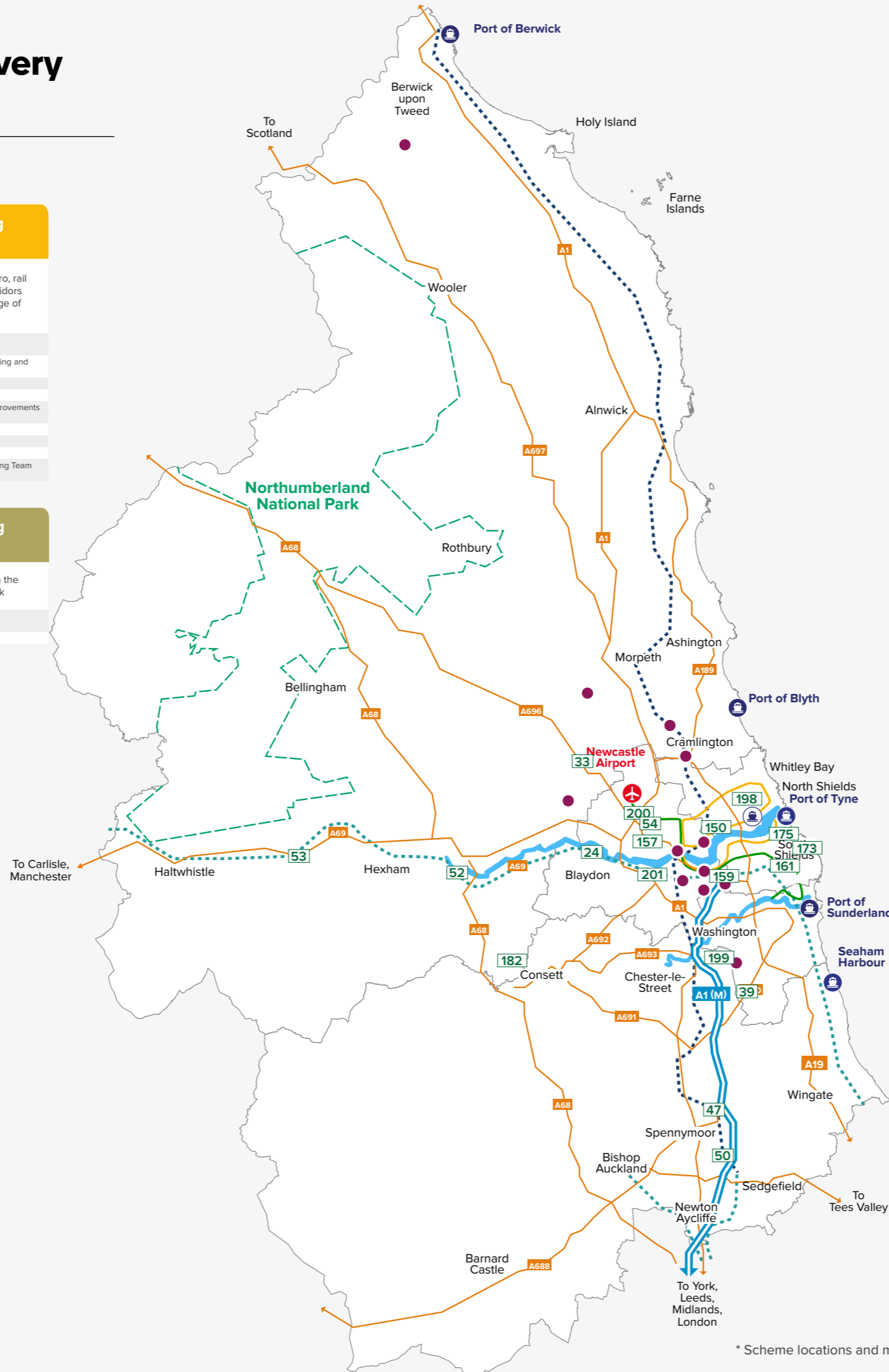
150	Developing new Metro stations that support new housing and employment opportunities
157	New PT Route delivered to the West of Newcastle
161	New Metro Station - Boldon
182	Conssett to Newcastle Restoring your Railway fund improvements delivered
198	Metro extension - Cobalt and Silverlink
199	Metro extension - Leamside and Wearside loop
200	East Coast Main Line spur to Newcastle Airport
201	Metro extension - West Newcastle / Gateshead including Team Valley and Metro Centre

Maintaining and renewing our transport network

Overall Approach: We will continue to invest in the maintenance of schemes across the network

Specific schemes that will get us there

173	A183 Coast Road Realignment Scheme
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Map key

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

* Scheme locations and map are indicative

How we will deliver this Plan

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

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

The Plan will continue to be developed throughout the consultation period. All views and continued support are critical to making it a success.

Governance

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

Sequencing and prioritisation

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

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

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

Costs

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

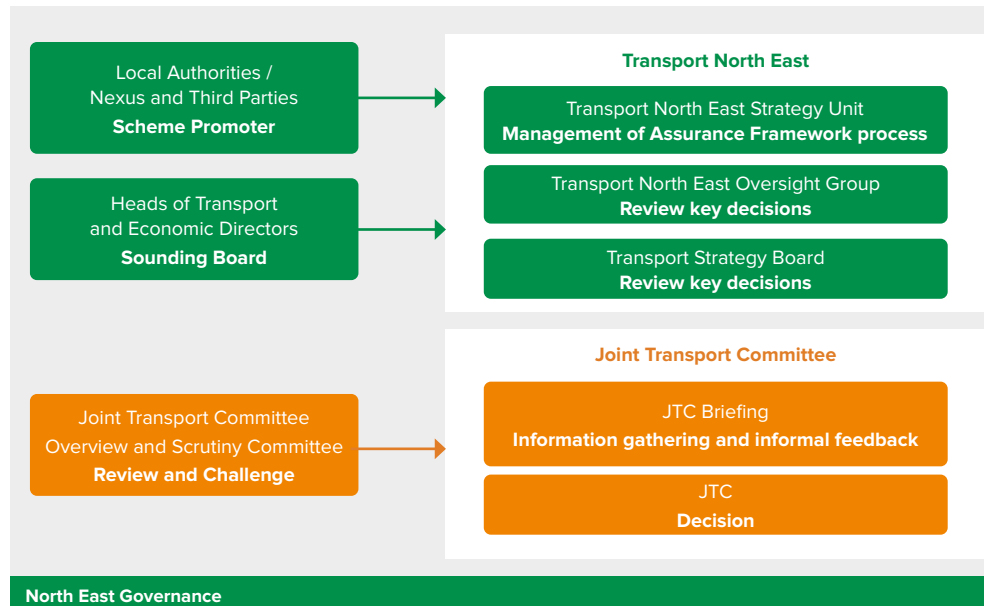
A pipeline shows that the region is committed to delivering a significant change in the transport and connectivity network to benefit the whole region. A £100m fund over the first five years of this programme will set us on our way.

The following funding is required:

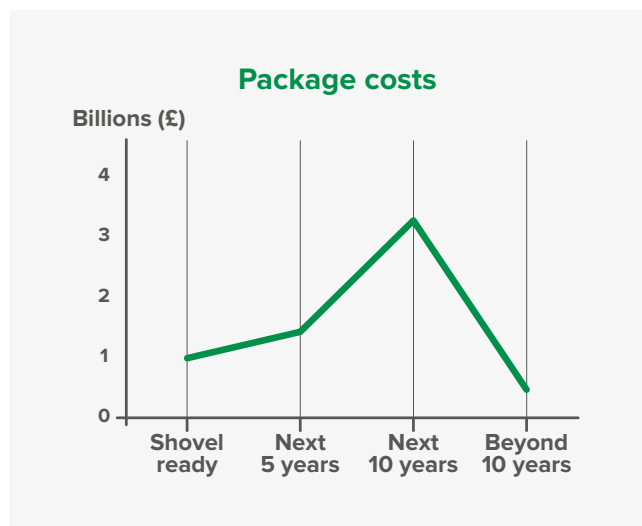
- Revenue funding to keep the North East's public transport network operating, highways and structures in good condition, and subsidising services for those who need it;
- Long term capital funding to invest in new infrastructure and make improvements to the current network.

The Plan will be refreshed on a regular basis. The exact costs will vary and will need to be carefully monitored. Based on our latest estimates, a funding requirement of £6.1 billion worth of capital investment would fund the entire regional programme. This will grow as further schemes are developed over the lifetime of the Plan. We believe this to be a fair share of national transport funding which should be allocated to our region from Central Government in the period 2021-2035.

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



How we will deliver this Plan



Funding and delivery

The options for delivery of this Plan includes

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

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

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

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

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

Funding asks

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

- Transport and digital funding of £200m each year to support our region's Covid recovery, as set out in our Connectivity Blueprint;
- A multi-year settlement of £6.1 billion to commence delivery of the programme – an amount which will grow as further schemes are developed over the lifetime of the Plan;
- Affirm commitment to strategic investments identified in the TfN Investment Programme, including the delivery of upgrades to the East Coast Mainline, rail lines and upgrades to Highways England Infrastructure; Continue to fund local transport;
- Devolve further powers to provide for integrated management of our network;
- Sustain revenue funding to support public services.

Our programme requires an estimated £6.1bn of capital investment, an amount which will grow as further schemes are developed over the lifetime of the Plan.

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

Programme management and assurance

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

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

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

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



This Plan is supported across our region

Our Consultation Plan has support from a wide range of stakeholders across the North East.

“

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

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

Nick Jones
Chief Executive of Newcastle International Airport



“

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

Jenny Wiles
Regional Director (North), Living Streets



“

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

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



“

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

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



“

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

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

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

Jonah Morris
Partnerships Manager - North East & Cumbria



“

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

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

Martijn Gilbert
Chair NEbus operator's association



Conclusion

This is not a ‘business as usual’ Transport Plan. It sets out the region’s transport priorities up to 2035 and how the North East can address our main future challenges, ultimately delivering profound and enduring improvements to our transport network over the next 15 years.

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



We have the ambition, drive and knowledge needed to improve regional transport dramatically over the coming years. We'd welcome your feedback as we look to the future for the North East.

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Transport North East