

## North East Joint Transport Committee

Tuesday, 20th December, 2022 at 2.30 pm

Meeting to be held in the Bridges Room, Gateshead Civic Centre, Regent Street, Gateshead, NE8 1HH

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## AGENDA

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	Page No
1. <b>Apologies for Absence</b>	
2. <b>Declaration of Interests</b>	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (and submit it to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. <b>Minutes of the last meeting held on 15 November 2022</b>	<b>3 - 14</b>
4. <b>Transforming Cities Fund Tranche 2 - Grant Funding Agreements</b>	<b>15 - 28</b>
5. <b>Transport Plan Progress Report</b>	<b>29 - 42</b>
6. <b>North East Active Travel Strategy: Approval to Consult</b>	<b>43 - 108</b>
7. <b>Update from Tyne and Wear Sub-Committee</b>	<b>109 - 112</b>
The Joint Transport Committee is asked to note the Decision Notice from the last meeting of the Tyne and Wear Sub-Committee held on 15 November 2022.	
8. <b>Date and time of next meeting</b>	
The next meeting will be held on Tuesday 17 January at 2.30pm in the Whickham Room, Gateshead Civic Centre.	

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## **NORTH EAST JOINT TRANSPORT COMMITTEE**

### **DRAFT MINUTES FOR APPROVAL**

**DATE:** 15 NOVEMBER 2022

Meeting held: Whickham Room, Gateshead Civic Centre

### **COMMITTEE MEMBERS PRESENT:**

Councillor: C Johnson (Vice Chair)

Councillors: C Donovan, E Gibson, K Kilgour, C Rowntree, G Sanderson and E Scott

### **IN ATTENDANCE:**

Statutory Officers: M Barker (Monitoring Officer – Transport)  
P Darby (Chief Finance Officer)  
T Hughes (Managing Director, Transport North East)  
S Ramsey (Lead Chief Executive – Transport)

Officers: J Bailes, J Fenwick, R Forsyth-Ward, P Fleming, A Flynn,  
D Gittins, E Goodman, H Lewis, M Jackson, H Jones, P Meikle,  
R O'Farrell, E Reynard and M Wilson.

### **23. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor M Gannon, Councillor N Kemp and Councillor G Miller.

### **24. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **25. MINUTES OF THE MEETING HELD ON 12 JULY 2022**

The minutes were agreed as a correct record.

## **26. NOTES OF THE INQUORATE MEETING HELD ON 18 OCTOBER 2022**

The notes were agreed as a correct record.

## **27. NORTH EAST ENHANCED PARTNERSHIP**

The Committee considered a report which outlined the consultation process which must be completed as part of the process to establish an Enhanced Partnership.

Draft versions of the Enhanced Partnership Plan and the Enhanced Partnership Scheme must be presented to bus operators, so they have an opportunity to object to the proposals. Following this, a period of statutory consultation will commence. The final version of the Enhanced Partnership and Scheme will be presented to the Joint Transport Committee at its meeting in January.

Councillor Sanderson queried whether a scheme in Alnwick had been included in the Plan and was advised that funding needed to be confirmed in order to build the business case.

**RESOLVED:** The North East Joint Transport Committee:

- (i) agreed the draft Enhanced Partnership Plan and Scheme which will be presented to bus operators for the objection period and for statutory consultation; and
- (ii) agreed to delegate authority to the Managing Director, Transport North East, following consultation with the Chair of the Joint Transport Committee and the Monitoring Officer, to make amendments to the plan and scheme following the operator objection period and prior to the statutory consultation.

## **28. FORECAST OF CAPITAL OUTTURN 2022/23 – PERIOD TO 30 SEPTEMBER 2022**

The Committee received a report which provided an update on the 2022/23 capital programme, including expenditure to date and forecasts to the year end based on the position at the end of September 2022 (Quarter 2).

The Transport capital programme encompasses a wide range of capital schemes, mainly delivered by the constituent local authorities and Nexus, but also investment in the two Combined Authorities' own assets, including the Tyne Tunnels.

The report identified that total capital expenditure on Transport schemes is forecast to be £273.600m, against the revised programme budget of £317.801m, a forecast underspend of £44.201m (13.91%) to the year end, largely due to scheme provider issues relating to Transforming Cities (£26.146m) and Active Travel schemes (£18.923m).

Actual expenditure incurred to the end of September 2022 totalled £75.125m, 27.5% of the £273.600m forecast capital expenditure for the year. Discussions are currently ongoing with the Department of Transport to confirm a revised expenditure profile for Transforming City Schemes due to issues being experienced by scheme promoters which is resulting in expenditure slipping into 2023/24.

Active Travel Fund Tranche 2 schemes are progressing well, however, Active Travel fund Tranche 3 schemes totalling £17.929m are not now expected to begin until 2023/24. Active Travel England is experiencing delays in setting up nationally, which is delaying approval of the Tranche 3 schemes. Consequently, Transport North East have not been able to enter into Grant Funding Agreements for scheme delivery with scheme promoters.

Most of the capital investment that will be incurred during the year will be funded by government grants (£270.890m, (99%) of the total forecast capital expenditure) with elements of the Nexus capital programme and the Tyne Pedestrian and Cycle Tunnels works funded by earmarked reserves (£2.710m, (1%) of total forecast capital expenditure) held specifically for these purposes.

The report included an update on assumptions being applied in the development of the capital programme for 2023/24 and for future years, which will be presented to the Joint Transport Committee at its in January 2023.

Councillor Sanderson asked how many cyclists would be able to use the inclined lifts in the Pedestrian and Cycle Tunnels once the work on them was completed? Officers advised that demand high with several hundred cyclists each day using the existing traditional lifts to access the Tunnels, and each inclined lift has the capacity for six bicycles.

**RESOLVED:** The North East Joint Transport Committee:

- (i) Noted the updated forecast capital outturn for 2022/23;
- (ii) Agreed the five-thousand-pound increase in the budget for the Tyne Pedestrian and Cycle Tunnels refurbishment project, as set out in section 2.38, to be funded by Tyne Tunnel reserves; and
- (iii) Noted the assumptions being applied in the development of the 2023/24 capital programme.

## **29. REVENUE BUDGET PROPOSALS 2023/24 AND UPDATED FORECAST OF OUTTURN 2022/23**

The Committee received a report which provided an updated forecast of outturn for the transport revenue budgets for 2022/23, based on the position to 30 September 2022 and a summary of the draft transport budget and levies for 2023/24.

The transport levies and grants to Durham, Northumberland and Nexus are fixed for the current year so the outturn is in line with the original budget allocations.

Durham County Council are currently forecasting an overspend of £0.547m arising mainly from increased costs on secured bus services as a result of inflationary pressure and support for services withdrawn by commercial bus operators, partially offset by an anticipated underspend in concessionary fares.

Northumberland County Council are forecasting an underspend of £0.128m. This is due to a forecast underspend on Concessionary Travel of £0.400m partially offset by increased costs of secured bus services of £0.266m.

Durham and Northumberland County Councils are currently working on budget proposals which will inform the levy requirements for 2023/24 and details will be included in the report to the Joint Transport Committee at its meeting in January 2023.

The overall forecast outturn for 2022/23 for Nexus has improved relative to the original budget. Although serious financial challenges have arisen in relation to the increasing cost of high voltage power, additional security to tackle anti-social behaviour, bus interventions caused by turmoil in the commercial market and other inflationary pressures, these have largely been met in the current year by Local Transport Fund grant additional Metro Rail Grant and savings on Network Rail Track Access charges.

Despite further pressures being identified since the summer, the forecast use of reserves in 2022/23 is £3.241m less than previously reported, largely as a result of the government's Energy Bill Relief Scheme (ERBS), where a sizeable discount on the HV power bill for Metro is expected across the period October 2022 to March 2023.

Nexus budget setting for 2023/24 is currently underway and the position for the next financial year, when the EBRs comes to an end, has worsened significantly relative to the Medium-Term Financial Plan presented to the Joint Transport Committee at its meeting on 18 January 2022. The main factors being the costs of high voltage power and other inflationary pressures such as contract costs and pay awards. It is expected that a greater reliance on reserves will be required, and it is necessary that the improvement in the forecast 2022/23 position be earmarked for this.

It will be necessary to increase the Tyne and Wear transport levy by 4% in 2023/24, as reported to the JTC as part of last year's budget process, to enable Nexus' services to be maintained. Even with this levy increase and proposed use of reserves totalling £10.7m, due to the significant inflationary pressures, most notably high voltage power, Nexus is currently forecasting a deficit of £9.4m and it is therefore critical that further support from the Government is forthcoming.

It is proposed to continue the contribution of £10,000 per authority towards Transport North East which is retained from the Durham and Northumberland levies, and which funds the work of the team on behalf of the region. The

contribution from the Tyne and Wear levy to fund central activity next year will be £2.1m, in line with current budgets, which also contributes to the work of Transport North East but is mainly used to meet costs relating to the former Tyne and Wear Integrated Transport Authority, namely charges for historic debt. It is proposed that, as a minimum, funding for Transport North East from the Local Transport Plan Integrated Transport Block is continued at £500,000 (£62,500 per council and Nexus).

The Committee were also advised that the Tyne and Wear Sub-Committee had met earlier in the afternoon and had agreed an increase in the toll charges at the Tyne Tunnels. The toll should be increased from 1 February 2023 to maintain a balanced budget, however the Tyne and Wear Sub-Committee agreed to delay the increase until May 2023 and Tyne Tunnel reserves will fund the short-fall in income until then.

Councillor Gibson said that he did not agree with the increase in the Tyne Tunnel tolls. He added that more people than ever were using the Tyne Tunnels and felt that with the current cost of living crisis, it was unreasonable to ask people to pay more to use the facility.

Paul Darby advised that although this issue had been reported to the Joint Transport Committee today, the decision to increase the tolls had been made by the Tyne and Wear Sub-Committee which has delegated responsibility from the Joint Transport Committee to make decisions in respect of the area of the Tyne and Wear Authorities, which includes the Tyne Tunnels. He added that the Sub-Committee had agreed to use £1.5m from Tyne Tunnel reserves to delay the impact of the increase, and that the Tyne Tunnels are operated as a ringfenced account so all costs associated with the Tunnels are fully met from toll income and Tyne Tunnel reserves with no call on levy or other public funding.

Councillor Johnson, who chaired the Tyne and Wear Sub-Committee meeting, added that it had been a very difficult decision for the Sub-Committee to make, but that there was a contractual agreement in place which has the effect that the toll must be increased to ensure the debt to build the second tunnel continues to be paid.

Paul Darby added that 70% of tunnel users have a pre-paid account as part of the Tyne Pass scheme which provides a 10% discount on each journey through the Tyne Tunnels meaning that it will remain under £2 per journey.

Councillor Sanderson also expressed concern about the increase in tolls and requested that members of the Joint Transport Committee have a full discussion around this issue. He also asked for more detail on the premises costs and utility costs identified within the report.

Paul Darby advised that the premises and utility costs related to the Tyne Pedestrian and Cycle Tunnels which had experienced a significant increase in electricity charges. He reiterated that the decision regarding the toll increase could only be made by the Tyne and Wear Sub-Committee. He added that there had been a full and frank discussion at the meeting and that the Sub-Committee

accepted that there was a requirement to ensure that the books balanced in relation to the Tyne Tunnel accounts.

Councillor Sanderson raised further detailed queries regarding specific costs within the report on the Tyne Tunnels. Following a discussion, it was agreed that the report that had been considered at the Tyne and Wear Sub-Committee on the toll increased would be circulated with an explanatory note to the Joint Transport Committee for information.

Councillor Sanderson reiterated that he did not agree with the increase in the tolls and added that he felt it was wrong that the five Tyne and Wear Authorities were making that decision, when the impact of an increase would affect the whole region. He requested that any future reports on the budgets are clearer and easier to understand. He also requested that all seven authorities are involved in the decision making process.

Councillor Scott added that she was unclear as to the role and remit of the Tyne and Wear Sub-Committee and requested that more information be provided to the Joint Transport Committee.

Mike Barker (Monitoring Officer) advised that Tyne Tunnels are owned by the two combined authorities listed but that the rights and liabilities associated with them are ring-fenced specifically to the Tyne and Wear authorities by agreement. He added that the contractual arrangements within the Project Agreement with TT2Ltd and legislative provisions within the Tyne Tunnels Order, mean that it is not possible to increase tolls above RPI in future years in order to recover any deficit in income arising from a decision not to increase by RPI this year.

Paul Darby added that he would take all the comments regarding the clarity of the figures made by Committee Members when preparing the budget report which will be considered by the Joint Transport Committee at its meeting in January 2023.

Councillor Johnson added that he would ask officers to explore how Durham and Northumberland County Councils can be more involved with decisions around the Tyne Tunnels.

**RESOLVED:** The North East Joint Transport Committee:

- (i) Noted the updated forecast of outturn for the 2022/23 Transport Budgets, as set out in the report;
- (ii) Considered the budget assumptions/proposals set out in the report, forming the basis of consultation on the 2023/24 Transport budget;
- (iii) Noted that the budget proposals for Transport will be subject to a consultation process including reports to the JTC Overview and Scrutiny Committee, relevant officer groups and the Leadership Board of NECA and the NTCA Cabinet;



- (iv) Noted the intention to approve the budget and agree the Transport levies at the meeting of the JTC on 17 January 2023.

### **30. SOUTH OF TYNE AND WEARSIDE LOOP STRATEGIC OUTLINE BUSINESS CASE**

The Committee received a report which outlined the progress of a Strategic Outline Case (SOC) which has been developed for the South of Tyne and Wearside Loop, which is the first phase of a wider ambition to reopen the Leamside Line in full.

The SOC, part funded by the North East Local Enterprise Partnership (NELEP), builds on previous engineering feasibility and demand forecasting work undertaken as part of the wider suite of corridor studies funded through the Joint Transport Committee.

The SOC looks at a broad network that connects the Wearside and South Tyneside areas using a series of newly built or re-opened rail alignments. It also identifies options for the development of this network. The preferred option is for a Metro connection from Pelaw to South Hylton via Washington. It is proposed to refer to the preferred option in future as the 'Washington Metro Loop'.

The preferred option is predicted to generate over £90m per year in economic benefits and reduce carbon emissions by over 86,000 tonnes by replacing up to £1.7m car journeys per year. The estimated cost for the preferred option at this stage is in the order of £745m (inclusive of additional Metro cars required). It is now proposed that Nexus begins the work to develop the Washington Metro Loop as an Outline Business Case, subject to funding being identified.

Councillor Rowntree felt that this was a very welcome development and was looking forward to seeing it progress.

Councillor Johnson agreed and added it was fantastic for the region.

**RESOLVED:** The North East Joint Transport Committee:

- (i) Noted the Executive Summary of the draft Strategic Outline Case (SOC) as set out in Appendix 1;
- (ii) Approved the preferred option, as outlined in the draft SOC, to be taken forward to the Outline Business Case (OBC) stage;
- (iii) Authorised Transport North East to work with the government and other relevant bodies to identify sources of funding for both the OBC and for the full scheme;
- (iv) Noted that future references to the preferred option will use the name 'Washington Metro Loop'; and

- (v) Noted that at this stage it is assumed that Nexus will be the body tasked with developing the OBC.

### 31. CONSULTATION PRINCIPLES

The Committee received a report which sought approval for the Transport North East Consultation Principles.

The principles define the steps Transport North East will take, to develop policy and strategy on behalf of the Joint Transport Committee, to ensure that local people have ample opportunities to have their say on the development of region-wide transport strategies and policies.

Transport North East will continue to use a range of methods including social and digital activity to encourage high levels of engagement in consultations it delivers on behalf of the Joint Transport Committee.

Councillor Sanderson requested that a geographical principle needed to be added to ensure that all areas in the region are included in all consultations.

Councillor Kilgour requested that a more explicit reference be made in the principles to the inclusion of disaffected groups.

**RESOLVED:** The North East Joint Transport Committee approved the Transport North East Consultation Principles subject to amendments requested by the Committee to principles relating to the geography of the region and the inclusion of disaffected groups.

### 32. TRANSFORMING CITIES FUND TRANCHE 2 – GRANT FUNDING AGREEMENTS

The Committee considered a report to delegate authority to the Managing Director Transport North East, in consultation with the Section 73 Officer and Monitoring Officer, to approve and allocate £2,295,000 of funds from the Transforming Cities Fund (TCF) Devolved Pot to the Durham County Council, Park and Ride Expansion scheme, subject to successful appraisal of the scheme Business Case and due diligence in line with the Transport Assurance Framework.

**RESOLVED:** The North East Joint Transport Committee agreed to:

- (i) Delegate authority to the Managing Director Transport North East, following consultation with the Section 73 Officer and Monitoring Officer, to approve the Park and Ride Expansion scheme and release the associated £2,295,000 of funds from the TCF Devolved Pot to enable the project to commence, subject to successful appraisal in line with the Transport Assurance Framework.

- (ii) Instruct officers to prepare and sign a Grant Funding Agreement with Durham County Council for the delivery of the Park and Ride Expansion scheme following successful appraisal.

### **33. TRANSPORT PLAN PROGRESS REPORT**

The Committee received a report which provided an update on progress made across a number of delivery plan categories in implementing the objectives of the North East Transport Plan.

Work continues with the new Metro fleet and the first train is on target to be delivered to the North East by the end of the year. The Metro Flow project is continuing according to plan while work continues with Government to mitigate the significant impacts of the energy crisis on the cost base for Metro.

Go North East announced a fares increase beginning on the 23<sup>rd</sup> of October, meaning that single bus fares on Go North East services will increase between 20p and 40p and day tickets will increase between 40p and 80p.

Rail services in the region continue to be affected by industrial action. Performance on local rail services has been poor with a very high level of recorded cancellations and delayed trains as a result of driver shortages.

An eight page North East Rail and Metro Strategy summary document is undergoing final review and is due to be published shortly, whilst work continues on communications for the Leamside Line.

Progress continues on Transport for the North's next Strategic Transport Plan, the latest being a policy position paper on Transport and Health. This aligns well with our recent local initiatives to enhance linkages between transport and health.

The Committee were also advised that discussions are ongoing with the bus operators regarding driver retention and recruitment which is affecting punctuality. Recent damage to cables on the Tyne Valley line has severely impacted on rail services, with replacement bus services being affected by lack of availability.

Councillor Johnson noted the comments relating to buses and suggested that the Shadow Bus Board report to the Joint Transport Committee and also suggested that the bus operators attend the next meeting of the Committee.

**RESOLVED:** The North East Joint Transport Committee noted the report.

### **34. BUS SERVICE IMPROVEMENT PLAN REVIEW**

The Committee received a report which outlined the changes made to the Bus Service Improvement Plan following the statutory annual review.

Transport North East have held discussions with local authority and bus operator partners and the following changes to the Bus Service Improvement Plan are proposed:

- Number of bus journeys made pre-pandemic in a year has been updated to 154m throughout the document. This is an update due to the Department for Transport's figures being incorrect at the time of producing the BSIP in 2021.
- References to "maintaining the current bus network" have been updated to take into account the network review that has taken place across the region.
- Current patronage levels have been updated to reflect the current levels of 80-85%.
- The "Current bus offer to passengers" section has been updated where new data was available. This includes information on the cost of secured bus services and ENCTS reimbursement.
- The fare offers have been updated to show what will be delivered with BSIP funding.
- A new section has been added, as requested in the guidance, which shows the interventions implemented over the previous year, this includes the "Take the Kids for Free" trials that bus operators have run during the school holidays, the Care-Experienced concession pilot scheme in Newcastle and Gateshead and fleet improvements the operators have made.

In addition, as the current timescales for for BSIP funding to be received in region for the BSIP funded interventions being delayed by almost a year compared to expected timescales a number of the Key Performance Indicators (KPIs) have been updated to reflect this. They are shown below with both the original and updated:

- KPI 1 original: Bus ridership to achieve 162.4m trips during the year 2022/23, returning us to the baseline level of 2018/19.
- KPI 1 updated: Bus ridership to achieve 154m trips during the year 2023/24, returning us to the baseline level of 2018/19.
- KPI 4 original: Bus patronage to grow by 10% in 2023/24, and then again by a further 10% in 2024/25.
- KPI 4 updated: Bus patronage to grow by 10% in 2024/25, and then again by a further 10% in 2025/26.
- KPI 5 original: Bus patronage from people under the age of 25 to grow by 10% in 2023/24 and then by a further 10% in 2024/25.
- KPI 5 updated: Bus patronage from people under the age of 22 to grow by 10% in 2023/24 and then by a further 10% in 2024/25.
- KPI 8 original: Average speed of buses to grow, relative to the average speed of general traffic, in each year of the BSIP.

- KPI 8 updated: Average speed of buses to grow, relative to the average speed of general traffic, each year starting in 2023/24.
- KPI 10 original: Bus punctuality at point of origin to be 95% in 2022/23, 96% in 2023/24 and 97% in 2024/25.
- KPI 10 updated: Bus punctuality at point of origin to be 95% in 2023/24, 96% in 2024/25 and 97% in 2025/26.
- KPI 11 original: Bus punctuality at all timing points to be 90% in 2022/23, 95% in 2023/24 and 95% in 2024/25.
- KPI 11 updated: Bus punctuality at all timing points to be 90% in 2023/24, 95% in 2024/25 and 95% in 2025/26

**RESOLVED:** The North East Joint Transport Committee agreed the changes to the Bus Service Improvement Plan for publication.

### 35. MAKING THE RIGHT TRAVEL CHOICE STRATEGY

The Committee received a report which sought approval to adopt the North East Making the Right Travel Choice Strategy following a period of consultation. The strategy encourages car users to switch one journey a week to public transport, walking or cycling and for people who don't have a car to continue to travel sustainably.

The strategy uses a series of 'personas' to help to identify the right travel choice depending on peoples' specific journey circumstances. It is anticipated that people and businesses will relate to these and consider using them as a guide. Specific feedback was sought on the use of personas within the strategy document. The personas have been updated and tweaked based on feedback received, to help people consider following the headline target of switching one journey a week to public transport, walking or cycling.

Over 1,000 responses were received from members of the public and stakeholders during the consultation period, which ran from 20 July – 15 September 2022. The vast majority of responders supported the aim of the strategy. In order to reach out to as many people as possible, a two-pronged approach was used for both engagement with members of the public and stakeholders such as business organisations and transport operators. A mixture of online and in-person engagement took place. Following the consultation, a number of changes were made to the draft strategy and a summary report setting out the key changes has been produced.

Councillor Sanderson agreed with the aim of the strategy but commented that using public transport was difficult for people who live in rural areas. He also asked whether any consultation had taken place in North Northumberland. Officers advised that a consultation event had taken place in Cramlington and that there were 38 responses on the day, and 54 online responses from residents

in that area during the consultation process. Officers agreed to look at ways of improving consultation in rural areas when running future consultations. Councillor Gibson suggested that improvements need to be made to ensure people with mobility scooters have more opportunities to charge their scooters in local areas. He added that opportunities for everyone need to be looked at, rather than focussing on able-bodied people. Officers agreed to take this forward.

Councillor Rowntree thanked officers for their work on this strategy and added that she thought the document was excellent, especially the section on personas.

**RESOLVED:** The North East Joint Transport Committee:

- (i) Noted the responses to the consultation as outlined in the report and in Appendix 1; and
- (ii) Agreed to formally adopt the North East Making the Right Travel Choice Strategy set out in Appendix 2, as one of the suite of strategies expanding on the North East Transport Plan

### **36. DATE AND TIME OF THE NEXT MEETING**

The next meeting of the Joint Transport Committee will be held on Tuesday 20 December 2022 at 2.30pm in the Bridges Room.

## North East Joint Transport Committee

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**Date: 20 December 2022**

**Subject: Transforming Cities Fund Tranche 2 – Grant Funding Agreements**

**Report of: Managing Director, Transport North East.**

### **Executive Summary.**

This report seeks Joint Transport Committee approval to allocate, in total £274,423 of funds, from the Transforming Cities Fund (TCF) Devolved Pot to the Gateshead Council, Gateshead Interchange Bus Lane Improvement scheme following successful appraisal in accordance with the North East Transport Assurance Framework.

In addition, this report also requests that the Joint Transport Committee delegate authority to the Transport North East Managing Director, in consultation with the Section 73 Officer and Monitoring Officer, to approve a further three schemes and allocate funds from the Transforming Cities Fund (TCF) Devolved Pot, subject to successful appraisal of scheme Business Cases and due diligence in line with the North East Transport Assurance Framework. Those schemes seeking delegated approval are as follows:

- Durham County Council, Durham Walking and Cycling Improvements totalling up to £2,848,711.24 of TCF funds
- Gateshead Council, West Tyneside Cycle Route totalling up to £1,759,500 of TCF funds
- Northumberland County Council, Ponteland to Callerton Cycleway totalling up to £816,000 of TCF funds

Business Cases for these three schemes are currently being considered in accordance with the region's Transport Assurance Framework with scheme appraisal conducted by Transport North East's retained independent consultants. It is necessary to expedite approval of these schemes following the conclusion of appraisal in order to meet the construction and delivery programmes outlined within scheme Business Cases and expedite the delivery of the Transforming Cities Fund programme.

## Recommendations

The North East Joint Transport Committee is recommended to:

- i. Approve the Gateshead Interchange Bus Lane Improvement scheme and release the associated £274,423 of funds from the Transforming Cities Fund (TCF) Devolved Pot to enable the scheme to commence.
- ii. Instruct officers to prepare and sign a Grant Funding Agreement with Gateshead Council for the delivery of the Gateshead Interchange Bus Lane Improvement scheme.
- iii. Delegate authority to the Transport North East Managing Director, following consultation with the Section 73 Officer and Monitoring Officer, to approve the release of up to £5,424,211.24 of funds from the TCF Devolved Pot to the following schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway subject to successful appraisal in line with the Transport Assurance Framework.
- iv. Instruct officers to prepare and sign Grant Funding Agreements, following successful appraisal, with: Durham County Council, Gateshead Council and Northumberland County Council for the delivery of the following schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway.



## **1. Background Information**

- 1.1 In March 2020 the North East region was awarded £198m from the Government's Transforming Cities Fund to aid the delivery of sustainable transport capital measures. In total, £94m of this funding is allocated to the Nexus led Metro Flow scheme, with the remaining £104m allocated to the region to spend on smaller sustainable transport schemes.
- 1.2 A programme of schemes was considered by this Committee in May 2020, and the local authority promoters of those schemes have since been advancing the design of their schemes and preparing Business Cases for investment.
- 1.3 As they come forward, the Business Case for each scheme in the programme is considered using the regionally agreed Transport Assurance Framework and reviewed by an independent consultant retained by Transport North East (TNE) to ensure:
- the level of analysis undertaken by the scheme promoter is appropriate to the size of the scheme;
  - the scheme gives good value for public money;
  - the risks associated with delivery of the scheme have been identified and where possible mitigated; and
  - the appropriate governance and procurement processes are in place to complete the scheme by March 2023, a key requirement of DfT's grant funding conditions.
- 1.4 Once successfully appraised, schemes will come forward for sign off and approval at an appropriate meeting of the JTC which will enable the North East Combined Authority (NECA) to enter into a Grant Funding Agreement (GFA) with the scheme promoter, once signed the GFA gives the scheme promoter permission to draw down the funding allocation associated with the approved scheme from the TCF Devolved Pot which is held by NECA on behalf of the JTC.

## **2. Proposals**

- 2.1 A Business Case for Gateshead Council's Gateshead Interchange Bus Lane Improvement scheme has come forward and has been considered in accordance with the region's Transport Assurance Framework, with appraisal being conducted by Transport North East's retained assurance consultants. Appraisal has shown that the scheme possesses a strong strategic case, offers value for money, and has a viable delivery programme. The scheme has therefore been recommended for approval. The TCF funds associated with the scheme totals £274,423, JTC approval will enable NECA to enter into a Grant Funding Agreement (GFA) with Gateshead Council for scheme delivery and enable the Council to draw down the associated funding allocation from the TCF Devolved Pot.

- 2.2 In addition, a further three schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway, have produced and submitted full Business Cases this month whilst appraisals are underway this process has not yet fully concluded, therefore, so as not to forestall critical stages of delivery it is recommended the JTC delegate approval of the three schemes noted above to the Transport North East Managing Director, following the successful conclusion of scheme appraisal in line with the Transport Assurance Framework.
- 2.3 Approval of these schemes will enable NECA to enter into Grant Funding Agreements (GFAs) with the respective scheme promoter for scheme delivery and enable each promoter permission to draw down the respective funding allocation from the TCF Devolved Pot, which is held by NECA on behalf of the JTC. In total, the amount of TCF grant funding associated with schemes seeking approval to be delegated totals up to: £5,424,211.24.

### **3. Reasons for the Proposals**

- 3.1 Following the successful appraisal of the Gateshead Interchange Bus Lane Improvement scheme approval is sought from JTC, this will enable the scheme to commence delivery. The approval and onwards delivery of this scheme will contribute to the delivery of our Transforming Cities Fund programme, which in turn will contribute to delivery of the objectives outlined within the North East Transport Plan, an overview of the scheme and its benefits is outlined at **Appendix 1**.
- 3.2 In addition, Business Cases have been submitted for the following schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway. The Business Cases are undergoing the final stages of appraisal with TNEs retained independent assurance consultants, it is therefore recommended that the approval of these schemes is delegated to the Transport North East Managing Director following the successful conclusion of the appraisal process, this will enable the schemes to come forward in good time and meet the delivery programmes outlined within each Business Case.
- 3.3 The programmes of delivery of these schemes would be at risk if swift approval of Business Cases is not forthcoming following appraisal and there is a corresponding delay in construction works. The recommendations outlined in this report have been put to the JTC in order to expedite scheme approvals owing to the need for schemes to begin their construction programmes and meet the required TCF timeline for delivery.
- 3.4 Approval of the: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway schemes will also contribute towards the delivery of the objectives outlined within the North East Transport Plan, an overview of each scheme and the associated benefits the schemes will deliver is outlined at **Appendix 1**.

### **4. Alternative Options Available**

- 4.1 As part of the Business Case development for each scheme proposed for approval and delegated approval, a range of delivery options were assessed against value for money, risk and deliverability considerations in line with the Transport Assurance Framework. Preferred options were selected and progressed on the understanding that the approach detailed within the Business Case offers the best mix of benefits offset against a comparably lower level of delivery risk. The Business Cases demonstrate why the chosen solutions provide the best options in terms of meeting passenger needs whilst also providing value for public money.
- 4.2 Two options are presented to the North East Joint Transport Committee.
- 4.3 Option 1 – The North East Joint Transport Committee accept the recommendations set out in this report, approving the Gateshead Interchange Bus Lane Improvement scheme and releasing the associated £274,423 of funds from the TCF Devolved Pot to enable the project to commence.

In addition to delegating authority to the TNE Managing Director, in consultation with the Section 73 Officer and the Monitoring Officer, to approve, subject to successful appraisals in line with the agreed regional Transport Assurance Framework, the following schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway, totalling £5,424,211.24 of TCF funds, enabling these schemes to commence delivery upon the conclusion of appraisal.

- 4.4 Option 2 - The North East Joint Transport Committee do not accept the recommendations set out in this report, in which case the schemes outlined in this report and in **Appendix 1** will not be able to deliver in line with the TCF programme timescales and the benefits detailed within the Business Cases of the schemes will not be realised. Consequently the North East Transforming Cities Fund programme may underspend.
- 4.5 Option 1, is the recommended option.

## **5. Next Steps and Timetable for Implementation**

- 5.1 A Grant Funding Agreement will be prepared by officers for the Gateshead Interchange Bus Lane Improvement scheme this will be subsequently agreed with Gateshead Council as scheme promoter and signed, after which delivery and construction will commence. TNE will require that Gateshead Council provide quarterly monitoring update reports on the Gateshead Interchange Bus Lane Improvement scheme that will detail progress, expenditure, and risks.
- 5.2 In addition, Business Cases for the following schemes: Durham Walking and Cycling Improvements, West Tyneside Cycle Route and Ponteland to Callerton Cycleway will continue to go through appraisal in line with the Transport Assurance Framework, upon the conclusion of this process, should the appraisal outcome of these schemes be successful, Grant Funding Agreements will be prepared by officers and agreed with each respective scheme promoter, after which delivery and construction will

commence. TNE will also require that scheme promoters provide quarterly monitoring update reports on these schemes which will detail progress, expenditure, and risks.

## **6. Potential Impact on Objectives**

6.1 The schemes detailed within this report will contribute positively to the high-level strategic objectives in both the regional Strategic Economic Plan and the North East Transport Plan. An overview of the benefits derived from each scheme is provided at **Appendix 1**.

## **7. Financial and Other Resources Implications**

7.1 In total, the TCF allocation covered by this report amounts to £5,698,634.24 with £274,423 coming forward for full approval by JTC and the remaining £5,424,211.24 coming forward for approval to be delegated to the TNE Managing Director, in consultation with the Section 73 Officer and Monitoring Officer. Should the recommendations of this report be accepted by JTC, and all associated approvals be completed, a summary of the TCF Devolved Pot can be updated as follows:

- Total available TCF Funds (exc. Metroflow): £103,797,532
- Funds Committed prior to this report: £83,382,947
- Funds Committed as a result of the report: £5,698,634
- Remaining Devolved Pot: £14,715,950
- Total TCF Ask: £110,225,073
- Overprogramming: £6,427,541

7.2 There are no Human Resources or ICT implications arising from the recommendations of this report.

## **8. Legal Implications**

8.1 Grant Funding Agreements are required in order to enable the scheme promoters permission to commence drawing down the funding allocation associated with each individual scheme. A standard Grant Funding Agreement template has been prepared for all TCF schemes that is utilised to minimise any legal risks and ensure NECA's obligations (on behalf of the JTC) to the Department for Transport in regards to the TCF devolved funding are met, these obligations are appropriately transferred to each scheme promoter through the Grant Funding Agreement.

## **9. Key Risks**

9.1 The key risk for this Committee relates to the potential for the construction of these schemes to be delayed or overspent. The funding mechanism included within each Grant Funding Agreement ensures that risks to the Committee are appropriately mitigated, transferred, and borne by each scheme promoter.

## **10. Equality and Diversity**

10.1 All schemes have been designed to modern standards and are compliant with appropriate legislation, ensuring that any equality and diversity implications are minimised.

## **11. Crime and Disorder**

11.1 All schemes have been designed to modern standards, appropriate consultation with statutory consultees has taken place throughout the course of scheme designs, ensuring that any crime and disorder implications will be minimised.

## **12. Consultation/Engagement**

12.1 This report has been shared with the Transport Strategy Board, comments have been taken on board and integrated into this report. The scheme promoters have managed all consultation requirements pertaining to each individual scheme.

## **13. Other Impact of the Proposals**

13.1 Each scheme Business Case outlines in detail the transport benefits derived from each specific intervention covered by the scheme, however, in addition, the approval of these schemes are likely to generate substantial wider economic benefits and improve linkages to employment centres within the region.

## **14. Appendices**

14.1 Appendix 1 – Scheme Details

## **15. Background Papers**

15.1 North East Transport Assurance Framework: [NORTH EAST JOINT TRANSPORT COMMITTEE \(transportnortheast.gov.uk\)](http://transportnortheast.gov.uk)

## **16. Contact Officers**

16.1 Jonathan Bailes, Transport Programme Lead  
E-mail: [jonathan.bailes@transportnortheast.gov.uk](mailto:jonathan.bailes@transportnortheast.gov.uk)

## **17. Sign off**

- The Proper Officer for Transport: ✓
- Head of Paid Service: ✓
- Monitoring Officer: ✓
- Chief Finance Officer: ✓

## **18. Glossary**

- DfT – Department for Transport
- TCF Devolved Pot – the Transforming Cities Fund allocation from DfT that is

available to spend on the prioritised schemes identified in our November 2019 TCF Strategic Outline Business Case submission

- Grant Funding Agreement – outlines the terms and conditions under which a scheme will be delivered, and constitutes the contract between NECA and the scheme promoter for the delivery of the scheme
- Transport Assurance Framework – a framework for business case development and review that ensures good decision making, procurement and governance is in place for all projects, for schemes that can demonstrate good value for public money
- NECA – North East Combined Authority
- TNE – Transport North East

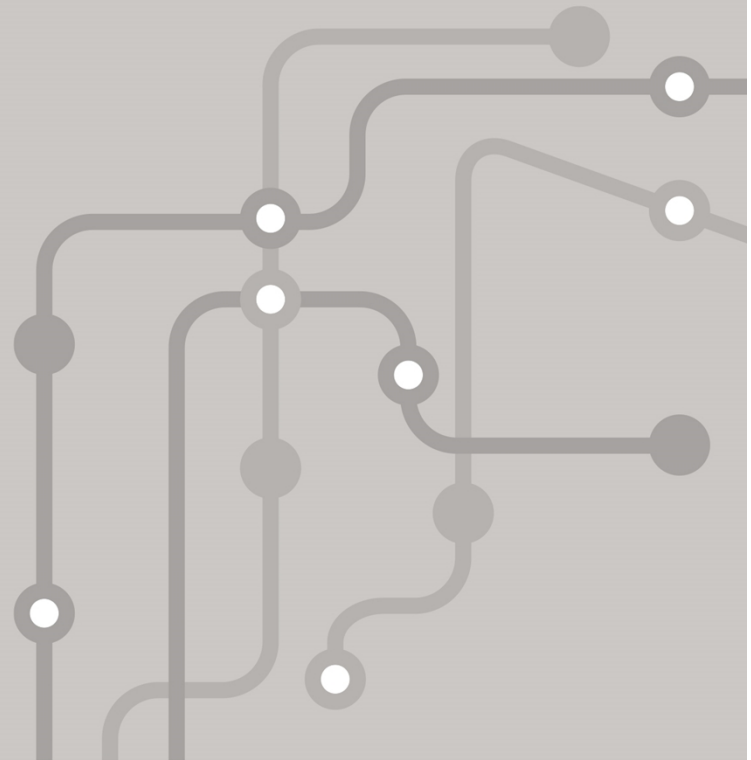
# Transport **North East**

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Appendix 1

**Scheme Details**

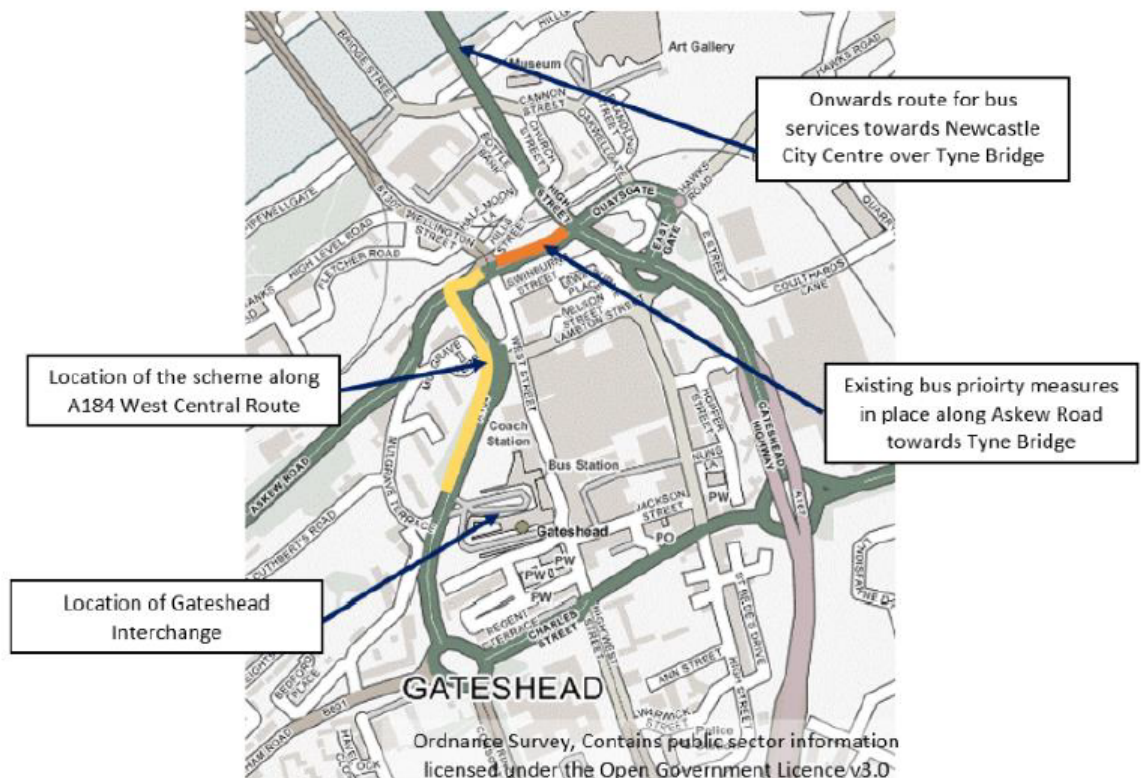
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## 1. Overview of scheme seeking full approval

1.1 The table below provides an overview of the scheme that is recommended for full approval at the December Meeting of the Joint Transport Committee.

<b>Scheme:</b> Gateshead Interchange Bus Lane Improvement (GA16)
<b>Description:</b> This scheme will make permanent temporary works that have been delivered using match funding on the A184 West Central Route and Askew Road in Gateshead to improve bus priority on the corridor. The temporary works on the nearside lane of the northbound A184 West Central Route will be adjusted with hard engineering to prevent the use of the lane by vehicles. At the southern extent of the scheme, the pedestrian crossing will be revised to reflect this lane removal, creating a shorter crossing distance. Match funding has been used for the reconfigurations of the A184 Askew Road / A184 West Central Route junction with new traffic signals provided, and a new bus lane has been provided on Askew Road between the A184 West Central Route and Wellington Street. Also, on this section the offside lane in the eastbound direction (which is currently hatched) will be paved along with a short section on the nearside lane which is also currently hatched. The extent of the scheme is shown in the diagram below.
<b>TCF Allocation:</b> £274,423
<b>Benefits that will be achieved:</b> Benefits of the scheme include reduced delays to buses and improved bus priority on the A184 West Central Route, with the potential to increase the number of public transport trips in the area. Reduced congestion will also contribute to improved air quality in the vicinity of the scheme.

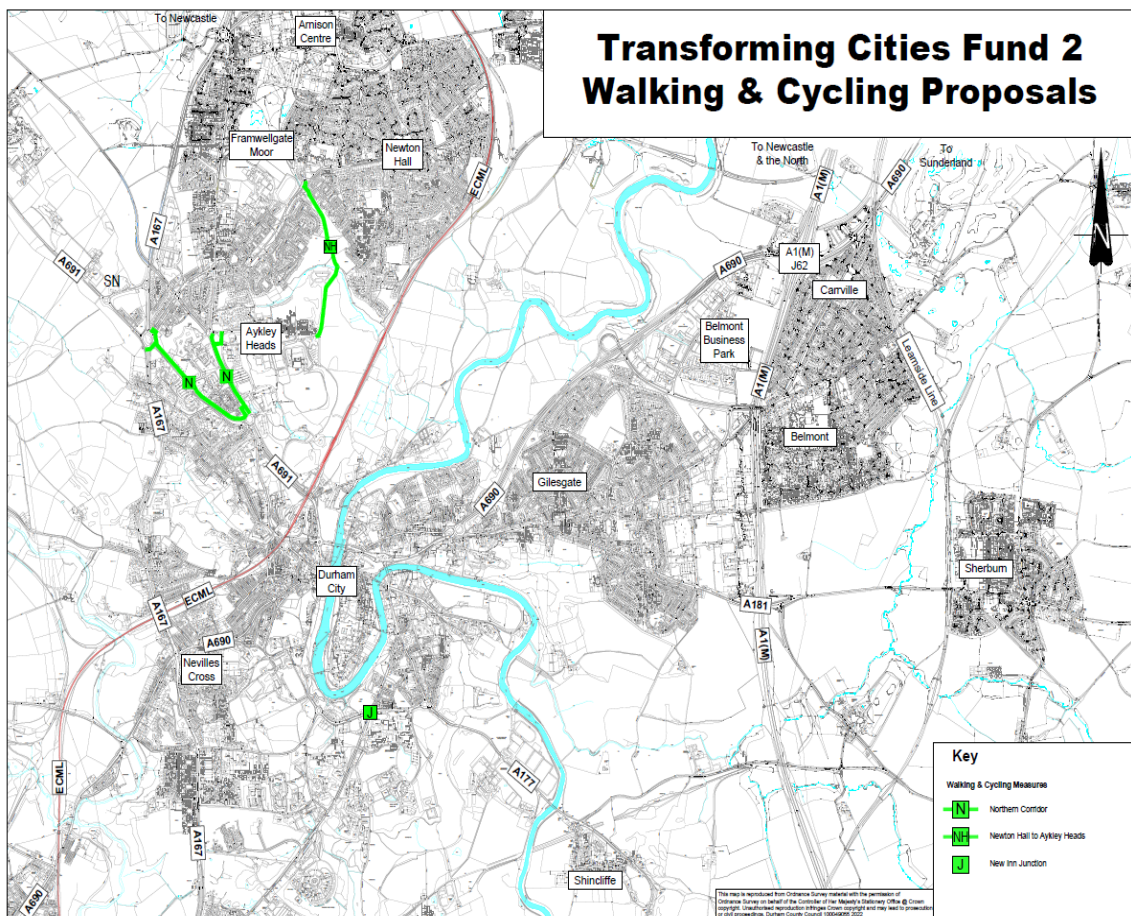




## 2. Overview of schemes seeking delegate approval

2.1 The tables below provide an overview of the three schemes that are recommended for delegated approval at the December Meeting of the Joint Transport Committee.

<p><b>Scheme:</b> Durham Walking and Cycling Improvements (DU01/04)</p>
<p><b>Description:</b> The Durham Walking and Cycling Improvements package will enhance walking and cycling accessibility to and from Durham University, Durham Hospital, northern residential areas, and local development sites at Sniperley and Aykeley Heads. An overview of the scheme is provided in the diagram below. The scheme will provide continuous and coherent active travel routes within Durham City, providing important connections to neighbouring employment, residential and educational destinations. The measures include new pedestrian crossing points at the New Inn junction, providing safety and more direct pedestrian connectivity to/from Durham University. The scheme will provide an LTN 1/20 compliant direct active mode route linking the city centre network and rail station at Framwellgate Peth to Newton Hall, via Aykeley Heads employment site.</p>
<p><b>TCF Allocation:</b> £2,848,711.24</p>
<p><b>Benefits that will be achieved:</b> Benefits of the scheme include increased cycling and walking trips, particularly along radial routes to Durham city, improved sustainable connectivity to Durham University and existing and proposed development sites, reduced carbon emissions in the City of Durham and improved local air quality.</p>

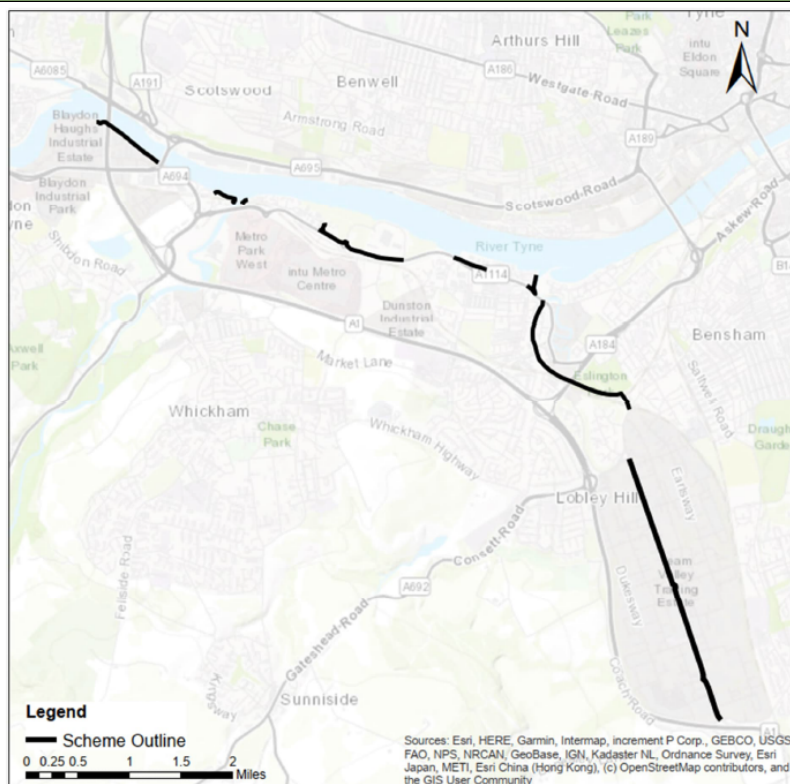


**Scheme:** West Tyneside Cycle Route (GA01)

**Description:** The West Tyneside Cycle Route is an extensive scheme which will improve and introduce cycle and pedestrian facilities around the Team Valley and Metrocentre areas of Gateshead creating a single coherent route in the area of the A1 corridor. The diagram below provides an overview of the extents of the scheme where the improvements will be delivered. The first section of the scheme is between the junction of Kingsway and Eleventh Avenue to the junction of Kingsway and Lobley Hill Road. There are a number of measures planned on this section to improve the environment for active travel, including the provision of raised tables at junctions, new controlled crossings, and landscaping improvements. The second section is within Eslington Park, beginning at Lobley Hill Road, crossing under the A184, travelling north to connect onto Keelman’s Way in the vicinity of the junction between the River Team and the River Tyne. In this section the footway will be widened to 4m where required to create a shared-use footway and cycleway. The third section will provide upgrades to create a continuous shared-use footway and cycleway connecting on from the second section, starting alongside the A1114 to the junction of Railway Street and Flour Mill Road, continuing along Mandela Way and back onto the A1114 towards Derwenthaugh Road.

**TCF Allocation:** £1,759,500

**Benefits that will be achieved:** Benefits of the scheme include the creation of a coherent and continuous route in the vicinity of the A1 corridor, resulting in increased pedestrian and cyclist trips, leading to a reduction in congestion, improved active travel access to employment and improvements to local air quality.



**Scheme:** Ponteland to Callerton Cycleway (NE08/NO02)

**Description:** The Ponteland to Callerton Cycleway scheme will provide an LTN 1/20 compliant cycleway and footway between Ponteland and Newcastle International Airport, with onward connecting links to Callerton Parkway and the Tyne and Wear Metro. An overview of the scheme is provided in the diagram below. The scheme will feature a 3-metre shared path, with a 2-metre segregated verge, and new and improved crossing points at Rotary Way and Dobbies Garden Centre. The proposed route aligns with an existing bridlepath which runs between Ponteland and Rotary Way (shown in yellow below), where it then aligns with Rotary Way (shown in orange below) towards the junction with the A696 and travels south towards Newcastle International Airport. On Rotary Way, a new 40mph speed limit is to be introduced, the extent of which shown in blue below.

**TCF Allocation:** £816,000

**Benefits that will be achieved:** The scheme aims to increase the uptake of walking and cycling, leading to a reduction in congestion in Ponteland due to the removal of shorter car journeys. There is the potential for the scheme to lead to increased patronage on the Tyne and Wear Metro due to an additional direct active travel links to the network. The increased active travel trips will allow for improvements to health and wellbeing as well as improvements to air quality and noise levels in the vicinity of the scheme caused by a reduction in car trips.



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## North East Joint Transport Committee

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**Date: 20 December 2022**

**Subject: Transport Plan Progress Report**

**Report of: Managing Director, Transport North East**

### Executive Summary

This report provides an update on progress made across a number of Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving north east.'

Arriva announced a fares increase on 20 November, with the average increase on adult/child single and return fares being 9.3%.

The first meeting of the new Bus Partnership Board was held on the 4 November 2022 and attended by all members of the Partnership.

Progress continues on Transport for the North's next Strategic Transport Plan, including further development of the policy position paper on Transport and Health. This aligns well with our recent local initiatives on this agenda including an upcoming transport and health event on 2 December.

It is expected that the final two chargers in the region's Go Ultra Low taxi project, covering Newcastle and North Tyneside, will go live imminently.

The official opening of the A1 Scotswood to North Brunton improvement scheme took place on 10 November. The scheme involves increasing the current two lanes of the A1 in each direction to three lanes and will improve accessibility to jobs and services as well as supporting new business and housing developments. Further engagement is taking place with National Highways to strengthen the case for investment at Moor Farm on the A19.

The government has announced that the deadline for a decision on the Development Consent Order for proposals to upgrade the A1 between Morpeth and Ellingham in Northumberland has been further extended, from 5 December 2022 to 5 September 2023.

The Autumn Budget Statement confirmed that the Government is now committed to building the 'core Northern Powerhouse Rail network which, crucially for the North East, does not include the Leamside Line. The Transport Minister has agreed to meet with Transport North East and local MPs to discuss this.

**Recommendations**

The Joint Transport Committee is recommended to note the contents of this report.

## 1. Background Information

- 1.1 The North East Transport Plan sets out a vision of 'moving to a green, healthy, dynamic and thriving North East' through the delivery of transport improvements under seven policy areas. Recent developments in the transport field are discussed below, organised by policy area.

## 2. Public transport, travelling by bus, Metro, ferry and on demand public transport

- 2.1 Bus services Arriva increased their fares on 20 November. The average increase on adult/child single and return fares was 9.3% and ranged from 10p to 80p. Adult zonal tickets increased by an average of 7.6%. No increases have been applied to young person's day, week or season tickets.

It should be noted that not all adult fares have increased, and some have actually decreased. Arriva state that they have held off on introducing these fares increases for as long as possible, however the current financial climate means they couldn't delay the introduction of the fare increase for any longer.

- 2.2 Bus Partnership Board: The first meeting of the Bus Partnership Board was held on the 4<sup>th</sup> November 2022 and attended by all members of the Partnership. The newly drafted Terms of Reference were welcomed by the group and papers were presented to the board on various partnership workstreams.

The Board's views were sought on a variety of issues including:

- The Bus Service Improvement Plan (BSIP) refresh, which will update our BSIP on developments and progress of the partnership one year after original publication.
- The progress towards delivering various BSIP initiatives such as fares schemes, the partnership app and website, the partnership logo, the Code of Conduct and a Bus Passenger Charter.
- Plans for monitoring the performance against our BSIP Key Performance Indicators (KPIs) and the partnership's approach to marketing.

- 2.3 Bus Punctuality and Reliability: The North East's bus operators have faced severe challenges in maintaining punctuality and reliability standards in the post pandemic period. Additional wording is included in Appendix 2 of this document outlining how the terms are defined and providing data on current bus punctuality and reliability in the North East.

- 2.4 Metro: The first train for the new fleet will arrive towards the end of January and the programme as a whole remains on schedule with the whole fleet arriving by early 2025.

The major works for Metro Flow will be completed in early December.

### **3. Connectivity beyond our boundaries**

- 3.1 Transport for the North (TfN) update Following the report given in the November update, TfN are continuing to develop their policy position paper on Transport and Health.

Amongst the actions proposed are a Vision Zero target for the major and strategic roads network (zero deaths and serious injuries), enhanced links with local Directors of Public Health and more research on the links between transport and health inequality, including the severance impacts of major road and rail infrastructure.

TfN's work and ongoing research aligns well with our local initiatives on transport and health and their research capacity will help us to better understand the health impacts of decisions on transport investment and pricing.

### **4. Making the right travel choice**

- 4.1 Transforming Cities Fund Twelve of the Transforming Cities Fund (TCF) Tranche 2 schemes are now in or soon to be in delivery, which is an uplift of one scheme since November.

- 4.2 Go Ultra Low taxi project: It is expected that the final two chargers in Newcastle and North Tyneside will go live imminently with orders being placed for connections. Delays are owing to legal agreements and the capacity of the supply chain to act.

The framework agreement with the supplier of the infrastructure is due to expire in February 2023 and discussions are ongoing with Local Authority partners as to the future of this contract. Evaluation of the success of the programme and future engagement is underway.

- 4.3 Local Growth Fund EV infrastructure project: Work is continuing to progress the installation of new EV charging infrastructure at sites around the North East. One recent change relates to the planned siting of charging infrastructure in the main car park at West Denton leisure centre, Newcastle.

As the leisure centre and car park are undergoing a complete rebuild in the next 2 years following receipt of a Levelling Up grant, the charger is now to be located in the rear car park, which is not affected by the works, and the contractors are liaising with Newcastle's Major Projects Team to progress this.

- 4.4 Transport and health workshop – moving in the same direction: A workshop event bringing together transport, health and academic research networks in the North East has been organised for 2 December 2022 in partnership between TNE, Newcastle University and the Office for Health Improvement and Disparities.



The workshop aims to strengthen relationships between sectors and identify opportunities to build on the growing collaboration between transport and health in the North East.

The event will feature the North East Active Travel Strategy, that is currently under development and highlight the upcoming consultation. The workshop will also provide an opportunity for TNE to continue to raise the profile of the aims set out in the Making the Right Travel Choice Strategy which encourages car users to switch one journey a week to public transport, walking or cycling and for people who don't have access to a car to continue to travel sustainably.

## **5. Private transport: travelling by car and using road infrastructure**

- 5.1 Scotswood to North Brunton opening On November 10<sup>th</sup>, Roads Minister Richard Holden officially opened the A1 Scotswood to North Brunton improvement scheme, which involved increasing the current two lanes of the A1 in each direction to three lanes.

The scheme will boost accessibility to jobs and services in the North East, whilst also supporting new business and development opportunities and housing developments along the route. More than 1,900 people worked on the project, two thirds of whom were from the local area.

Work continues on the Birtley to Coal House section of the route, which is due for completion in 2024/25.

TNE is continuing to work with National Highways (NH) and Transport for the North to make the case for investment in the Moor Farm / Seaton Burn roundabouts on the A19 to tackle bottlenecks to growth and for inclusion of these schemes in the next Road Investment Strategy (RIS3). Recent meetings with NH have emphasised the importance of these and other improvements on the Strategic Road Network to assist in our regional growth aspirations, and further high level engagement will continue.

Morpeth to Ellingham dualling: On 6<sup>th</sup> December, the government announced that the deadline for a decision on the Development Consent Order for proposals to upgrade the A1 between Morpeth and Ellingham in Northumberland has been further extended, from 5 December 2022 to 5 September 2023.

## **6. Rail Update**

- 6.1 Northern Powerhouse Rail (NPR): The Autumn Budget Statement confirmed that the Government is now committed to building the 'core NPR' which refers to the version of NPR included in the November 2021 Integrated Rail Plan. Crucially for the North East, it confirms that the Government does not intend for NPR to include the Leamside Line.

- 6.2 Parliamentary Transport Questions: At Transport Questions on the 24<sup>th</sup> November, cross party MP's Emma Lewell-Buck (Labour, South Shields) and Paul Howell (Conservative, Sedgefield) asked for the Government to support the reinstatement

of the Leamside Line. In his response, Rail Minister Huw Merriman committed to meeting with Mr Howell and Transport North East to discuss the project.

- 6.3 Rail Performance: Reliability across the whole rail network is currently very poor – all operators are being affected by high levels of sickness, training backlogs and industrial relations issues. In the North East these issues are mainly present with Northern and Trans Pennine Express (TPE). Transport for the North and the Rail North Partnership are seeking solutions to the underlying issues as well as short term mitigations to allow Northern and TPE to develop appropriate recovery plans.

Letters have been sent to the Secretary of State asking for action to resolve current issues and a meeting is scheduled between the SoS and Northern Mayors to discuss matters on the 30<sup>th</sup> November.

- 6.4 Northumberland Line: Work continues on the Northumberland Line, some key progress includes:

- A commissioning blockade plan to enable construction work has been agreed with freight partners.
- All train drivers have now been hired and are in differing stages of training.
- The tender for the Ashington Conductor Depot has concluded and works have continued on the Ashington station site following demolition of the old platform.

## **7. Transport Usage Trends**

- 7.1 Across the region public transport usage remains below pre-pandemic levels, with bus passenger numbers at 84% and Metro passengers at 84% of their pre-pandemic baselines. Traffic levels vary but are around the same levels as before the pandemic. Based on a selection of cycling counters in the region, for the year to date cycling numbers are 4% down from the equivalent period in 2021.

## **8. Reasons for the Proposals**

- 8.1 This report is for information purposes.

## **9. Alternative Options Available**

- 9.1 Not applicable to this report.

## **10. Next Steps and Timetable for Implementation**

- 10.1 Next steps are set out under the respective items, where applicable.

## **11. Potential Impact on Objectives**

11.1 Successful delivery of the various transport schemes and investment proposals outlined in this document will assist the JTC in delivering its objective to maximise the region's opportunities and economic potential.

## **12. Financial and Other Resources Implications**

12.1 The report provides an update and overview of progress against the seven Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving north-east.'

12.2 The North East Transport Plan includes proposed / required investment totalling £7 billion to achieve the aims and ambitions of the JTC, the majority of which is dependent on future funding decisions by central government. The financial and other resource implications aligned to the plan were agreed as part of the Transport Budget and Levies 2021/22 report to the JTC on 19 January 2021 and in subsequent reports to augment and amend the budget as appropriate.

## **13. Legal Implications**

13.1 There are no legal implications arising directly from this report.

## **14. Key Risks**

14.1 Appropriate risk management arrangements are in place for each programme of work overseen by the delivery agencies responsible.

## **15. Equality and Diversity**

15.1 Successful delivery of schemes to improve public transport, walking and cycling will help to address transport-related social exclusion and create a fairer society.

## **16. Crime and Disorder**

16.1 There are no specific crime and disorder implications associated with this report.

## **17. Consultation/Engagement**

17.1 Many of the schemes and proposals outlined in this report have been, or will be, the subject of engagement with appropriate stakeholders or the wider public.

## **18. Other Impact of the Proposals**

18.1 No specific impacts.

## **19. Appendices**

19.1 1 – Progress on Key Performance Indicators.

19.2 2 – Bus punctuality and reliability

## **20. Background Papers**

20.1 None.

## **21. Contact Officers**

21.1 Tobyn Hughes, Managing Director, Transport North East

[Tobyn.hughes@nexus.org.uk](mailto:Tobyn.hughes@nexus.org.uk)

## **22. Sign off**

- 22.1
- The Proper Officer for Transport:
  - Head of Paid Service:
  - Monitoring Officer:
  - Chief Finance Officer:

## **23. Glossary**

23.1 All abbreviations or acronyms are spelled out in the report.

## Appendix 1

### Progress on Key Performance Indicators

<u>KPI</u>	<u>Direction of travel</u>	<u>Key insight</u>
<p><u>Sustainable Travel</u></p> <p>33% of journeys made by public transport, walking and cycling.</p> <p>Data Source: DfT National Travel Survey 2019, published August 2020.</p>	Increase	<p>Data in the National Travel Survey for 2021 shows that 38% of journeys are made by public transport, walking and cycling, which is an increase on the previous year.</p> <p>The sample size for 2021 is significantly smaller than the sample for 2019, so it may be sensible to treat the exact figure with some degree of caution.</p>
<p><u>Public transport accessibility</u></p> <p>45% People within 25 minutes of key employment, education and retail sites by public transport.</p> <p>Data source: Commissioned analysis August 2020</p>	No Change	<p>Data is not yet available to update, however, there have been no major changes to infrastructure.</p>
<p><u>Climate action</u></p> <p>CO2 emissions per capita: 1.7 tonnes CO2 emitted per persona annually using transport.</p>	Decrease	<p>Figures for 2020 have been released and show 1.4 tonnes CO2 emitted per persona annually using transport. It can be expected that 2020 is an unusually low year</p>

Data source: UK local authority and regional CO2 emissions statistics: 2019, Department for Business, Energy & Industrial Strategy, published June 2021		
<p><u>Take up of ultra-low emission vehicles (ULEVs)</u></p> <p>0.34% Proportion of licenced vehicles in our region that are classed as ultra-low emission (end of 2019)</p> <p>Data source: Department for Transport vehicle licensing statistics</p>	Increase	<p>1.3% of licenced vehicles in the region are classed as ultra-low emission (Q2 2022).</p> <p>The number of ULEVs registered in the North East increased to 11,075 at the end of Q2 2022.</p>
<p><u>Air quality</u></p> <p>For 2019, the highest, median, hourly nitrogen dioxide reading was 26.9ug/m3 occurring in the morning traffic peak.</p> <p>Data source: Department for Environment Food &amp; Rural Affairs Automatic Urban and Rural Network (AURN)</p>	Decrease	<p>For 2021, the highest, median, hourly nitrogen dioxide reading was 25.5ug/m3 occurring in the morning traffic peak. This is an increase on 2020, however 2020 was expected to be unusually low. 25.5ug/m3 is lower than the baseline in 2019 – traffic levels began the year lower than pre-covid, however for much of the year they were at or above their equivalent pre-covid level.</p>
<u>Network performance</u>	No Change	Data is not yet available to update

<p>In terms of efficiency, in 2019 our regional network scored 71.8%</p> <p>Data source: Department for Transport congestion data.</p>		
<p><u>Motor vehicle traffic</u></p> <p>Estimated vehicle miles per head in our region in 2019 5,077</p> <p>Data source: Department for Transport Road Traffic Statistics, published August 2020</p>	<p>Decrease</p>	<p>In 2020 the estimated vehicle miles per head were 4,064. We can expect that 2020 will be unusually low due to travel restrictions in place as a result of the COVID-19 pandemic.</p> <p>National Travel Survey data for 2021 has vehicle miles per head reducing from 5,473 in 2019 to 3,900 in 2020 and 3,770 in 2021. The sample size for 2021 is significantly smaller than the sample for 2019, so it may be sensible to treat the exact figure with some degree of caution.</p>
<p><u>Road safety: numbers killed and seriously injured</u></p> <p>Numbers killed and seriously injured (KSI) three year rolling average (2016-17 to 2018-19) 778</p> <p>Data source: Traffic Accident Data Unit</p>	<p>Decrease</p>	<p>In the three-year rolling average from 2018 to 2021 there were 683 KSI.</p> <p>It is important to note that lower traffic volumes in 2020 and 2021 are likely to have contributed to the observed reduction in KSIs.</p>

		The rolling average covering Jan-Sept 2020-22 is 453, a decrease from 498 covering Jan-Sept 2019-21.
<p><u>Road safety: number of slight injuries</u></p> <p>Number of slight injuries three year rolling average (2016-17 to 2018-19) 3,275</p> <p>Data source: Traffic Accident Data Unit</p>	Decrease	<p>The three-year rolling average from 2018 to 2021 was 2,519 slight injuries.</p> <p>It is important to note that lower traffic volumes in 2020 and 2021 are likely to have contributed to the observed reduction in KSIs.</p> <p>The rolling average covering Jan-Sept 2020-22 is 1638, a decrease from 1839 covering Jan-Sept 2019-21</p>



## **Appendix 2**

### **Bus Punctuality and Reliability**

Bus punctuality and reliability are two important measures of bus performance both of which are extremely important for the customer experience and encouraging bus ridership.

Bus punctuality refers to how often buses keep to their scheduled bus departure times and is often measured at starting points and at timing points such as key bus stops. The Traffic Commissioners, who are responsible for the registration of local bus services in Great Britain, set a standard for registered services that buses should be not more than 1 minute early and 5 minutes late 95% of the time.

Reliability refers to the likelihood that a timetabled bus service will operate and is often expressed as the percentage of scheduled miles that operate. Events such as road closures and staffing issues can affect reliability rather than punctuality as instead of a customer's bus being late it will instead not arrive.

The North East's bus operators have faced severe challenges in maintaining punctuality and reliability standards in the post pandemic period. Increasing traffic levels have resulted in congestion delaying services, which primarily effects punctuality. In the region, punctuality at point of origin was 90.9%, and 85.4% at all timing points from the period April 2022 to mid-October 2022, this is compared to the pre-pandemic baseline of 95% and 89% respectively.

The national bus driver shortage has also put an acute strain on bus services leading to many short notice cancellations. This affects reliability with many services withdrawn and also influences punctuality as buses may fall behind schedule after a service is reinstated. This has resulted in bus reliability falling to an average of 96.4% for the period October 2021 to October 2022, compared to a pre pandemic baseline of 99.5%. All regional bus operators have prioritised recruitment to address the shortage. Assessments in Autumn 2022 judge that, while the situation is improving, service cancellations remain a pressing issue.

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## North East Joint Transport Committee

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**Date:** 20 December 2022

**Subject:** North East Active Travel Strategy- Agreement to Consult

**Report of:** Managing Director, Transport North East

### Executive Summary

The North East Active Travel Strategy aims to make it easier for people to walk, wheel and cycle for all types of journeys in the region.

We want to see a 45% rise in the number of shorter active journeys by 2035. Achieving this increase could see the following benefits for the region:

- Prevention of approximately 1,000 premature deaths, primarily due to increased physical activity;
- Reduction in carbon emissions, potentially saving around 80,000 tonnes of CO2 emissions per year;
- Growing the region's economy by around £350 million a year.

The strategy sets out an ambitious £500million package of interventions which, if funded and delivered, will help achieve the strategy target and enable these key benefits to be realised.

This report seeks agreement from Joint Transport Committee to progress to public consultation for the North East Active Travel Strategy. It is recommended that public consultation commences on 4 January 2023 and runs until midnight 5 March 2023. The consultation will adhere to the Transport North East consultation principles and aim to engage with as many people as possible through a variety of channels.

### Recommendations

- i. The Joint Transport Committee is recommended to agree to progress the draft North East Active Travel Strategy to public consultation.

## **1. Background Information**

- 1.1 The North East Transport Plan (NETP), published March 2021, sets out the North East's transport ambitions up to 2035. Within the Plan, a commitment was made to develop and publish a North East Active Travel Strategy.
- 1.2 Delivery of an Active Travel Strategy will help achieve the Transport Plan's vision of 'Moving to a green, healthy, dynamic and thriving North East' and the Plan's five objectives.
- 1.3 The North East Active Travel Strategy builds on the region's Making the Right Travel Choice (MTRTC) strategy target to encourage car users to switch one journey a week to public transport, walking or cycling and for people who don't have access to a car to continue to travel sustainably.
- 1.4 The North East Active Travel Strategy will help to achieve this switch to sustainable travel by enabling more active journeys – making them easier, safer and more enjoyable.

## **2. Key Points**

- 2.1 This strategy describes an ambition for growing active travel in the North East. It sets out the opportunities and benefits of active travel, considers what it would take to encourage more walking, wheeling and cycling, and sets out an ambitious programme of investment that would help to achieve a major increase in active travel rates of 45% by 2035
- 2.2 By achieving this increase in the number of journeys, the region could see the following benefits:
- Preventing approximately 1,000 premature deaths, primarily due to increased physical activity levels;
  - Reduction in carbon emissions, potentially saving around 80,000 tonnes of CO2 emissions per year;
  - Benefiting the region's economy by around £350 million a year.
- 2.3 The consultation draft of the Active Travel Strategy (attached in Appendix A) covers the period up until 2035 and sets a £500 million package of regional interventions that would help get more people in the North East to cycle, walk and wheel more often. The strategy also identifies schemes which connect active travel to public transport stations and interchanges, enabling people to make part of their journey by active travel and part by public transport.
- 2.4 The Strategy has been strengthened by research with underrepresented groups and work to calculate the regional economic benefits which could be gained from additional journeys being made by active travel.

## **3. Consultation Approach**

- 3.1 TNE have undertaken pre-consultation engagement to help inform the development of the strategy through the formation of an active travel

stakeholder forum. Feedback from the forum has been used to strengthen the draft Strategy. Further sessions with the forum are planned for January

3.2 Subject to this committee's approval, public consultation will begin on 4 January 2023 and run until midnight on 5 March 2023. The consultation will follow Transport North East's (TNE) agreed consultation principles which aim to encourage region-wide participation, including from underrepresented groups.

3.3 Transport North East will utilise a multi-channel approach to drive reach of the consultation alongside traditional PR and organic social media which will run throughout the engagement period.

3.4 Throughout the public consultation period, the public and stakeholders will be able to provide input by:

- Filling in an online survey
- Emailing their thoughts or request further information
- Calling a dedicated telephone hotline
- Attending an online event
- Attending an in person 'drop in' event
- Following Transport North East for updates on social media – Facebook, LinkedIn and Twitter.

3.5 Communications activity as part of the consultation will include:

- PR and Media relations including press releases and media interviews
- Social Media (Facebook, Twitter and LinkedIn)
- Facebook advertising (paid for campaign)
- Partner communications – working with partners including local authorities, Nexus, Sustrans, Living Streets, local active travel groups and a variety of community groups to encourage participation from the public. We will share assets with key partners and encourage them to share on their communications channels
- Newspaper advertising
- Events – including online events, in person 'drop ins' and stakeholder forum workshop sessions.

## **4 Reasons for the Proposals**

4.1 The purpose of this report is to request agreement from members to consult on the draft North East Active Travel Strategy.

## **5. Alternative Options Available**

5.1 To not proceed to consult on the North East Active Travel Strategy.

## **6. Next Steps and Timetable for Implementation**

6.1 If JTC grant approval to consult on the draft Strategy the next steps are:

- Consultation will run from 4<sup>th</sup> January 2023 - midnight 5<sup>th</sup> March 2023.
- Consultation feedback will be brought to JTC briefing in April 2023 for review.
- JTC will be asked to approve the North East Active Travel strategy at their meeting in June 2023.

## **7. Potential Impact on Objectives**

7.1 The North East Active Travel Strategy will help to achieve the North East Transport Plan's five objectives.

## **8. Financial and Other Resources Implications**

8.1 All costs associated with the development of the Strategy, including the consultation process, are being met from Transport North East's in-year budget.

## **9. Legal Implications**

9.1 At this stage, there are no foreseen legal implications from the proposed consultation approach.

## **10. Key Risks**

10.1 No key risks have been identified at this stage.

## **11. Equality and Diversity**

11.1 The North East Active Travel Strategy is intended to positively address equality and diversity issues within the region by enhancing provision for all users. A review has also been undertaken to ensure that the strategy aligns to equality legislation.

## **12. Crime and Disorder**

12.1 There are no specific crime and disorder implications arising from this report.

## **13. Consultation/Engagement**

13.1 All seven North East local authorities and Nexus have been engaged in the development of the strategy. TNE have hosted an Active Travel Stakeholder Forum to give key stakeholders the opportunity to feed into the Strategy's development. Through the proposal to consult wider on the Strategy, it will give stakeholders the opportunity to provide feedback.

## **14. Other Impact of the Proposals**

14.1 No specific impacts.

## **15. Appendices**

15.1 Appendix A- North East Active Travel Strategy- Consultation draft

**16. Background Papers**

16.1 Agenda item 8- North East Active Travel Strategy Update. North East Joint Transport Committee, 18<sup>th</sup> October 2022

**17. Contact Officers**

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**18. Sign off**

- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

**19. Glossary**

NECA- North East Combined Authority

NTCA- North of Tyne Combined Authority

TNE- Transport North East

NETP- North East Transport Plan

NE MTRTC- North East Making the Right Travel Choice Strategy

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# North East Active Travel Strategy

Draft for consultation – December 2022

# Foreword



Page 50

**Cllr Martin Gannon, Chair,  
North East Joint Transport Committee**

## **We all need to be more active.**

Active Travel - walking, wheeling and cycling – is good for our health, good for the environment, and good for the economy.

People in our region are the least physically active in England, contributing to poor health outcomes (both physical and mental), unnecessary premature deaths, and an additional cost burden to our NHS services.

And yet we live in the most beautiful part of the country with amazing natural, cultural and historical sites, an abundance of parks, coastline and river banks, open countryside, and attractive town and city centres.

Active travel is not only healthy and often fun, but it also reduces unnecessary car trips that create carbon emissions, road injuries and deaths, air pollution, and traffic congestion.

Better still, economists estimate that each active trip generates £1.50 for the local economy, and Sustrans say that the benefits could be up to 26p per mile benefit for walking and wheeling and a 1.15p per mile benefit for cycling.

So why don't we travel actively more often?

This strategy sets out the opportunities and benefits of active travel, asks people what it would take to encourage more walking, wheeling and cycling, and sets out an ambitious programme of investment that would help us to achieve a major increase in active travel rates of 45% by 2035.

This draft outlines our initial proposals but we want to hear what you think. Please have your say on this important regional strategy and join in the public consultation – what would help you to walk, wheel or cycle more?

**Please get involved and let's make this strategy impactful for local people.**

**Thank you.**

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# Executive summary

This strategy aims to encourage more active travel – walking, wheeling and cycling – across the North East and sets out proposals to help people travel actively more often.

**Our aim is for active travel to become the natural first choice for short everyday travel and combine it with public transport for longer journeys.**

We want to increase short active travel journeys by **45%** by 2035.



This would mean that **over half of journeys in the North East would be made by active travel** – good news for the environment, public health and our economy.

To make this a reality, we will work with the seven North East local authorities and other key stakeholders to bring in significant funding to transform and improve active travel.

The strategy will allow us to make a strategic case for investment in our active travel network. It contains an initial list of active travel schemes up to the year 2035, worth a total of approximately **£500 million**. The list is a 'live pipeline' of schemes which is expected to develop over time.

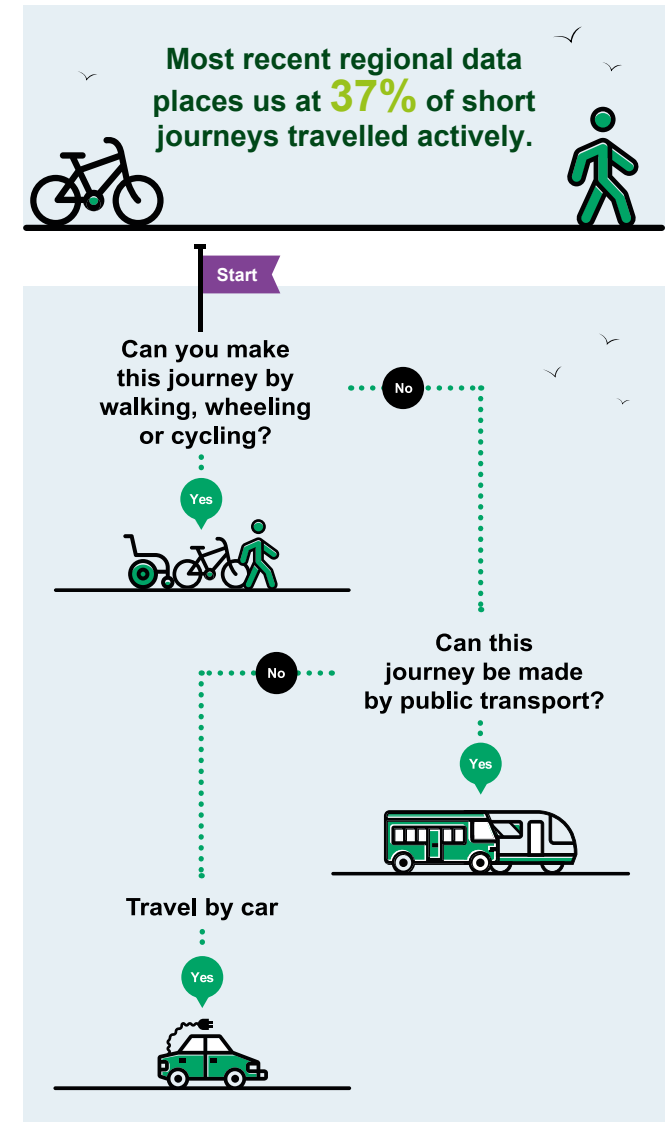
As we work to deliver this strategy, we will also make active travel more inclusive, by removing some of the barriers that make it harder for some to walk, wheel or cycle to their destination.

## Increasing walking, wheeling and cycling

The *Making the Right Travel Choice Strategy* (2022) set a target to encourage car users to switch one journey a week to public transport, walking or cycling and for people who don't have access to a car to continue to travel sustainably. The below 'decision tree' was produced to help people to consider their travel options.

The North East Active Travel Strategy will help to achieve this switch to sustainable travel by enabling more active journeys – making them easier, safer and more enjoyable.

Shorter journeys currently made by car have the greatest potential to be converted to active travel. Walking is a good way to increase levels of activity and has the greatest potential to improve public health.



Making the right travel choice – decision tree

## The benefits

Achieving a **45%** increase in active travel journeys by 2035 could result in the following:

- Grow the region’s economy by around **£350 million a year**.
- **Reduce carbon emissions**, potentially saving around **80,000 tonnes of CO2** emissions per year.
- Prevent in the region of **1,000** premature deaths, primarily due to increased physical activity levels in the population.
- Help more people become active, improving public health outcomes including life expectancy.
- Improve connectedness and cohesion of communities and decreased social isolation.
- Better air quality by reducing pollution from traffic emissions.
- Lower noise levels as congestion is eased on our road network.
- Save petrol and diesel car drivers on average approximately **£70** per year (based on September 2022 fuel prices).



## Barriers

There are some barriers – both real and perceived – that we will need to overcome to boost active travel. These are:

- Safety and security (including perceptions of this).
- Accessibility and maintenance – for example of walking and cycling routes and infrastructure.
- Affordability – such as the cost of cycling and/or safety equipment.
- Coordination and integration – including integration with transport hubs or local bus and Metro services.
- Journey times and perceptions of convenience – including the feeling that cycling or walking ‘takes too long’ or aren’t good options in poor weather.

## Delivery

Building on the interventions set out in the Making the Right Travel Choice Strategy, we have included an initial pipeline of schemes to be taken forward which are subject to funding (see 52-58).

These include new and upgraded infrastructure such as improving the National Cycle Network and links to the Tyne Pedestrian and Cyclist Tunnels, increasing access to equipment by launching new cycle hire schemes, maintaining the network through regular maintenance and cleaning, and targeted behaviour change initiatives to upskill local people.

Some of the key outcomes we hope to achieve include:

- **The creation of a brand-new regional cycle network – with consistent signage and strong recognisable branding to make it easy to use for all.**
- **The pedestrianisation and ‘walkability’ of local towns and cities, encouraging more active travel and increased footfall to amenities and businesses.**
- **The introduction of a new cycle hire scheme (including e-bike hire) which will integrate with the transport network.**
- **Social Prescribing – working with NHS providers to prescribe more active travel to boost public health.**

# 1. Introduction and context

## What is active travel?

Active travel means making journeys in physically active ways that burn energy such as cycling, walking and wheeling. Widely accepted as an inexpensive and accessible form of transport, encouraging and enabling more active travel is a key way of improving the health and wellbeing of local people.

Page 54

To ensure that this strategy takes an inclusive approach we have followed Sustrans' lead in grouping 'walking and wheeling' together throughout this strategy.

## Why is this strategy needed?

**Making journeys is good:** most physical trips, no matter what the form of travel, stimulate the economy, get people to employment, education, healthcare, retail, or social opportunities. However making journeys leaves an impact on our environment and plays a big role in our health and wellbeing, so **how we choose to travel is very important.**

Active travel and public transport are the best ways to travel for public health and the environment. On the other hand trips taken by diesel or petrol cars create carbon emissions, road injuries and deaths, air pollution, and traffic congestion.

The North East's recovery from the Covid-19 pandemic is being powered by increased car and internet use.

The way many people work and socialise has changed forever, with far more activity taking place online. Whilst this has many benefits including allowing people to work flexibly, it has had a detrimental impact on levels of physical activity.

The lockdowns introduced during the pandemic, gave us a glimpse of quieter and less polluted streets, and people walked and cycled more. However the recovery period has seen road traffic volumes grow to up to **20%** higher than pre-pandemic levels, whilst public transport usage lags behind.

Switching existing shorter journeys that are currently made by petrol or diesel cars to active travel is one of the most cost effective ways of reducing transport emissions, as outlined in the Government's 2021 Transport Decarbonisation Plan. We believe that there is an opportunity in the North East for people to convert some of their journeys to cycling, walking and wheeling, especially shorter journeys that are made unnecessarily by car.

We want to make it easier for people to make more active travel journeys, regardless of their age or ability. This includes combining active travel with public transport where required.

This strategy describes an ambition for growing active travel in the North East. In it we set out the opportunities and benefits of active travel, consider what it would take to encourage more walking, wheeling and cycling, and set out an ambitious programme of investment that would help us to achieve a major increase in active travel rates of 45% by 2035.

# Types of active travel

## Walking and wheeling

Walking and wheeling are some of the cheapest ways to travel. They have the greatest potential to boost levels of active travel in the region.

Walking and wheeling represent people moving at a pedestrian's pace, whether someone is standing or sitting, walking or wheeling unaided or using any kind of mobility aid, including walking aids, wheeled aids, personal assistants or guide dogs. By adopting the term wheeling we can take a more inclusive approach, ensuring that active travel is for people of all ages, location, and mobility.



## Cycling

Cycling is widely acknowledged as an effective and efficient way of travelling, especially for shorter to medium-length distances. There are millions of short car journeys made every day which could easily be travelled by bike, if people were willing to make the switch.

Cycling can enhance individual independence and wellbeing. As well as conventional two-wheel bikes, there are a wide range of non-standard and adapted bikes available such as hand cycles, low-step bicycles, wheelchair cycles, child-carrying cycles, and cargo and e-cargo bikes (for personal or business use).

Electrically-assisted pedal cycles (e-bikes) are also within scope of this strategy. E-bikes are cycles which have a small electric motor fitted and could help introduce cycling to even more people. Research in 2019 found that physical activity gains from active travel are similar in e-bikers and cyclists.

Cargo bikes (and e-cargo bikes) allow for goods to be delivered over short distances in place of small vans.

## Other micromobility

Micromobility refers to a range of small, lightweight vehicles, typically with a speed of around 15mph or less, including for example e-bikes and e-scooters.

At the time of writing (November 2022) regulated e-scooters are being trialled in Newcastle and Sunderland using geofencing technology to define the riding area. Trial guidance from the Department for Transport enabled regulated e-scooters to use the same road space as cycles except motorways and in cycle lanes and tracks.

Outside of the regulated e-scooter trials, it is illegal to use an e-scooter on public roads, cycleways and pavements. It is however perfectly legal to buy and sell e-scooters. As a consequence of this rather muddled position, it is increasingly common to see them being used illegally across the North East. We await further guidance and potential new legislation from the Government before we are able to develop a meaningful policy on this issue.

# Strategy scope

## What is covered in this strategy?

- Walking for all journey purposes.
- Cycling for all journey purposes (including use of e-bikes and e-cargo bikes).
- Wheeling for all journey purposes (including wheelchair and mobility scooters, as well as other mobility aids).
- Encouraging active travel for part of a journey such as those combined with public transport.
- E-scooters and other forms of 'micro-mobility' that interact and have links with active travel.
- A series of key commitment statements setting out how we will work with partners to move forward.

## What is not covered?

- Non-active travel transport interventions (The North East Transport Plan and other regional transport strategies cover this).
- Detailed scheme design guidance (National LTN 1/20 guidance in place).
- Planning reform (this strategy gives high level guidance from a transport policy perspective).
- Rights of Way Improvement Plans and Local Cycling and Walking Improvement Plans which are local authority owned documents.





### Area covered

The geographical area addressed by this strategy comprises the seven local authorities in the North East, covering two Combined Authorities, which are brought together by the North East Joint Transport Committee (NEJTC):

#### The North East Combined Authority (NECA)

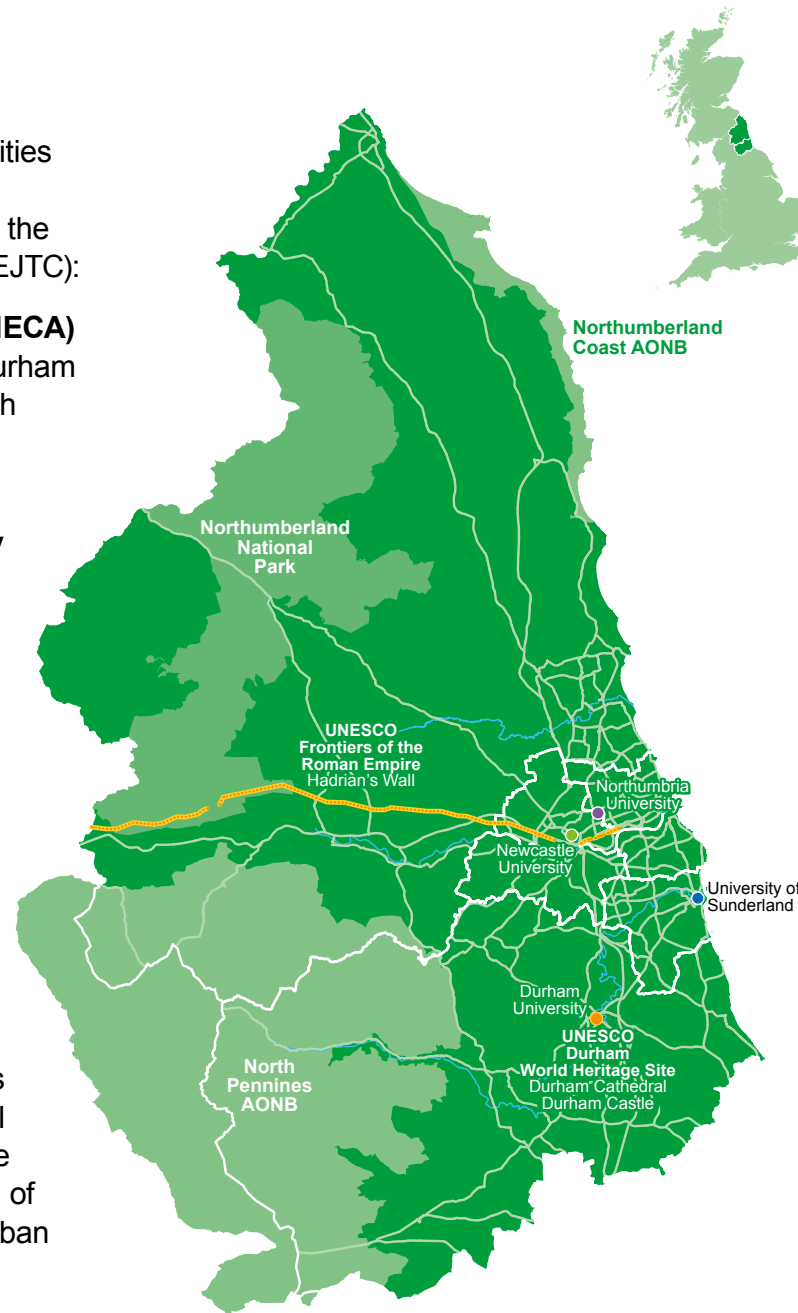
(comprising the local authority areas of Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council).

#### The North of Tyne Combined Authority (NTCA)

(comprising the local authority areas of Newcastle City Council, North Tyneside Council and Northumberland County Council).

### Our region

North East England is a unique and very diverse geographical region encompassing large and densely-populated urban conurbations, a surrounding landscape of sub-urban towns and semi-urban villages and a much larger area of former mining villages and beyond them sparsely populated rural and coastal communities. According to the 2021 Census, our region has a population of 1.97 million with **79%** of people living in urban locations and **21%** living in rural locations.



The region's current active travel network connecting our communities is as equally diverse, from national trails and long distance walking routes, bridleways and permissive paths, with a variety of former railway routes currently serving as active travel trails.

The North East is fortunate to have an abundance of long distance active travel routes, many stretching from the west coast to the east coast, as well as providing important connections between rural communities. For example, Northumberland National Park has over 600 miles of marked footpaths and bridleways for residents and visitors to explore. The North Pennines Area of Outstanding Natural Beauty in County Durham and Northumberland contains large sections of the Pennine Way national trail. Visit Britain data for 2019 indicates the total value of tourism day visits to the North East (including Tees Valley) was £3.32 billion with the value by foot being £85.1 million and by bike £0.5 million.

For cycling specifically, the region has a mixture of traffic-free and on-road cycle routes. Detailed and [interactive active travel maps](#) of the region have been produced showing the walking and cycling network. Our growing network also includes 16 routes that are part of the National Cycling Network (NCN) a UK-wide network of active travel routes for everyone, connecting cities, towns and countryside, which the Shields Ferry crossing forms part of.

The Tyne Pedestrian and Cyclist Tunnels which first opened to the public back in 1951 are also still widely used today linking North and South Tyneside. **Our unique geography also means that the challenges and barriers are different based on location with distinct active travel challenges in rural, suburban, and urban areas.**

In recent years, the North East has successfully bid for and been awarded funding to unlock investment in active travel which has been used to improve the network and get more people walking, cycling and wheeling. But we know so much more needs to be done. That is why this strategy aims to build on this track record of delivery and drive further improvements and take up.

### Local policy context

Local authorities in the region have two vital documents relating to active travel:

- Local Cycling and Walking Infrastructure Plans (LCWIPs)
- Rights of Way Improvement Plans (ROWIPs)

An LCWIP complements the Government's Cycling and Walking Investment Strategy (CWIS) and outlines long-term approaches to developing local cycling and walking. In the North East, most councils have completed, or are currently in the process of developing LCWIPs, with some areas working on version

two of their plans.

ROWIPs 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 barriers, horse riders, horse and carriage drivers.

Local authorities have statutory highways powers for building new or maintaining any infrastructure. This means that this strategy is heavily influenced by local authorities and their LCWIPs and ROWIPs.

This regional strategy will help enable the success of the local LCWIPs and ROWIPs by making the case for funding.

### Regional policy context

The North East Transport Plan, published in 2021, sets out our regional transport ambitions up to 2035. It brings to life our transport aspirations and includes a live programme of local transport improvements which will make a big difference to our environment, our health and our economy.

A North East Active Travel Strategy is required to meet a commitment set out in the region's Transport Plan and its vision and objectives.

### The vision

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

### The objectives

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

(See page 11 for further information on these objectives.)

The lead policy of the Transport Plan is 'helping people to make the right travel choice'. The region has a 'decision tree' (see figure 1 on page 12) which helps people to consider their travel options when they need to make a journey. At the start of the decision tree, people are asked to consider whether the journey they are planning to make can be made by walking, wheeling or cycling, and then consider whether their journey can be made by public transport or a combination of both.

The region's subsequent **Making the Right Travel Choice Strategy** (2022) sets a target to encourage car users to switch one journey a week to public transport, walking or cycling and for people who don't have access to a car to continue to travel sustainably. The North East Active Travel Strategy will help to achieve this aim by 'enabling more active travel journeys'.

## North East Transport Plan 2021-2035

### The Vision

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

### The objectives



#### Carbon neutral North East

We will take action to make travel in the North East net carbon zero.

We will address our air quality challenges and aim to tackle the climate emergency.



#### Overcome inequality and grow our economy

We will return the region to pre Covid-19 levels of employment and Gross Domestic Product (GDP), then move towards the ambitions set out in the North East Local Enterprise Partnership’s [Strategic Economic Plan \(SEP\)](#).



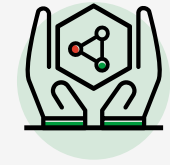
#### Healthier North East

We will encourage active travel (such as cycling, walking and wheeling) to help our region reach public health levels that are at least equal to other parts of the UK.



#### Appealing sustainable transport choices

We will introduce measures that make sustainable transport a more attractive, and an easy way to get around the North East.



#### Safe, secure network

We will improve transport safety and security, ensuring that people are confident that they feel safe and secure when travelling.

**These five objectives are also the guiding objectives of this strategy. Proposals we have made in this strategy are aligned to and will support progress towards achieving these five objectives.**

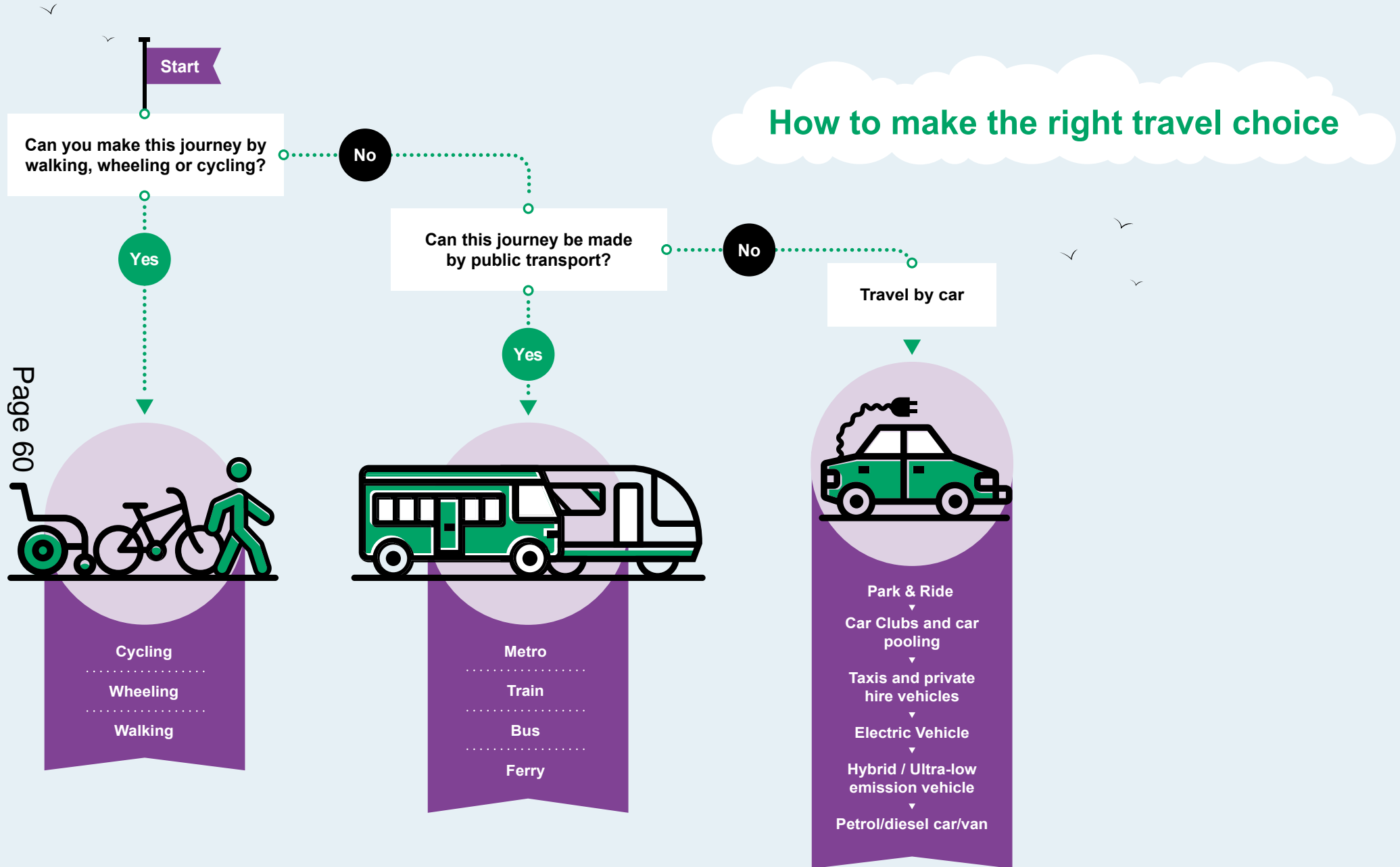


Figure 1: Making the right travel choice – decision tree

### National policy context

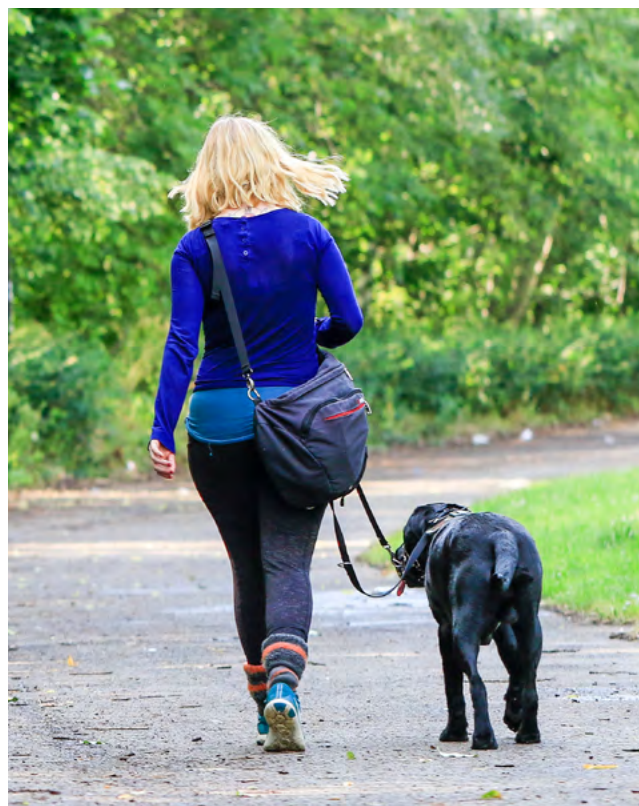
This strategy will ensure that the region is well placed to meet the goals and objectives of funding opportunities to develop our active travel infrastructure. Our targets match the medium to long-term targets set out in the Department for Transport's (DfT) Walking and Cycling Plan for England and the second national Cycling and Walking Investment Strategy (CWIS2).

It will also assist the region and its partners in meeting (where physically and financially possible) expected standards set out in national design guidance (LTN 1/20) and help with scheme design engagement with Active Travel England. Active Travel England is the UK government's new executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.

It is expected that there will be refreshed 'Manual for Streets' guidance published by the DfT, providing design advice for transport planning authorities to take advantage of the rise in active travel opportunities, particularly walking.

The DfT walking and cycling plan for England 'Gear Change' (2020) has the goal that cycling and walking will be the natural choice for many journeys, with half of all journeys in towns and cities being cycled and walked by 2030.

The second national Cycling and Walking Investment Strategy (CWIS2) published in July 2022, has key objectives to ensure that **50%** of trips in our towns and cities are walked, wheeled or cycled by 2030 and to **55%** by 2035.



### Introduction and context – chapter summary

As we decarbonise transport, making cars and vans zero emission is part of the solution, but relying solely on zero emission road vehicles isn't enough.

To help avoid a car-led recovery from the pandemic, we want active travel to become the natural first choice for short everyday travel and combine it with public transport for longer journeys. This strategy highlights the significant potential to grow the number of active trips taken.

Recent local, regional and national policy decisions and guidance mean that the time is now to bring forward a North East Active Travel Strategy which sets out how we will work with partners to provide and promote safe, attractive, and high-quality active travel infrastructure to enable and encourage more active travel.

## 2. Benefits of active travel

### Why is active travel important?

Active travel is the cheapest and most sustainable travel option and can provide environmental, health, social, and economic benefits for people living in the North East.

This chapter describes these benefits in more detail and outlines the potential impact we could see in the North East if people make more journeys by active travel.

### Health benefits

Journeys taken by walking, cycling or wheeling involve periods of physical activity which improve health and wellbeing for most people.

People who are physically active tend to live longer, spend more of their lives in good health and have reduced risk of obesity, cardiovascular diseases, cancers, type 2 diabetes, musculoskeletal conditions, disability, and mental health conditions (outlined in figure 2).

“If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and treat.”

UK Chief Medical Officer guidelines 2019

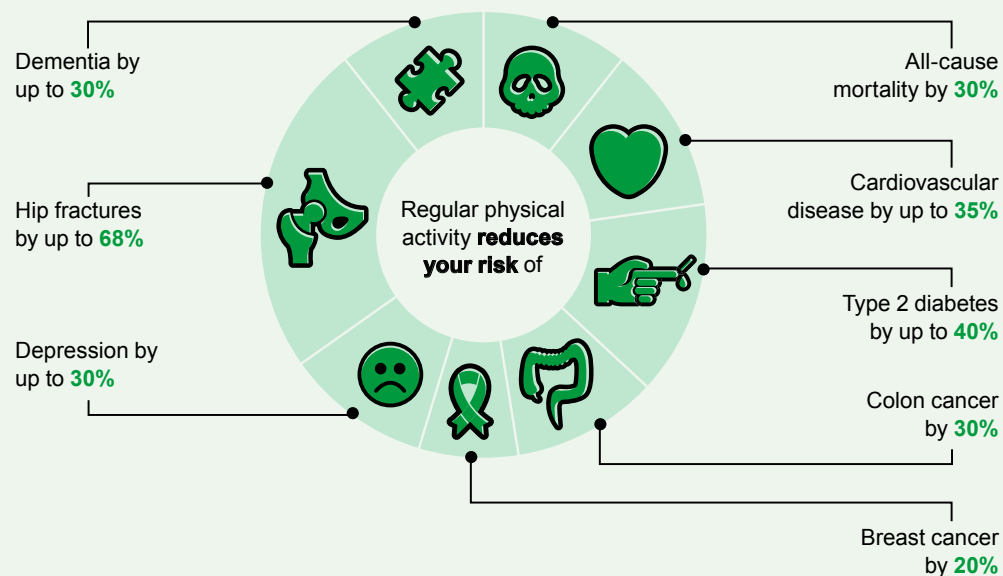


Figure 2: What are the health benefits of physical activity? (Public Health England, Health Matters)

While the UK Chief Medical Officer recommends that each week adults do at least 150 minutes of moderate intensity activity, in the North East **1 in 4 adults are physically inactive**, meaning they do less than 30 minutes of physical activity per week. Active travel is one of the most accessible and practical ways for many people to move more and work towards and achieve recommended activity levels.

### Mental health and wellbeing

Physical activity has a positive impact on mental health and wellbeing and has been found to reduce depression by up to **30%**. Analysis of the British Household Panel Survey found that people switching from car journeys to active travel experience improved mental wellbeing, and that active journeys tend to be more enjoyable, less stressful and more relaxing than car journeys.

**“Walking to work sets you up for the day, if you’ve something on your mind, it gives you 5 minutes to yourself.”**

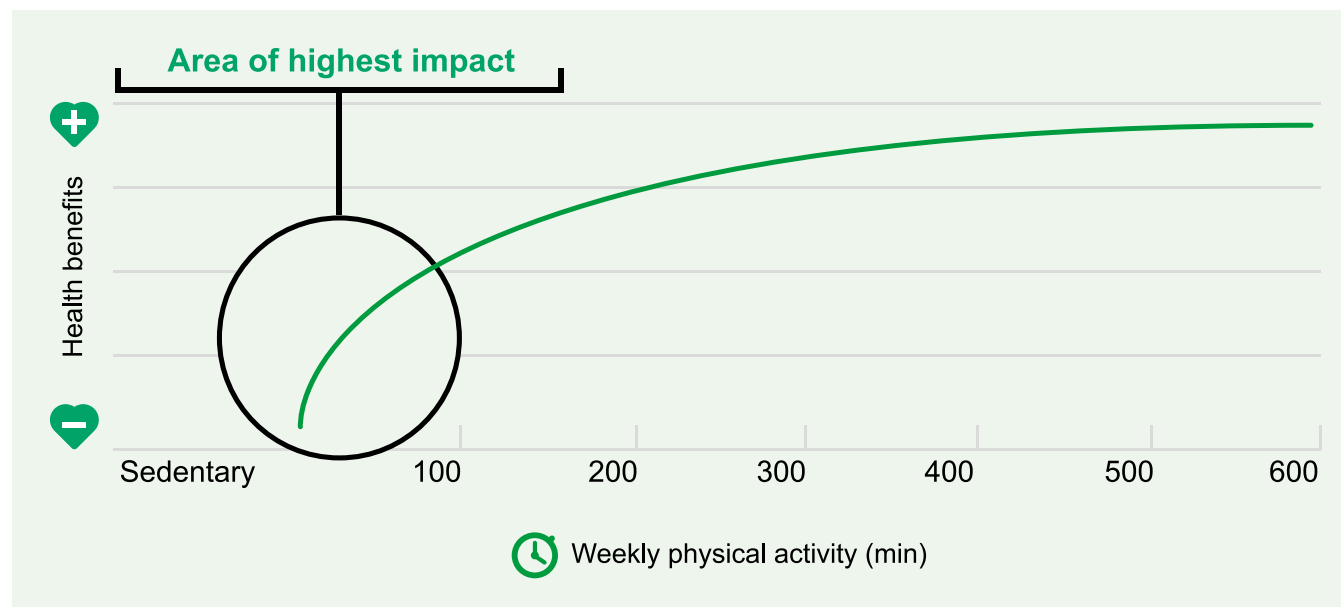
North East commuter

**“I do find walking is quite good for mental wellbeing and just getting out – and especially with the little one in the pushchair.”**

North East resident

Being physically active is important in managing a wide range of long-term health conditions, disability and promoting healthy ageing. For some people, active travel can provide an opportunity for this, particularly when walking and cycling infrastructure is inclusive and the needs of people with limited mobility are considered from the outset in their design.

Most people would benefit from doing more physical activity such as walking, cycling and wheeling, however the greatest benefits are gained by those moving from lower levels of activity to increased levels (see figure 3).

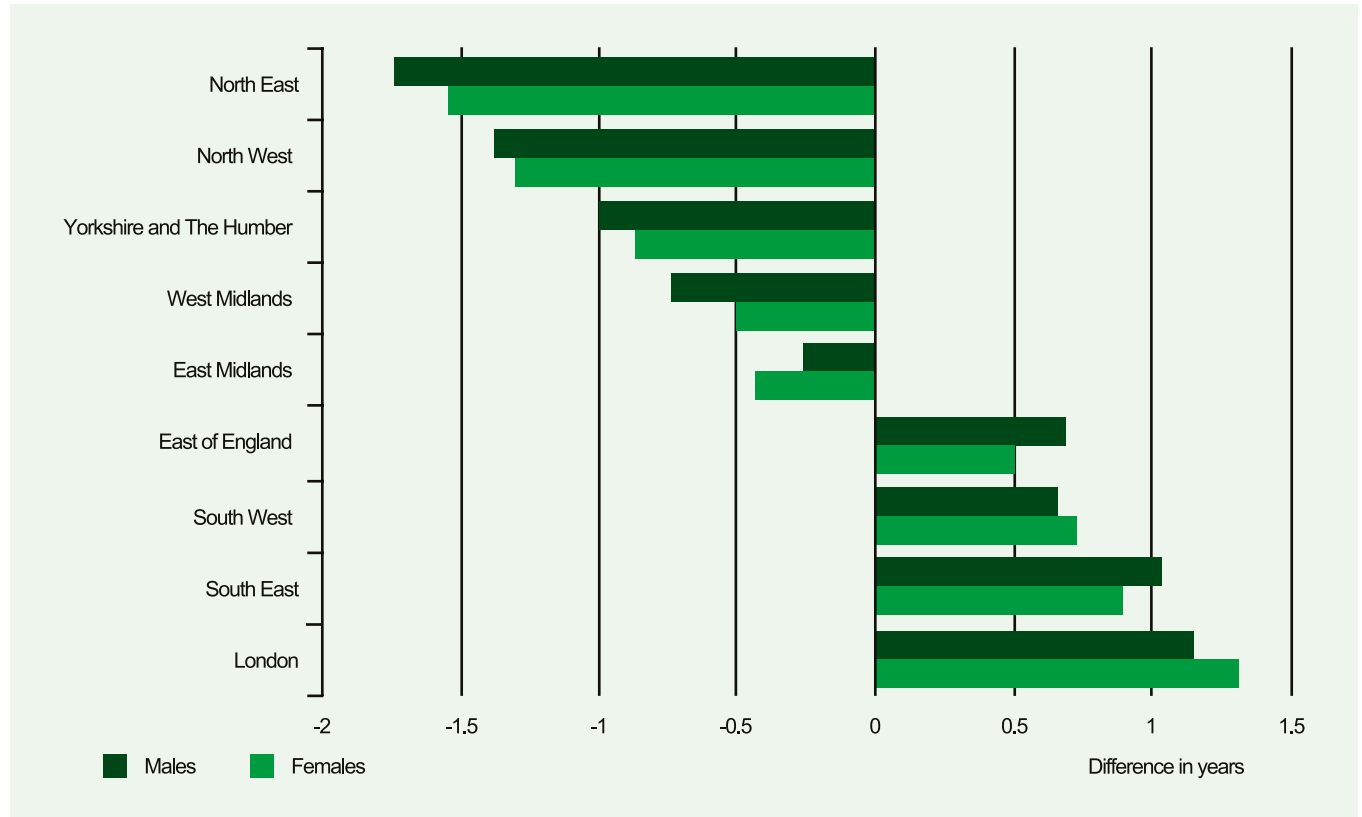


**Figure 3: Dose response curve of physical activity (UK Chief Medical Officers' Physical Activity Guidelines)**

Public health metrics

Our region is in poorer general health compared to other regions in England, having the lowest average life expectancies (see figure 4) and the highest rates of adult obesity (32% of adults), physical inactivity (26% of adults), and long-term musculoskeletal conditions (21% of people).

Within the North East there are also significant health inequalities. Compared to the least deprived areas, men living in the most deprived areas could expect to live on average 12 fewer years, and women could expect to live on average 9.5 fewer years.



**Figure 4: Life expectancy differences from England average by region for males and females (ONS 2020)**

Being the least expensive and most accessible form of transport, active travel (particularly walking) can play a part of reducing health inequalities across our region. More active travel may also help reduce pressures on health and social care systems.

**It has been estimated that physical inactivity is costing the NHS in the North East in excess of £19 million per year.**



### Social benefits

Enabling more people to walk, cycle and wheel, and combining active travel with public transport for longer journeys can help better connect people to opportunities such as employment, education, health and care, and leisure services (see figure 5 which discusses transport related social exclusion). Active journeys also provide greater opportunity for social interaction with others in public spaces and a reduction in vehicle traffic can create safer, quieter and more attractive places for people to spend time in.

Active travel can play an important part in helping connect people, reduce separation between groups, and improve cohesion and integration of communities. Research has shown that social isolation has been associated with a **30%** higher likelihood of mortality compared to the general population and also increases the risk of developing depression.

For children, walking, cycling or wheeling from an early age can help them build confidence in their environment, their role in their community and road safety. It can also help establish healthy physical activity behaviours for life, and address childhood obesity. **In the North East almost 1 in 4 children are classified as obese when starting secondary school.**

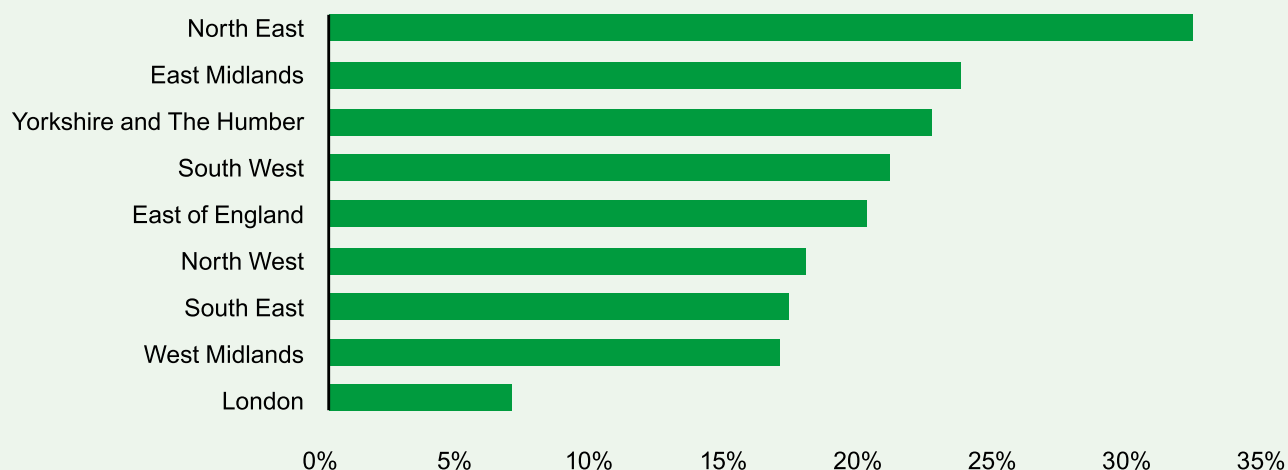
Furthermore, there is growing evidence that being active improves educational attainment, concentration in school and improves social cohesion.

Supporting the implementation of more and better active travel initiatives in the region's towns, cities and neighbourhoods could improve the quality of life for people in the North East.

### Transport related social exclusion

Transport for the North recently published a report investigating Transport Related Social Exclusion (TRSE) in the north of England. This is where people are unable to access opportunities, key services, and community life due to poor transport links.

In the North East, **31.5%** of people are at high risk of TRSE, which is significantly higher than other regions. The report also highlighted that people with disabilities, caring responsibilities, and those on low incomes are disproportionately affected by transport related social exclusion.



**Figure 5: Population at high risk of transport related social exclusion in regions of England (Lower super output areas). Source Transport for the North 2022**

## School Streets

School Streets is a temporary restriction on motorised traffic on roads outside schools at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The initiative aims to reduce traffic congestion, help tackle air pollution, improve road safety and encourage more active travel within journeys to school.

The School Streets initiatives have been adopted by many local authorities across the country and is being trialled across areas of the North East including in Northumberland, North Tyneside, Newcastle and Sunderland.

In Newcastle, two School Streets have been implemented on a signage-only basis, enabled by intensive behaviour change and engagement activity carried out by Sustrans. Activities included the Sustrans Big Street Survey; events; assemblies and Q&A sessions for children; regular on-street information pop ups; bike servicing and Learn to Ride and Cycle Skills holiday club.

Sustrans' Walking and Cycling Index showed that **49%** of residents in Tyneside supported School Streets, and this is borne out in the response to Newcastle's first School Street. Public response to the scheme at Hotspur Primary School in the east of the city showed that **86%** of respondents supported the scheme being made permanent, with more than half of text responses citing improved safety.

According to bike and scooter counts, levels of active travel at the school have significantly increased. Motor traffic has visibly decreased, and children report feeling happier, safer, calmer, and more connected to nature and community around their school.

The success of the scheme has led to a commitment from Newcastle City Council to roll out School Streets to more primary schools in the city and requests for School Streets from schools and families across the city.



©2022, Sustrans, all rights reserved.  
All children in the photo have signed parental photo consents.

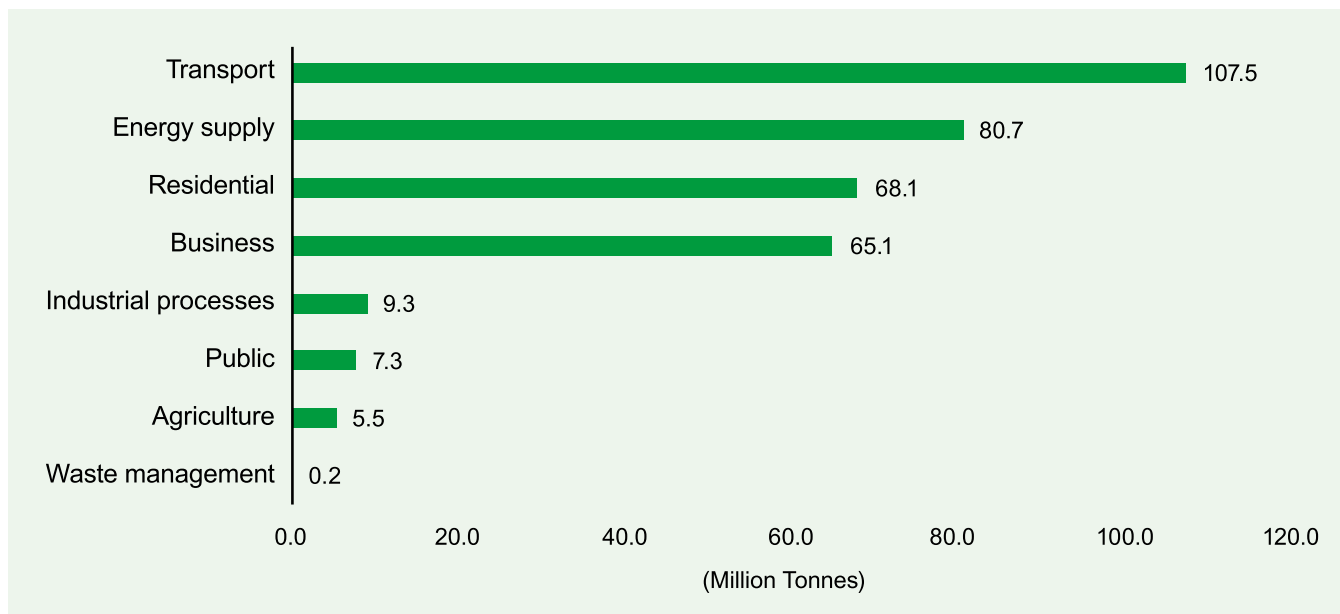
### Environmental benefits

Active travel is the greenest way to travel around our region, helping reduce carbon emissions and harmful air pollutants. In 2021, transport was the largest contributor to CO2 emissions of any sector, contributing 107.5 million tonnes in 2021 (see figure 6). The North East's two Combined Authorities and seven Local Authorities have all declared climate emergencies.

Motor vehicles emit air pollutants that are harmful to health and can lead to serious short-term and long-term effects on respiratory and cardiovascular systems.

Poor air quality disproportionately affects people living in the most deprived areas, often located closer to main roads or industrial sites, which can exacerbate health inequalities.

Air quality is linked to around **40,000** early deaths every year in the UK, including an **estimated 360 deaths** each year in central Tyneside.



**Figure 6: CO2 emission by industry 2021**



If everyone in the North East were exposed to levels of NO2 no higher than 20.5µg/m3 (typical urban background level away from roads), it would reduce rates of respiratory and cardiovascular diseases, and is estimated to save the health and social care system in excess of £100 million over a 20 year period.

(Public Health England – estimation of air pollution impact tool)

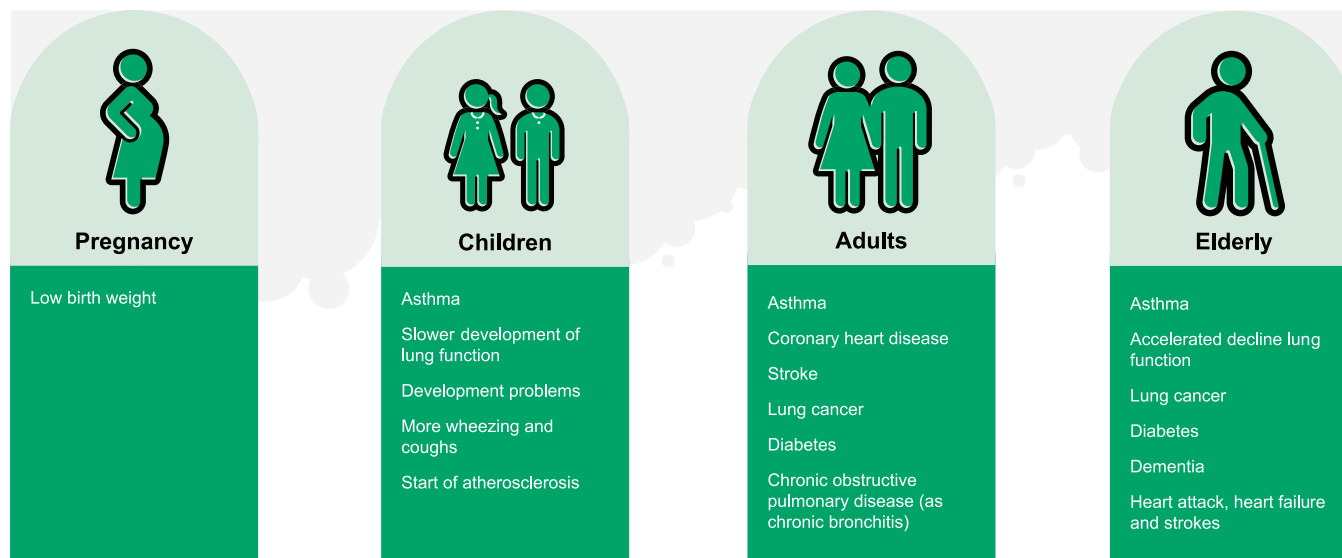


Figure 7: Poor air quality is a public health crisis and air pollution affects people throughout their lifetime (Public Health England – Health Matters)

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From March 2020, during the Covid-19 pandemic, people walked and cycled more. Active travel increased from 25% of journeys to 32% of journeys. Air quality improved in many of our cities, towns, and neighbourhoods and this change provided a glimpse of the environmental benefits we could expect from more active travel (see figure 8, nitrogen dioxide in central Newcastle between 2019 and 2022). Building on this trend is important and we can do this by supporting people to switch more journeys from motor vehicles to active travel which will lead us to a cleaner and greener future.

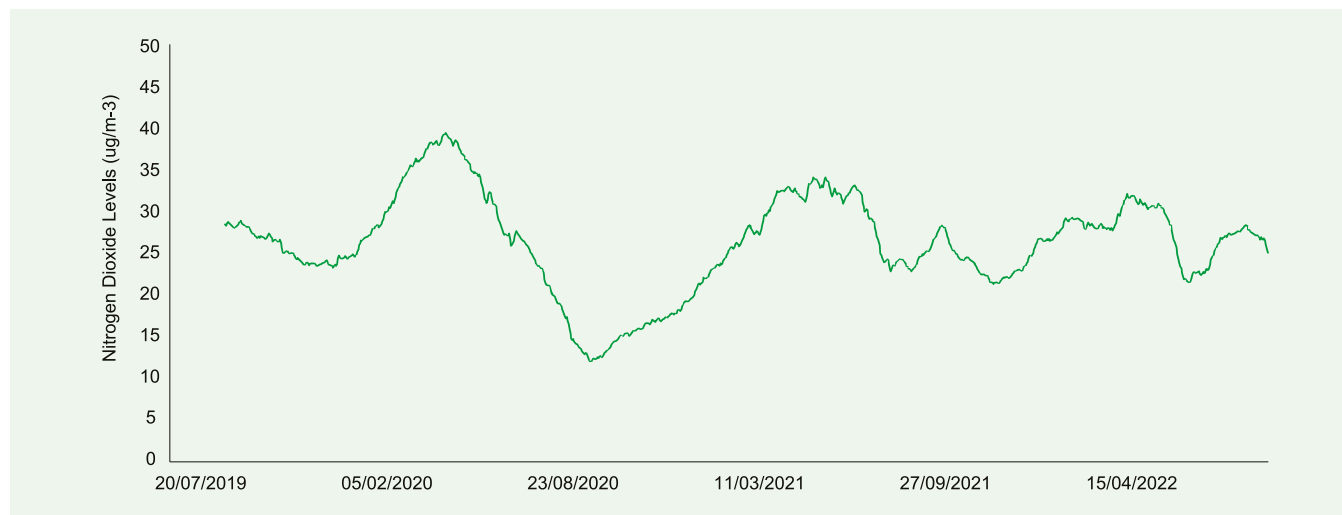


Figure 8: Background nitrogen dioxide in Newcastle centre 2019-2022

A further benefit of active travel is a reduction in noise pollution from road traffic. In the North East, **6%** of the population live close to major routes and are exposed to more than 55dB noise (similar level of noise to an average dishwasher) from road traffic during the night. This is a level of noise that can result in disturbed sleep and increased stress.

### Economic benefits

There are significant economic benefits of active travel, both for individuals and the wider local economy.

Trips taken by active travel are much cheaper (and often free) compared to other types of transport such as the private car. In 2022, the average cost of a 3-mile daily round trip in a petrol vehicle cost over £150 per year in fuel alone, whereas the cost of these trips made by walking or cycling would be negligible.

The average North East household spent £77 per week on transport between 2019-2021. This is **14%** of household expenditure, up from **12%** between 2013-2015.

The cost of living crisis and associated inflation have also affected transport, with an increase of **15%** in June 2022 compared to a year earlier, with much of this increase (**42%**) driven by rising fuel costs (see figure 9). Active travel may provide an opportunity to reduce outgoings for those able to switch modes.

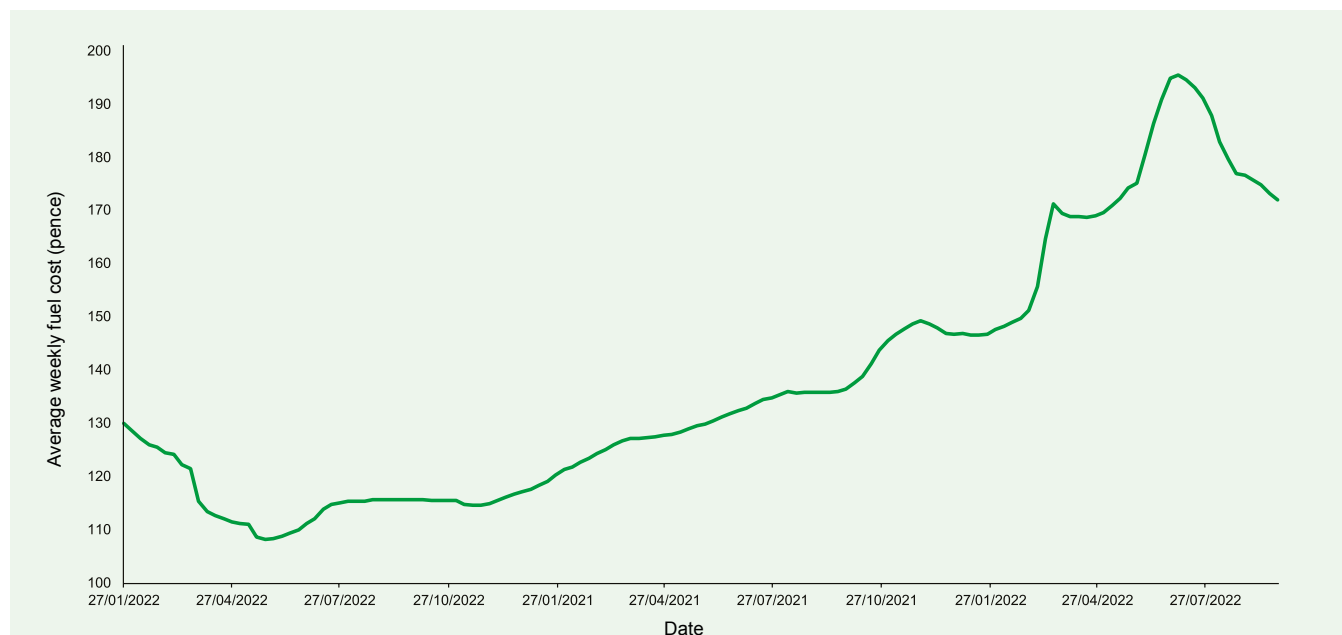


Figure 9: Average weekly cost of fuel (pence) in the UK 2020-2022

Increased levels of active travel could also improve productivity. The North East economy benefits by £436.5 million annually, **with a 26p net benefit for each mile walked or wheeled** instead of driven and **£1.15 for each mile cycled** instead of driven according to Sustrans. It is also estimated that traffic congestion cost the UK economy £6.9 billion in 2019, and physically active workers take **27%** fewer sick days.

Economic modelling commissioned by Transport North East estimates that each active trip generates £1.50 for the local economy.

It also estimated that achieving a **45%** rise in the number of shorter active travel journeys made in the North East by 2035 could benefit the region's economy by around £350 million a year.

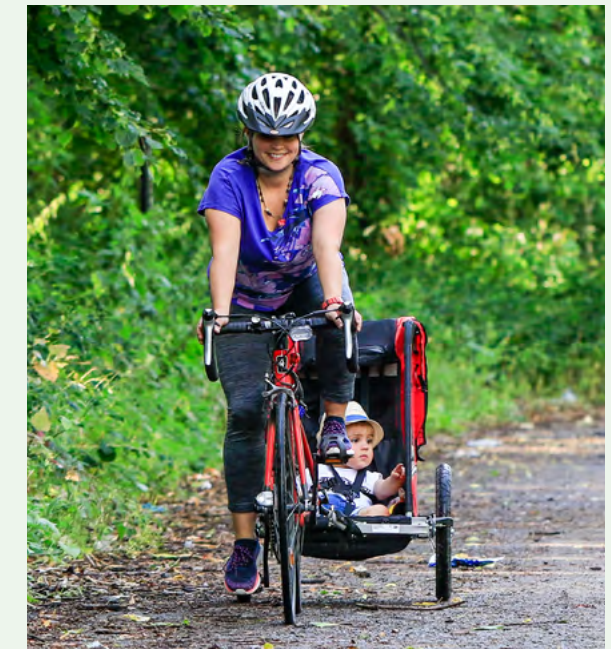
Research has shown that improved active travel infrastructure can also enhance local business performance and that walking and cycling projects can increase retail sales by at least **30%**. Investment in better streets and spaces for walking can potentially increase footfall and attract customers to local businesses.



## The benefits of active travel - chapter summary

Enabling people to travel actively for all or part of more journeys will deliver significant health, social, environmental and economic benefits.

A healthier population is more productive, with less sickness absence and allows people to spend their working lives more productively. This will help us work towards our vision of 'moving to a green, healthy, dynamic and thriving North East', and ultimately achieve our five regional transport objectives.



### Case study

#### South Tyneside

##### Case study: New Cycle Route alongside the A19, South Tyneside

A new cycle route alongside the A19 now provides a dedicated and direct north-south link seamlessly connects the Tyne Pedestrian and Cyclist Tunnel to the boundary with Sunderland Council.

This has been a longstanding ambition of the Council and local volunteers. This entirely off road 5km route cost approximately £1.2 million to build and was completed during 2019/2020. This was funded through the Transforming Cities Fund and local investment. This new route allows residents and visitors to access centres of employment, such as Nissan, IAMP or the nearby Port of Tyne via the adjoining cycle routes.

### 3. How do people travel now

In recent decades, the North East has seen rising levels of car use and ownership. This reliance on the private car needs to be addressed, and the use of sustainable types of travel (such as walking, wheeling and cycling) promoted. This chapter provides an insight into the way that people are travelling in the North East as of late 2022, including information on recent levels of active travel.

There were an estimated 408 million trips under one mile and 750 million trips under five miles made by car in the North East in 2018/19, meaning that at least 33% of trips in the region under 5 miles were made by car. In line with government aims, we want to prevent a car-led recovery from Covid-19. Active travel can play a key part of this, with government seeking active travel and public transport to be the natural first choice for journeys going forward.

Active travel is crucial to how we get around. From walking or wheeling to a local shop to cycling on one of our National Cycle Network routes, active travel is already a popular way to move around the North East, consistently being the second most frequent choice of transport for all trips.

It is also estimated that for journeys to Metro stations only walking and cycling have rebounded above the overall level of recovery. According to the 2021 National Travel Survey (see figure 10), regionally 31% of trips in 2021 were made by walking. This gives us a solid base to build on to achieve government targets for active travel, but we want this to be even higher.

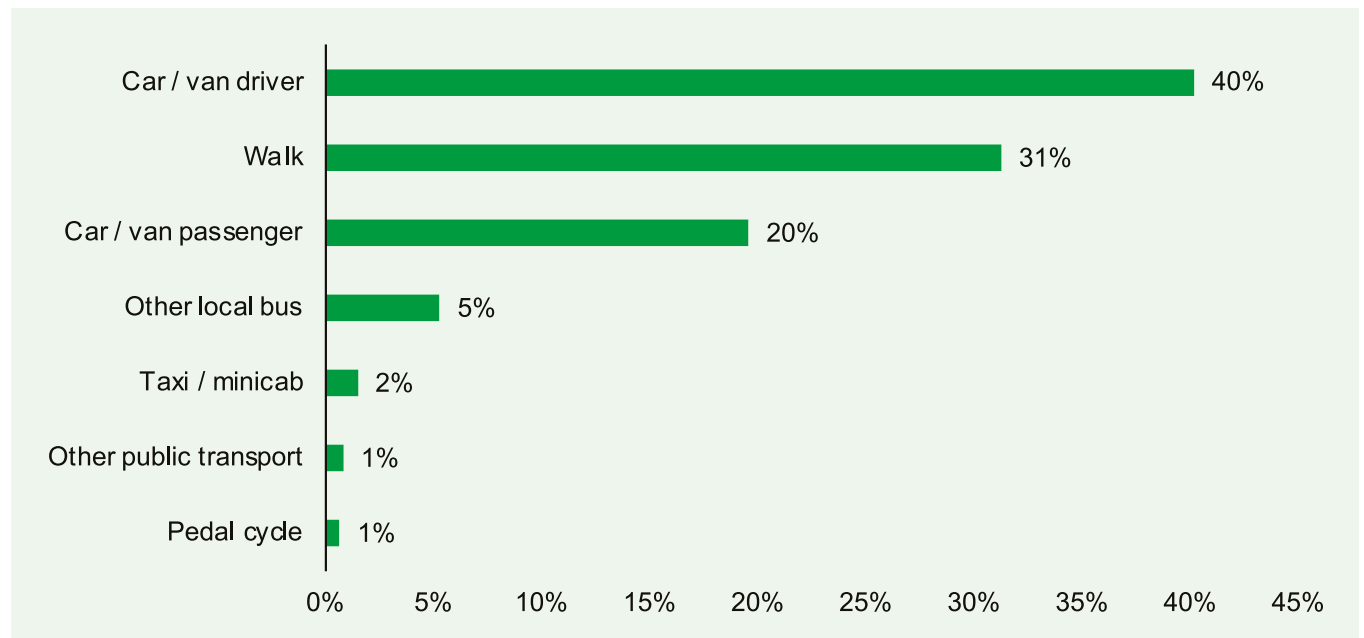


Figure 10: National Travel Survey 2021

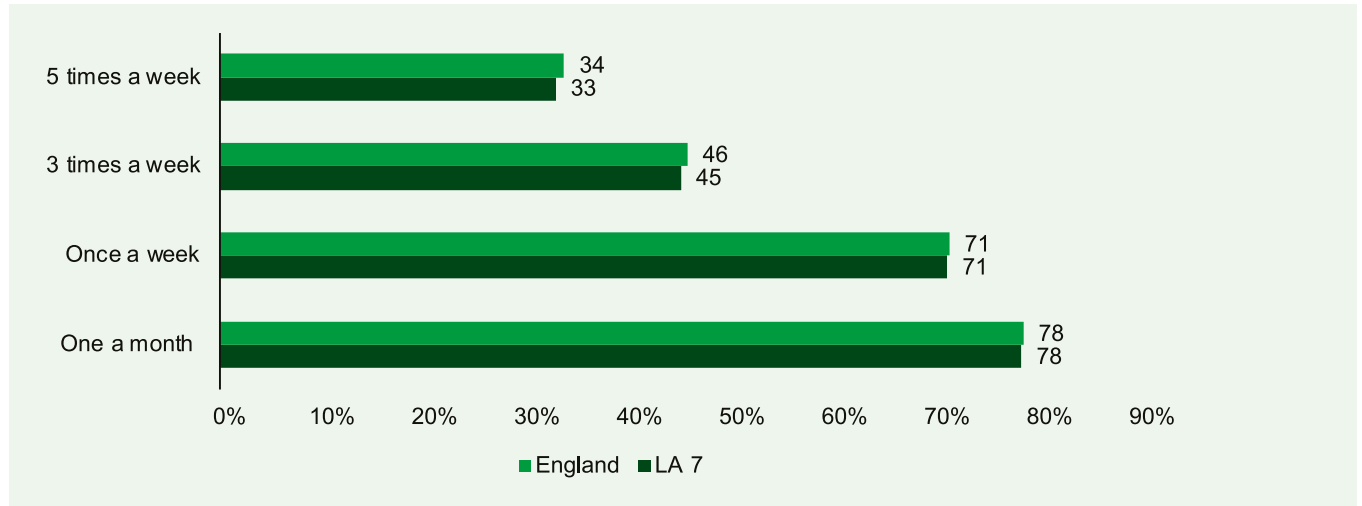
## Walking and wheeling

In the North East we are close to national average rates for walking once a month, once a week, or five times per week. This is good and shows that we can also reach the national targets set out in the government’s second Cycling and Walking Investment Strategy 2.

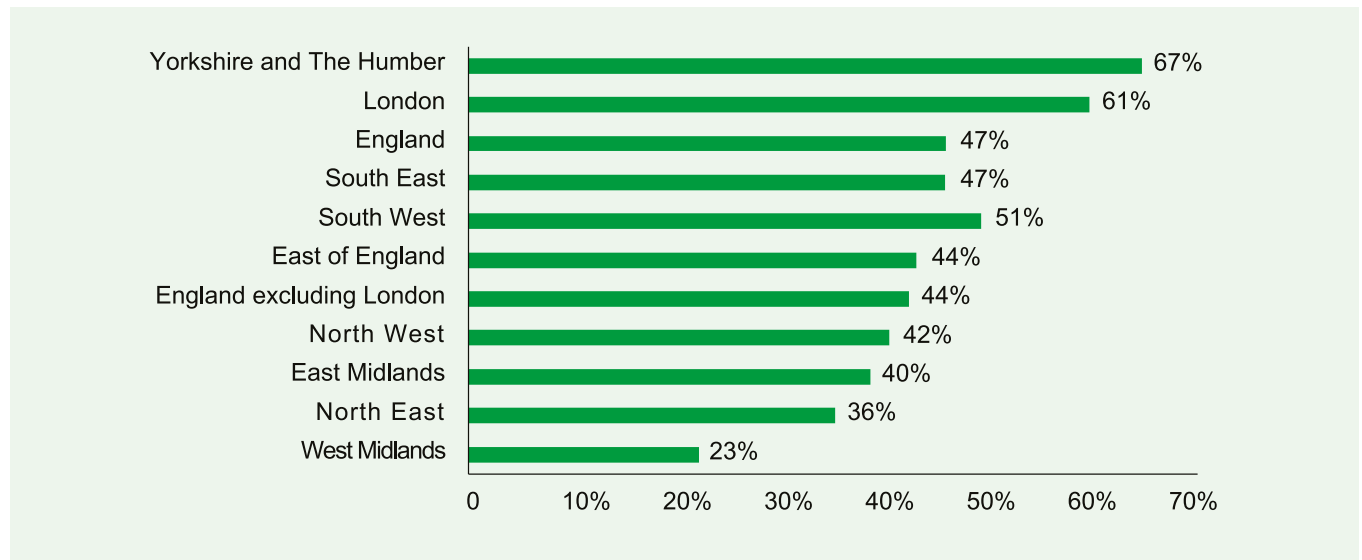
Department for Transport figures (see figure 11) show that **71%** of people in the North East walk or cycle as part (or all) of a journey at least once a week, while **88%** of respondents to a 2022 survey on walking and wheeling in Tyne and Wear either would, or do, walk 5 minutes to get to public transport as part of the same trip.

In the North East Travel Survey (2022), the most frequent types of journey that people walked were attending education, for leisure and shopping. For cycling, it was commuting, attending education and leisure.

Walking has also proven resilient to the increase in road traffic volumes, with walking still the principal mode of travel to school at **45%** of 5 to 16 year olds, however this gap has been decreasing, particularly at primary school age. Regionally, according to the National Travel Survey (see figure 12) **we have the second lowest level of scholastic active travel of any region in England at 36%, below the national average of 47%.** One of the key aims of this strategy will be to address this.



**Figure 11: How often do people in the region walk, wheel or cycle. Department for Transport (published 2022)**



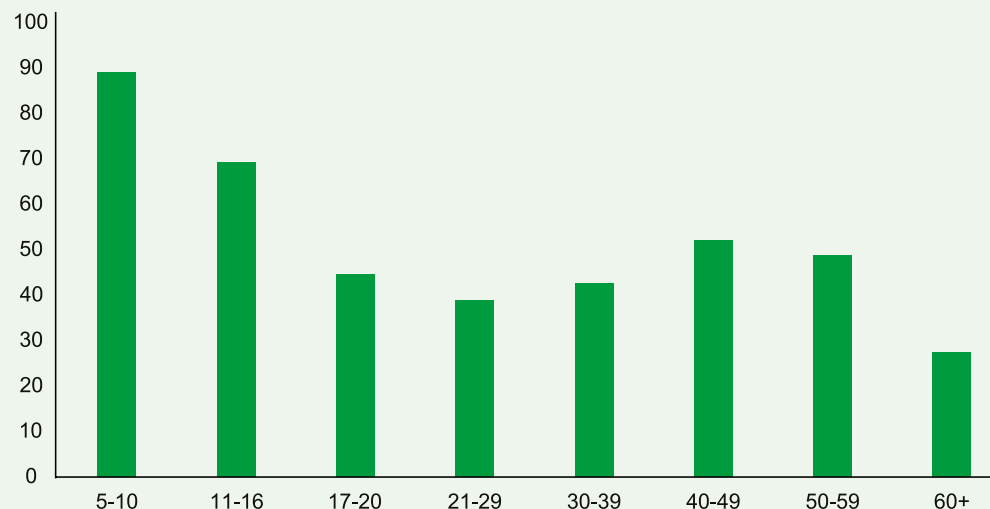
**Figure 12: Active travel to school (5-16 year olds) by region 2021**



## Cycling

In the first six months of 2022, we have seen an increase in cycling of around **6%** compared to pre-pandemic levels, with some routes seeing larger rises. A recent survey in Tyne and Wear found **60%** of respondents who cycled did so at least once a week, with the majority cycling 3-5 days a week. Our research also found that while **51%** of people who cycle had not changed their amount of cycling over the last 12 months, **20%** were cycling slightly more or much more than 12 months ago. This is positive and we need to continue to encourage this growth moving forward.

Our research shows that in Tyne and Wear, access to bicycles had not shown much change between 2019 and 2022, with around half of respondents owning a bike, and a further **6%** able to borrow a bike when required. This was **10%** higher than the national average of **47%**. Figure 13 also shows that bicycle ownership and access changes over time. The highest uptake is between the ages of 5-10 and 11-16, when many begin learning how to ride a bike.



**Figure 13: Owns or has access to a pedal cycle in England by age band (%) (National Travel Survey 2021)**

## Impact of Covid-19 and Cost of Living

Active travel became an even more important part of our lives during the period of Covid-19 restrictions, when social movement was limited and active travel provided a way to get some exercise. Active travel was also a way of getting around when people were advised to only travel if necessary and where possible, to avoid public transport.

Transport is an important area of regional average household spending. The average North East household spent £73.90 per week on transport prior to the Covid-19 pandemic, which was **15%** of total household expenditure before the cost of living crisis.

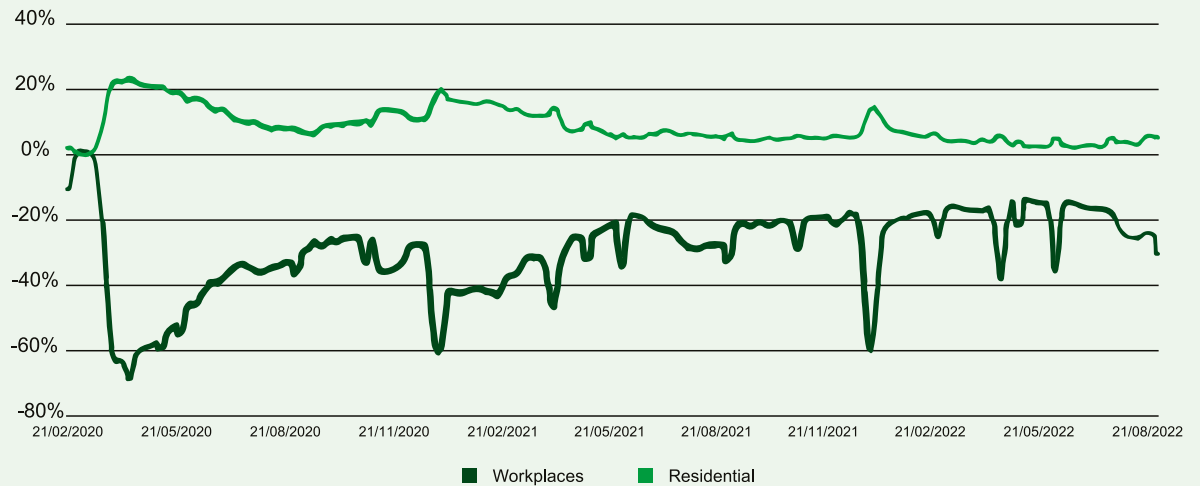
Before the cost of living crisis, approximately **39%** of Tyne and Wear respondents signalled an expectation towards walking more and **26%** towards cycling more in the next six months based on cost of living concerns (Nexus insight Panel – cost of living April 2022).

In a national level survey, **39%** of respondents suggested they were beginning to make fewer non-essential journeys. Our research as part of the Making the Right Travel Choice Strategy (2022) has shown that households are already reconsidering some of their journeys due to cost.

Changes to some working habits may also create long term shifts in active travel patterns. According to the Office for National Statistics (2022), around **22%** of employees in the North East work mainly from home, with shifts towards hybrid working in many industries meaning that people are spending less time in the traditional workplace, and more time at home, as can be seen from the graph on the right, which is based on Google Mobility data (see figure 14).

The North East however does have a lower percentage of homeworking than London, the South East, North West and South West, and is around **2%** below the national average for England. These working patterns may well change in the medium to long term.

For those who may now walk, wheel or cycle less as a result of changing working patterns, the possibility of active travel for leisure becomes even more important to ensure they remain healthy and mobile and maintain active travel rates. Uptake is above the national average for walking for leisure in the region (as outlined in figure 15) which offers positive indications that walking and wheeling for exercise and leisure will continue. For example, in a 2022 Walking and Wheeling Nexus Insight Panel survey in Tyne and Wear, exercise and convenience were the two main motivators for journeys that respondents walked or wheeled.



**Figure 14: Change in time spend in Workplaces and Residential (Google Mobility 2022)**

	Walking for Leisure	Once a Month	Once a Week	Three Times a Week	Five Times a Week
North East		71%	61%	32%	25%
England		70%	60%	31%	23%

**Figure 15: Levels of walking in North East compared to England. Department for Transport 2022**

### How do people travel now - chapter summary

It is clear that while we start from a strong base in our work to develop active travel in the region, there are areas that we can improve on.

For many metrics, we are around the national average and are well positioned to enable more people to walk, wheel, and cycle for more journeys. The next chapter will look at the challenges of active travel.

## 4. What are the challenges?

**We have identified key challenges which need to be addressed for us to break down barriers to active travel, both actual and perceived.**

Several studies and engagement campaigns have been carried out in the region, the findings of which have helped us to better understand perceptions and barriers to active travel for residents and businesses.

They are:

- Public Attitudes Survey for North East Active Travel Fund (2021)
- Making the Right Travel Choice – Market Research with North East residents and employers (2022)
- Making the Right Travel Choice Strategy – Public Consultation (2022)
- Nexus Insight Panel –
  - Walking and wheeling (2022)
  - Cycling (2019 and 2022)
- North East Underrepresented Groups in Cycling Market Research (2022)
- Active Travel Strategy Stakeholder Forum (2022)

The samples of these surveys are not representative of the North East as a region, but can be read as useful indicators.

The research has shown us that there are five key themes that are important to people when considering walking, wheeling and cycling:

- **Safety and security (including perceptions).**
- **Access for all and maintenance.**
- **Affordability.**
- **Coordination and integration.**
- **Journey times and perceptions of convenience.**

If we address these barriers then more people in our region will be able to travel actively for more of their short journeys, achieving our vision of ‘moving to a green, healthy, dynamic and thriving North East.’

### Safety and security

#### Infrastructure safety concerns

Perhaps the main challenge that needs to be addressed, is the perception that active travel is unsafe because of concerns over infrastructure and/or personal safety and security.

**When asked about the main barriers to cycling in the region, cyclists and non-cyclists agreed that the main concern was traffic.**

Nexus Insight Panel on cycling (July 2022)

Concerns include perceptions that roads are dangerous places for cyclists. Safety concerns include the impact of heavy traffic on roads, and a lack of segregated active travel routes in these locations, and historic residential street infrastructure in many areas with cars parked on both sides of the road including encroachment onto footpaths and cycle paths.

## What are the challenges?

Safety concerns also included perceptions that in rural areas, there is a lack of pavement space, with narrow roads and high speed limits along some non-residential roads often shared between motor vehicles, cyclists and pedestrians.

“I’m someone who signed up to my cycle to work scheme. I got the bike, but I don’t really feel that safe, where I live, cycling to work. There’s a lot of cars parked on the pavements so there isn’t the space to cycle on. I wouldn’t dare cycle on the roads, where I live, there’s just a lot of drivers that wouldn’t expect to see somebody cycling to work in the estate where I live.”

Participant, Underrepresented Groups in Cycling, 2022

### Personal safety and security concerns

A lack of lighting and CCTV, poor maintenance and blind spots contribute to perceptions of poor safety and security when walking, wheeling or cycling.

Perceptions that cycling is generally unsafe impacts the willingness of parents to let their children to travel actively. As a result, young people may not get into a habit of cycling.

Cycle training provided to children declines rapidly when they start secondary school impacting on their confidence. This is an important age group to target given the opportunity to get them to cycle for all of their adult life.

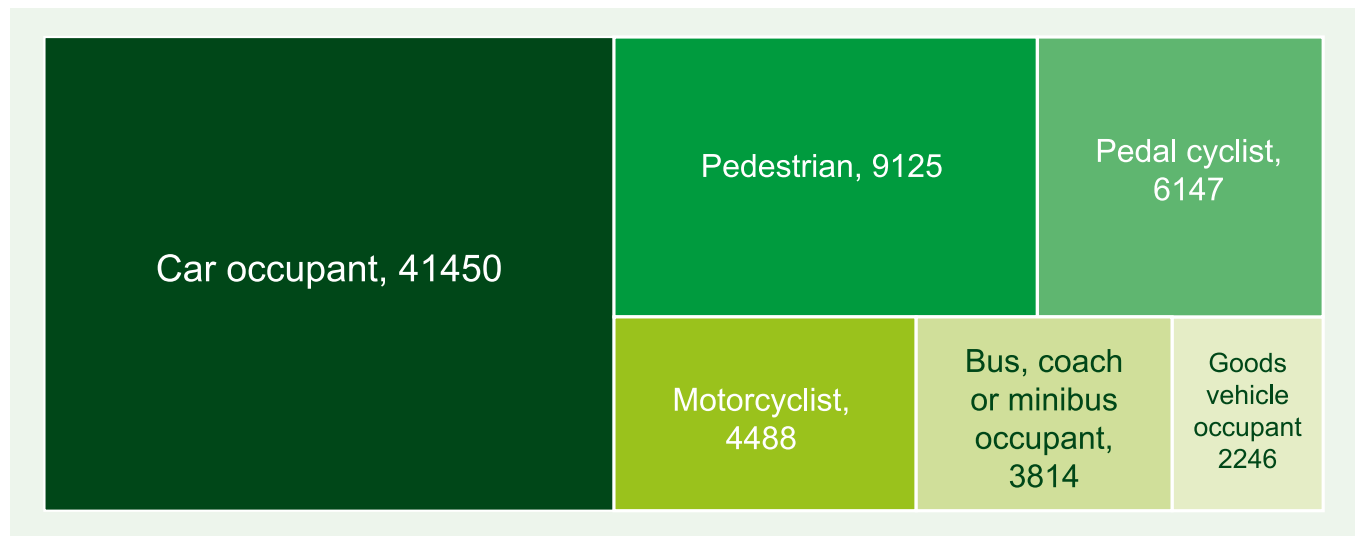
“More dedicated cycleways, reduced priorities for motorists, more cycle paths out in the open not secluded (I’m a woman and these are just too secluded. Really need some focus groups on why women are scared of cycling).”

Female, 50-60 Tyne and Wear

**“The only problem about walking is the safety aspect being a senior citizen.”**

Female, 60+, Tyne and Wear

47% of respondents to the North East Travel Survey (2022) reported feeling either unsafe or very unsafe due to a fear of crime or disorder while walking at night compared to 6% during the day.



**Figure 16: Total casualties in the North East 2011 - 2021**

### Access for all and maintenance

#### Lack of consistency in the quality of active travel routes

Lack of information on active travel options can reduce access. Direct and pleasant routes may be available, however, if the public aren't aware of them they will not be used including public rights of way and the National Cycle Network.

Perceived lack of consistency in the quality of active travel routes can act as a deterrent, including poorly maintained surfaces, and segregated routes stopping and starting, resulting in people having to share road space with motor vehicles for parts of the journey.

Enhanced pedestrian and cycling infrastructure could make trips shorter, safer and more pleasant. Uncertainty over continued sources of maintenance funding was highlighted by stakeholders as a barrier.

Providing quality active travel infrastructure in rural places is often difficult because of the anticipated expense of adapting roads to meet and exceed the latest design standards, which apply to the entire local highway network. Design standards often conflict with the characteristics of some of the region's rurally based towns and villages, although national policy recognises that the level of provision required depends on the location.

Many towns have a high volume of road traffic, but little space to accommodate a segregated pathways, and constrained widths with insufficient space between building lines.

The scope of Local Cycling and Walking Infrastructure Plans (LCWIPs) is perceived to focus on urban areas, potentially impacting on the ranking and prioritisation of rural improvements linking communities.

Direct routes linking rural communities are often on roads with national speed limits. As a result, some active travel routes have recently been reclassified by Sustrans.

A rural challenge is the difficulty of identifying potential high-use corridors, as there is less demand for active travel routes compared to urban environments.

The images to the right, show improvements on a 2 mile route linking Newton Hall to Durham City Centre from Brasside (Frankland Prison) to The Sands (Durham City) which had previously been unusable to anyone other than walkers and mountain bikers. It has opened up the bridleway to a wider audience, including everyday cyclists and mobility scooter users.



Frankland Lane, County Durham  
Surface before improvement



Frankland Lane, County Durham  
After the surface was improved

**“It’s not a continual network [in Durham], so there’s a lot of stopping and starting and again, cyclists are not prioritised. You have to stop at various different points and have to wait for the traffic to move. So yes, it’s not as joined up as it could be.”**

Female, County Durham

## What are the challenges?

### Poor physical environment for walking, wheeling, and cycling

A perceived poor environment, such as traffic road congestion, noise, severance, air pollution, street clutter, a perception that some streets and housing estates are 'car-centric' and dominated by vehicles and car parking, were referenced as reasons why people wouldn't consider travelling more actively.

People with restricted mobility (such as wheelchair users, people with pushchairs, and vulnerable groups) have highlighted issues which impact on their ability to travel actively. Common barriers include 'street clutter', a lack of dropped kerbs, turning spaces, and ramps, and where narrow paths result in the potential for conflict with other users of the space.

Some rural walkers told us that a narrow paths and limited amount of pavements can act as barriers to active travel.

Addressing these can ensure active travel routes are accessible to all, regardless of age, sex, race or disability and does not create risks for vulnerable pedestrians.

Street clutter, narrow cycle lanes and footpaths were given as examples of issues facing pedestrians and cyclists. Removing unnecessary obstructions such as street clutter could improve accessibility for everyone, including visually impaired people.

53% of respondents in Tyne and Wear were either dissatisfied or very dissatisfied with the condition of cycle routes in the region.

Nexus Customer Insight Panel, 2022



Source: A Guide to Inclusive Cycling, Wheels for Wellbeing, 2nd Edition, 2019

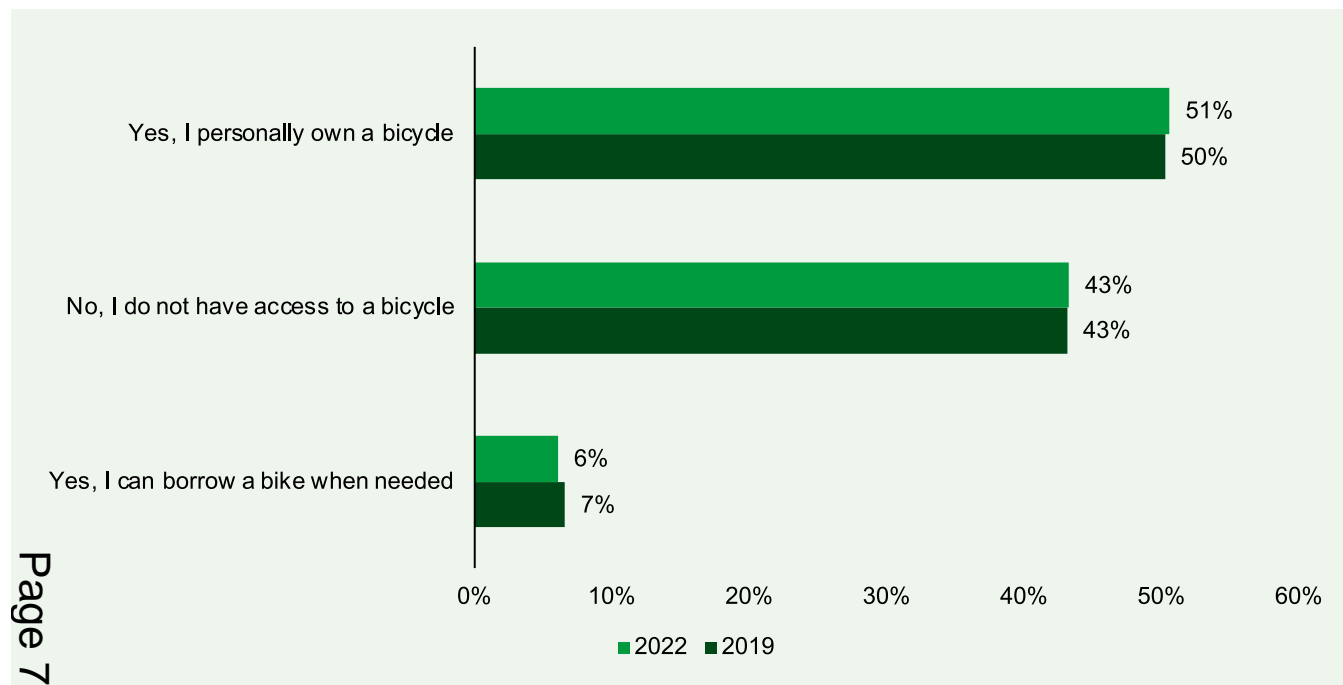
### Access to bikes

Lack of cycle access was raised as a key barrier to cycling. The table (see figure 17 on the next page) shows data from Nexus Insight Panel surveys on cycling taken in 2019 and 2022. Regional access to bikes (to own and to hire) has remained static between 2019 and 2022. The amount of people who have no access to a bike has remained at **43%**. This shows that bike accessibility is a challenge.

### Perception of fitness and perseverance required

Perceptions that active travel requires too much effort and that people feel they are not fit enough to do it are common challenges. It goes beyond physical mobility restrictions that some may have which can restrict their ability to travel actively extending to perceptions of the fitness and perseverance required when walking, wheeling, and cycling.

The weather has been highlighted as a perceived barrier, with unpleasant conditions during the winter and dark mornings and evenings being highlighted. There were also perceptions that hilly parts of the region require high fitness levels in order to travel actively.



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Figure 17: Tyne and Wear bicycle access 2019-2022 (Nexus Insight Panel, 2019 & 2022)

### Affordability

Active travel is often the cheapest way to get around, especially walking. For cycling there are cost barriers such as purchasing a bicycle or e-bike and associated equipment.

Some people with restricted mobility highlighted the high cost of adaptive bikes as a key barrier.

For those that told us they could afford a bike, some saw bikes as not being value for money as they would get limited use out of it. This was particularly felt amongst some women in the region, who took part in the underrepresented groups in cycling research.

Cost reduction is a significant motivator for some considering switching the way they travel, prompted by the cost of living crisis.



Source: A Guide to Inclusive Cycling, Wheels for Wellbeing, 2nd Edition, 2019

**“The price of petrol at the minute is just crazy. So that’s another reason why we’ll just go local down to the coast [on bikes].”**

Female, 35-59, Underrepresented Groups in Cycling, 2022

### Coordination and integration

Perceived lack of integration between active travel and public transport is a barrier to longer sustainable journeys including integration between different public transport types and services.

A lack of real-time passenger information, inadequate information and signage was also a common barrier mentioned preventing more people from travelling actively to a public transport station or interchange.

Our research found that a perceived lack of secure storage and an understanding of whether bikes can be taken on to trains, buses and Metro acted as a barrier to combining cycling with public transport.

Improved cycle routes, segregated from road vehicle traffic, linking to public transport stations and interchanges was seen as important to people when considering if they could combine travelling actively with public transport for longer journeys.

Integration of active travel and public transport is especially important in rural areas because of the distance needed to be travelled.

**“It’s good to encourage increased cycling in city centres like Newcastle through bike lanes, but the other transport options need to be joined up, so that bikes can be carried on the Metro and bus, for example.”**

Micro business, North Tyneside

### Journey times and perceptions of convenience

Our research highlighted that some people believe many regular journeys they need to make cannot be walked, wheeled, or cycled because of the distance, and felt they didn’t have the time.

**“Everyone’s in a hurry all the time. Like life’s just moving too fast. Everyone’s going to work, then they’re going somewhere straight after work and they’ve got to be here and there, and they’re squeezing things in around family life.”**

Female, under 40, urban

The practicability of getting people to consider switching short car journeys to active travel was questioned by some, mainly due to the perceived ease of car use. Although being stuck in traffic can be inconvenient, it did not outweigh the perceived convenience of travelling by car for some.

The perception around the ease of driving, supported by the low cost and availability of car parking at workplaces and in town and city centres around the region was also highlighted.

Those with childcare responsibilities viewed the private car as the quickest, most convenient choice for their needs because of the multi-purpose journeys and commitments they have.

Some people with restricted mobility were clear that convenience was crucial in determining how to make a journey and that the issue of sustainable travel was secondary.

People also highlighted negative perceptions of walking or cycling to work. Some felt that travelling actively was mainly a leisure activity and not for journeys to work where journey time and convenience take priority.

Spatial planning and new development were also mentioned as a barrier to the convenience of cycling, walking and wheeling.



## What are the challenges?

Another issue highlighted was a perception of new developments being located away from city and town centres with irregular or no bus services and poor and indirect walking and cycling routes.

People in the 60+ age group, and those living in rural and semi-rural locations, mentioned a reluctance to consider changing travel behaviour to more active and sustainable journeys.

**“Stopped [cycling] in my teens, never picked it up again.”**

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Female, 50-60, Tyne and Wear

### Storage and facilities

A common barrier is the lack of secure cycle storage at both workplaces and transport interchanges. Whilst many employers and business parks in the region have good cycle storage, shower and changing facilities available, employees aren't always aware of these.

The need to change and shower when arriving at work, as well as making multiple journeys for business, and perceived issues with having to carry a change of clothes and other equipment was also highlighted.

**14% of all responses on barriers to cycling in Tyne and Wear related to end point facilities such as cycle parking and showers.**

Nexus Customer Insight Panel, 2022

Regional cycle storage exists at public transport interchange and business parks but we have identified a lack of awareness as a barrier to greater use.



### Summary – what are the challenges?

As can be seen in figure 18, exercise and convenience were the two most important considerations stated for those who decided to walk as part of the whole of a journey. While environmental concerns were not a major factor, it still accounted for 13% of responses, showing that they are still taken into account.

Respondents were asked to rank their key barriers to cycling in the region (see figure 19), with levels of road traffic, the overall safety of cycling and lack of specific segregated infrastructure proving the three most important factors.

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This chapter has highlighted the challenges which many people in our region face when attempting to travel actively.

Furthermore, the chapter has also outlined the additional challenges which people who live in our rural areas face.

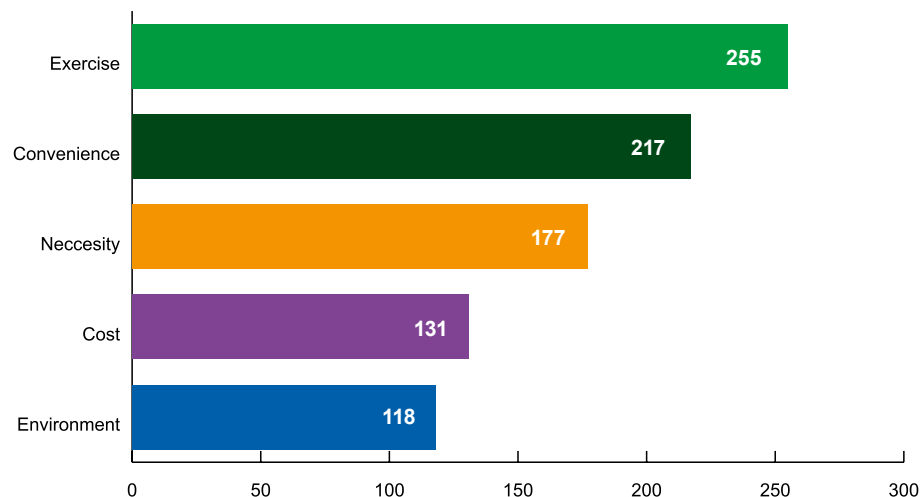


Figure 18: Motivations when deciding to walk or wheel – 2022 Nexus insight panel

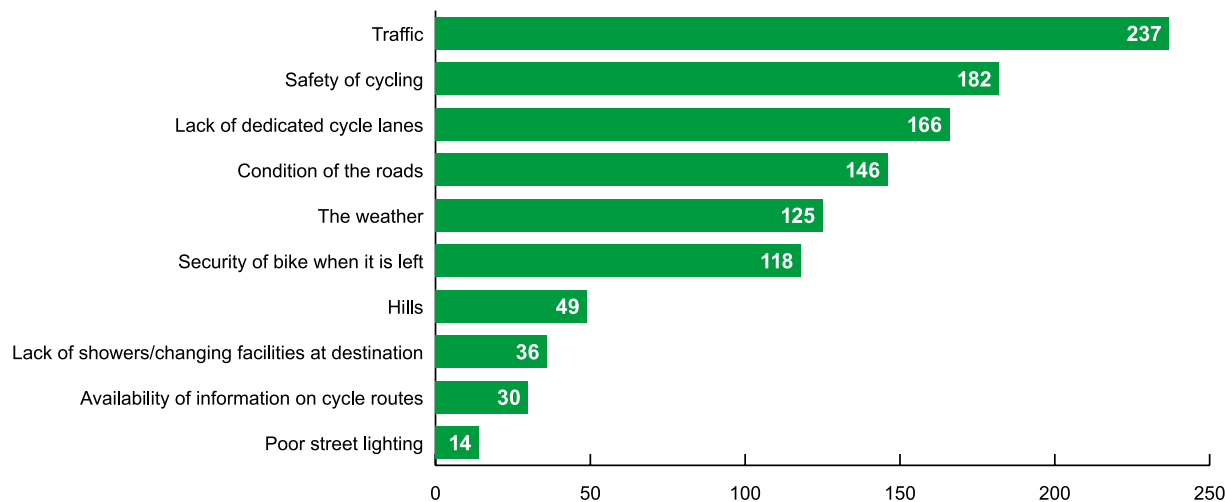


Figure 19: Key barriers to cycling in the region – 2022 Nexus insight panel

# 5. Where do we want to be?

## Background

By 2035 we would like our region to be at the forefront of having made the transition to decarbonise transport, having cleaner air for our people to breathe, having a more physically active population, and having a stronger economy.

We want active travel to become the natural choice for short everyday journeys and to combine with public transport for longer travel. **To achieve this, there will need to be a 45% rise in the number of shorter active travel journeys by 2035.**

This will get us to the point where over half of short journeys are made by active travel. It is ambitious but can be achieved with the right level of investment and policy change. The region must also work to tackle the barriers people face and the everyday needs of people making journeys, which includes everyone living in, working in and visiting the North East.

There is significant potential to grow the number of active trips taken, and we need to work with partners to help provide safe, attractive, and high-quality active travel infrastructure which helps people move around the region and make more everyday journeys by walking, wheeling or cycling. This means working with businesses to help them support their employees to travel actively.

We want to be in a position where the vision and objectives of the North East Transport Plan and Active Travel Strategy are realised. We also want to ensure the region can help to meet the national targets set out in the Government's second Cycling and Walking Investment Strategy (CWIS2) published in July 2022, and the 2020 'Gear Change' cycling and walking plan for England which sets out a vision for a travel revolution in England's streets, towns and communities.

For this to be achieved, our transport network and offer will look different to how it does today.

Active travel will take a more prominent role in how people travel alongside a sustainable, affordable public transport system and zero emission vehicles.

This chapter sets out how we envisage walking, cycling and wheeling will look in the North East by 2035 if this strategy has been implemented.

We have identified the need for better active travel infrastructure, including the proposed development of a North East active travel network, with affordable cycle hire, docking and storage at key transport interchanges, education and employment sites.

This chapter also sets out where we want to be in the coming years for each of our challenges:

- **Safety and security (including perceptions).**
- **Accessibility and maintenance.**
- **Affordability.**
- **Coordination and integration.**
- **Journey times and perceptions of convenience.**

### Safety and security

Perceptions of safety and security are perhaps the most significant barrier which the region needs to tackle.

**Safety will be a key consideration in the design of all new transport schemes and programmes** to support people to use active travel for more journeys.

Improving existing and building new infrastructure will encourage people to travel actively for more journeys. This includes segregating active travel routes from vehicle traffic where possible and, where feasible, to have segregation between pedestrians and cyclists, directly addressing safety concerns and reducing the likelihood of collisions.

On our road network, the needs of all road users will be considered, ensuring that conflicts are reduced and suitable speed limits are in place to improve road safety for all road users, especially vulnerable road users.

Pedestrians and pedal cyclists will be physically separated from cars, where possible, to improve road safety for vulnerable road users.

Given the challenges of accommodating segregated active travel pathways, particularly in rural areas, highway authorities will have considered measures to improve the safety of pedestrians, equestrians and cyclists when sharing the carriageway as well as motor traffic.

We want everyone to feel safe walking, wheeling and cycling around the North East. Active travel routes will be more direct where feasible, with fewer blind corners and good lighting, improving safety.

Our footpaths and cycleways will be attractive and pleasant, and people will enjoy using them. Perceptions of safety and security will be further improved by more people choosing to walk, wheel or cycle around our cities, towns, suburbs and villages. A greater presence of people moving around our region actively, will encourage others to do the same, helping to support economic development.

**Streets will be for all, with greater priority given to pedestrians.** Areas, particularly town and city centres will be more 'walkable' and well-lit with improvements to the built environment and better lighting and greater CCTV coverage, providing reassurance and boosting confidence.

Pedestrians and cyclists alike will be met by modern, well-lit and safe waiting and storage facilities to complete their onward journeys by public transport such as bus, Metro, rail, and ferry. A range of cycle storage solutions will be available across the region, and these will be covered by CCTV where possible, combatting bike theft.

People of all ages will have improved confidence and cycling skills through equal access cycle training initiatives across the North East.

People will have awareness of the updated Highway Code which places pedestrians at the top of a road user hierarchy. Understanding of key changes, including other traffic having to give way to pedestrians crossing or waiting to cross at a junction, and the position in the road for cyclists, will be enhanced. The updated hierarchy and raising awareness of it will help improve the safety of people walking, wheeling and cycling.

Many journeys between rural communities will be perceived as more cyclable distances, through allowing space for paths within or outside of the highway boundary, improving safety for pedestrians as well as cyclists.

### Accessibility and maintenance

New infrastructure solutions will be high-quality and will meet (and where possible exceed) minimum design standards.

The region will have a defined **North East strategic Active Travel network**, connecting our towns, cities and neighbourhoods with key destinations such as public transport interchanges, education, employment, healthcare, and leisure locations.

This will be created initially by working with local authority partners to identify and address known gaps in the active travel network to create more direct and desirable routes.

Local Cycling and Walking Infrastructure Plans (LCWIPs) and Rights of Way Improvement Plan (ROWIPs) will feed in directly to the development of the strategic regional network.

Towns, cities and neighbourhoods across the region in rural and urban areas will have been upgraded and redesigned, where feasible, to enable more active short journeys.

Active travel will be more inclusive, by removing barriers that make it harder for some to walk, wheel or cycle to their destinations. This will ensure that travelling actively in the North East is accessible to all regardless of age, sex, race or disability.

**The active travel network will link both urban, suburban, and rural communities where possible, and will be designed to a consistent regional standard with a strong, identifiable brand.** We want to be in a position where the North East Strategic Active Travel Network has targeted investment, so that maintenance and cleaning is guaranteed and the network remains reliable and pleasant for users.

It will be easier for people with restricted mobility to be able to use active travel as a form of transport, including as a means of accessing public transport.

**There will be wide, segregated (where possible) and well-maintained routes, dropped kerbs, ramp access provision where necessary, and other inclusive infrastructure such as well-designed crossing points.**

Footpaths and cycle ways will also be well-maintained, free of uneven surfaces, potholes, trip hazards and overhanging vegetation through strengthened maintenance and cleaning regimes. Greater provision of shelters and rest areas will ensure people have the opportunity to take a break during their journey.

In addition to providing new active travel routes, **the existing network will have continued to be upgraded to the highest standard**, enabling onward connections away from main routes including off carriageway routes in rural areas.

The region will have successfully made the case for partners and get financial resource for **targeted investment in maintenance activities to complete maintenance at pace, to improve resilience and drive up the safety of the region's network.**

Our active travel network will be used by different non-traditional bikes by removing barriers and improving surfaces.

There will be reduced street clutter on footpaths and cycle lanes due to badly parked cars and vans, as a result of greater enforcement which will help all users – especially visually impaired people – and people using wheelchairs and pushchairs.

Mobility hubs in urban, suburban and rural areas will provide services related to cycling, walking and wheeling, such as hire bikes and bike repair.

E-bikes will be hire-able and used more in rural locations because of the longer distances people may need to travel, and also enable people to tackle hills easier. E-bikes will have unlocked a huge opportunity for improving transport between and beyond suburban areas where distances to key destinations are too long for many to consider walking or cycling using a conventional bike and where public transport options are limited.

Working with local authorities and developers, new housing and business developments will be built around making active travel the first choice for journeys, aligned to the region's Making the Right Travel Choice Strategy.

The National Cycle Network (NCN) and long-distance walking routes will have been improved by working closely with local authorities, Sustrans and other key delivery partners.

Given the limitations that are often in place for creating new active travel infrastructure in rural locations, creative solutions which make better use of existing infrastructure will be introduced.

15-minute neighbourhood concepts will have been introduced in urban, suburban and rural areas where work, key amenities, shops and services are within a 15-minute walk, wheel or cycle from home, enabling people to make more active journeys rather than travelling by car.

The potential for active travel to grow the region's visitor economy and for tourists to travel actively and combine walking, wheeling and cycling with public transport will have been unlocked through working in partnership work with tourism organisations.



Source: Cycling UK

## Cycling for Health

Cycling UK run a Cycling for Health scheme that aims to help people get started with cycling and improve their health and wellbeing. People are referred to the scheme by community organisations and health and social care professionals and enrolled on a 12-week instructor led course to provide a route into regular activity, through cycling.

Designed for adults identified as having poor mental health, the course involves working together with others to develop a new skill and grow in confidence. The courses are delivered in small groups of up to 12 people, bikes are provided, and participants progress to deliver a steady and achievable increase in activity.

Once people complete the programme, they can join established community cycle clubs and be part of groups who regularly cycle together.

Evaluation of the Cycling for Health scheme in West Yorkshire, found that at the end of the programme **63%** of attendees increased cycling levels and **49%** reporting they now cycled more than once a week.

Those meeting the Chief Medical Officer physical activity guidelines (150min per week moderate activity) rose from **22%** to **69%** immediately after completing the programme, and mental health and wellbeing indicators have consistently improved over past five years.

## Improving active travel infrastructure in Blyth, Northumberland

Improvements are being made to active travel infrastructure using the Active Travel Fund. Segregated cycling and crossing facilities have been built on Waterloo Road to improve access to the town centre, aligned to wider 'Energising Blyth' town centre redevelopment proposals. The scheme was completed and opened to traffic on 31st August 2022.



## Smart and Healthy Metro Stations, South Tyneside

As part of the Transforming Cities Fund, South Tyneside Council is developing two Smart and Healthy Metro Stations. Focussing initially on two sites, Tyne Dock and Chichester due to their elevated levels of commercial and industrial activity within the immediate area of each. The scheme will improve active travel connectivity from each Metro Station to nearby businesses and areas of commercial activity, including the Port of Tyne. These schemes are expected to be complete by Spring 2023.

### Affordability

The region will champion active travel, particularly walking for more journeys as an affordable and attractive way of travelling.

People will be able to easily hire cycles across the North East, including e-bikes in order to travel around cheaply. This will address issues around transport poverty and social exclusion. The region will have also explored further opportunities of regulated e-scooter hire.

Businesses and employers will be able to support and enable their staff to introduce more active journeys to and from work, building on current initiatives such as the Cycle to Work scheme. More employers will have electric bikes available for staff to use during work hours for business travel.

### Coordination and integration

Combining active travel with public transport, such as walking, wheeling or cycling to a station or interchange will be an effective way for people to incorporate physical activity into daily life and raise activity levels. There will have been significant growth in the numbers of people travelling actively for the first and last mile of journeys, using bus, Metro, rail and the Shields Ferry as part of a journey.

Active travel routes will link to public transport stations and interchanges, allowing for safe and seamless travel with other forms of transport.

**The region's public transport network and services will work better for cyclists than it already does today in 2022.** It will be easier to store bikes at interchanges and bring them on more public transport services where appropriate and feasible.

The region will also have **suitable active travel storage facilities at leisure spots and key employment sites to ensure that people are able to safely store their cycle.** This will be achieved by working with local authorities, transport operators and other active travel stakeholders.

**Greater active travel journeys in the region will not replace or compete with journeys currently made by public transport, but rather complement** and feed into the region's public transport system as part of a one, total sustainable network.

**There will be seamless active travel integration with public transport for onward journeys.** Real-time public transport passenger information will show how long it takes and the most convenient route to travel when walking, wheeling or cycling to a public transport station or interchange. People will be able to see where there is available cycle parking and be able to book it.

Incentives as part of an integrated transport app could also reward people for making more active journeys.

People will be able to easily hire cycles, including e-cycles and, where appropriate, e-scooters throughout the region at public transport stations and interchanges. Cycle hire will be integrated with the rest of the region's sustainable transport network.

Given the importance of integration with public transport for active travel in rural locations, creative solutions combining active travel with public transport such as Demand Responsive Transport (DRT), including bus services and Mobility as a Service (MaaS), will have been introduced where appropriate in rural communities.

### Journey times and perceptions of convenience

Active travel will be viewed as a regular activity that everyone can enjoy for a range of journey purposes. Routes will be more direct, improving journey times in some cases.

There will have been a significant rise in e-bike and e-cargo bikes across the region, especially from people who currently don't cycle. Organisations will be able to deliver some goods over short distances using cargo bikes, instead of doing so by using petrol or diesel vans.

As well as e-cargo bikes being used for home deliveries, there will be greater use of e-cargo bikes, such as ones which can carry children will support more suburban families to switch more journeys from car to active travel.

More people will walk, wheel or cycle to work, education sites, healthcare appointments and to leisure locations and facilities. More school children will travel actively to school, in line with the government's target of **55%** of primary school journeys made this way. Support from stakeholders such as local schools, councils and charities such as Living Streets and Strans to drive forward cycling initiatives in schools will achieve this.

Negative perceptions of active travel will have been addressed through various initiatives such as promotional campaigns which will have successfully helped more people to walk, wheel and cycle for all types of journeys in the North East.

Walking, wheeling and cycling will be seen as a form of pleasure, entertainment and exercise. More people will visit the region and travel actively when getting around. More people will visit the region to use long distance walking routes, cycle routes, rambling, mountain biking for example.

This will be achieved by working in partnership with tourism organisations to promote the region's active travel assets.

There will be more 'School Streets' across the region which will have helped lower congestion, improved air quality and boosted the number of children walking, cycling and scooting to school each day. Teenagers and school leavers will also receive cycling education to take forward active travel in their adult life.

We will remain realistic in our recognition that active travel won't be suitable for all journeys. The reasons why people travel the way they do are complex and depend on a number of circumstances, which can change per journey, so a flexible approach is needed. There will not be a 'one size fits all' approach in the region, recognising that the car or van may be the only option for certain journeys and personal circumstances.



## Where do we want to be – chapter summary

This chapter has set out how we envisage walking, cycling and wheeling will look in the North East in 2035 if this strategy has been successfully implemented.

It sets out a vision for the region where people make more everyday journeys by walking, wheeling or cycling. Active travel will take a more prominent role in how people travel, with over half of short journeys made by active travel by 2035. More active travel will compliment a sustainable, affordable public transport system, along with zero emission vehicles.

This will be achieved by securing funding for providing and promoting safe, attractive, and high-quality active travel infrastructure, which this strategy makes the case for.





## Where do we want to be – desired outcomes

### Active travel friendly places

We will invest in and support development which improve public spaces to enable more walking, wheeling and cycling. Active travel will be deeper integrated with public transport by improving access to equipment such as cycle hire and storage at public transport stations and interchanges.

### World-class active travel network

We will promote more safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go.

**NOTE – these images are for illustrative purposes only. They are intended to give a flavour of what delivery of this strategy might look like in urban and rural areas of the North East. They are not designed schemes and not intended to be final design proposals.**



Suburban coastal active travel 'superhighway' route with consistent signage and lighting



Rural active travel route, linking rural communities together



Urban pedestrian improvements with cycle hubs outside public transport interchanges

## 6. Measures of success

**The core of this strategy is to grow the number of trips made by active travel, to the point where active travel is the natural first choice for short everyday travel and combines with public transport for longer journeys.**

This will be achieved by breaking down the barriers, securing funding and addressing the key challenges.

We hope to ensure that, if we are successful, over half of all shorter journeys in the North East will be made by active travel by 2035. This is aligned to Active Travel England's national target of increasing the percentage of short journeys in towns and cities that are walked or cycled from **41%** in 2018/19 to **46%** in 2025, then to **50%** in 2030, then **55%** by 2035.

### Headline target

**We want to oversee a 45% rise in the number of shorter active travel journeys made in the North East by 2035.**

### The opportunity

Shorter journeys currently made by car have the greatest potential to be converted to active travel.

According to the latest (2018/19) regional breakdown of the National Travel Survey (NTS) **80%** of journeys under 1 mile in the North East were made by active travel. **17%** were made by a car or van.

However, for shorter journeys above 1 mile and under 2 miles, only **34%** of these were made by active travel, with cars and vans making up **58%** of journeys this distance.

For shorter journeys above 2 miles and under 5 miles, only **6%** of trips were made by active travel. **77%** were made by car or van.

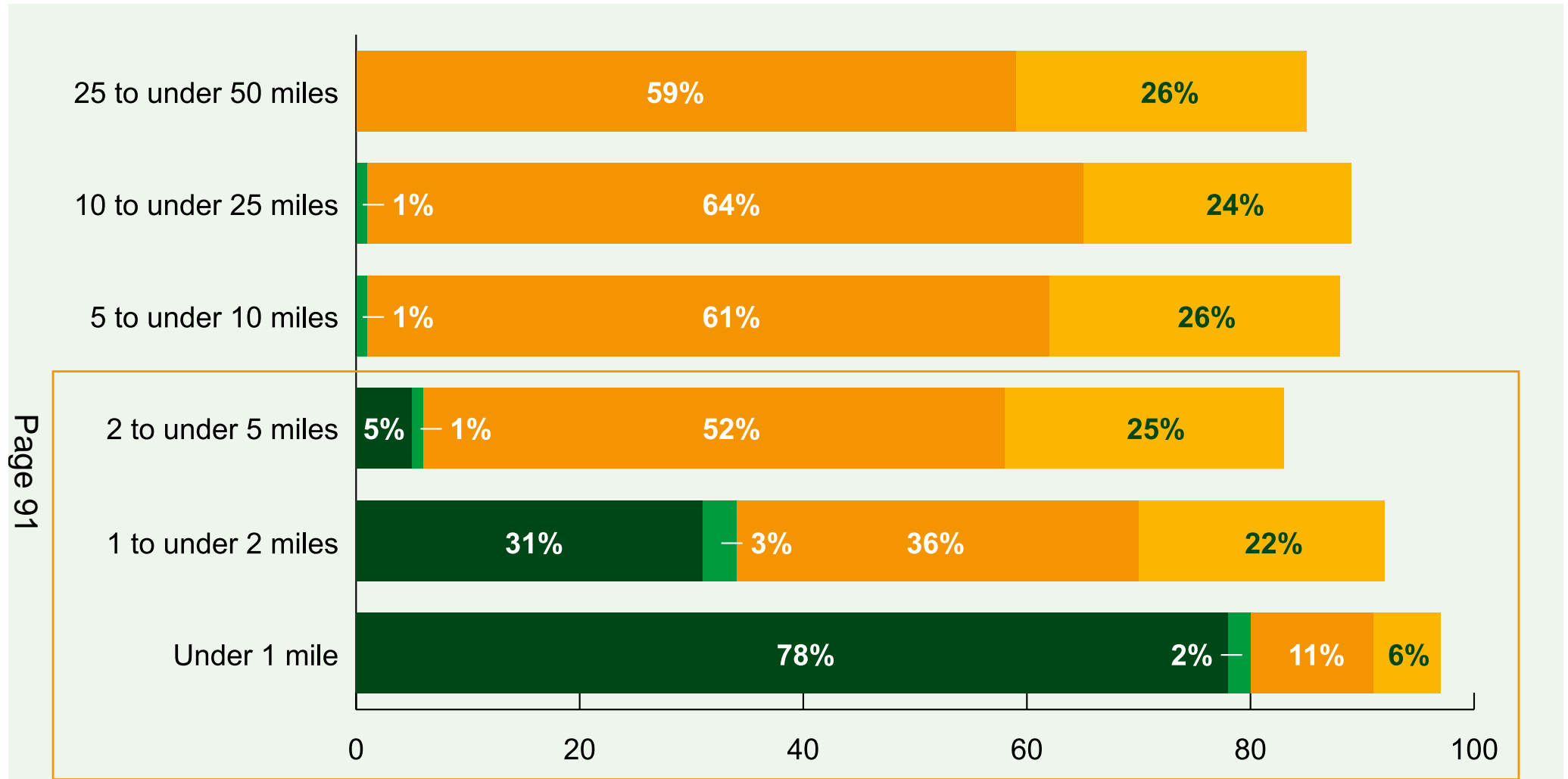
It is these shorter journeys that are currently made by car that have the greatest potential to be converted to active travel. Many of these trips could be walked, wheeled or cycled, which would help to reduce carbon dioxide emitted from cars, benefit local economies, as well as improve people's physical health.

Our Making the Right Travel Choice strategy sets out ways in which unnecessary car journeys can be reduced and asks people to consider switching at least one journey a week to active travel or public transport and for people without access to a car, to continue to travel sustainably.

If we all switch one journey a week to active travel, there would be a significant increase in active travel region-wide.

As we decarbonise transport, making all cars, public transport and heavy goods vehicles (HGVs) zero emission is part of the solution, but relying solely on zero emission road vehicles isn't enough. That is why we need to promote and grow active travel.

**A lot of the increase in the number of active journeys will likely need to come from reducing the number of unnecessary car journeys. However, realistically, the increase will also be achieved if our region secures the £500 million worth of investment required for better pavements, paths, and cycle routes.**



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The opportunity

■ Walk
 ■ Bicycle
 ■ Car / van driver
 ■ Car / van passenger

Please note that these figures do not include public transport trips.

Figure 20: 2018 - 2019 National Travel Survey – North East (LA7 area) breakdown

### The benefits

Achieving a **45%** increase in the number of journeys made by active travel by 2035 could result in the following benefits:

- **Prevent in the region of 1,000 premature deaths**, primarily due to increased physical activity levels in the population.
- **Reduce carbon emissions**, potentially saving around 80,000 tonnes of CO2 emissions per year.
- Benefit the region's economy by around **£350 million a year**.
- Result in more people becoming active, improving public health outcomes such as improved life expectancy and people living more of their lives in good health.
- Improve connectedness and cohesion of communities in our region and reduce social isolation.
- Improve air quality by reducing pollution from traffic emissions.
- Reduce noise levels as congestion is eased on our road network.
- Save petrol and diesel car drivers on average approximately £70 per year (based on September 2022 fuel prices).

### Example journeys

We understand that for everyone, 'short journey' may mean different things.

Greater active travel journeys will not replace or compete with journeys currently made by public transport, but rather complement and feed into the region's public transport system as part of a one, total sustainable network.

Examples of introducing active travel into regular everyday journeys could be choosing to walk to a Metro station or bus interchange instead of driving. Another example could be choosing to walk or cycle to work or school instead of driving or getting dropped off by car.

### Monitoring

We propose to monitor success against our vision by looking at different journey lengths, journeys under one mile, from one to two miles, and from two to five miles, in line with Governmental distance classifications.

We will be reliant on available National Travel Survey (NTS) data to monitor our progress and understand relevant travel patterns in our region.

With greater levels of funding and continued development of regional capacity, we could use methods such as regional travel diaries and increased use of counter or sensor technology to give us a greater understanding of active travel in our region and more accurately assess our position against our goals.

When monitoring the Key Performance Indicators, we will also, where possible, seek to analyse and monitor inequalities in transport and health. Again, we will seek funding to better understand which groups benefit most from any improvements in our active travel network.

### Rationale

The target was selected after modelling both the change in journeys to the region if we achieve our goal of 1 journey a week using National Travel Survey data and applying an overall increase that we would expect to see in active travel rates by 2035 based on available third party modelling.

## Key Performance Indicators (KPIs)


Successful delivery of this strategy will help achieve the following KPIs as set out in the North East Transport Plan:



**Sustainable travel**

**Increase the % of journeys made by walking, wheeling, cycling and public transport.**  
(33% in 2019)

Intended direction of travel: **Increase**



**Climate action**

**Reducing transport CO2 emissions per person.**  
(1.7 tonnes emitted per person annually using transport, 2019)

Intended direction of travel: **Decrease**



**Improving road safety**

**Reducing numbers killed and seriously injured.**  
Numbers killed and seriously injured (KSI) three year rolling average (2016-17 to 2018-19) 778.  
In the three-year rolling average from 2018 to 2021 there were 683 KSI.\*


Intended direction of travel: **Decrease**



**Improving air quality**

**Encouraging a switch from car to active travel to improve air quality.**  
The highest, median, hourly nitrogen dioxide reading was 26.9ug/m3 occurring in the morning traffic peak (2019).

Intended direction of travel: **Decrease**



**Motor vehicle traffic**

**Reduce motor vehicle traffic miles per head.**  
Estimated vehicle miles per head in our region in 2019 5,077. Without successful interventions and alternatives, motor vehicle mileage per head will grow in our region in the years ahead.

Intended direction of travel: **Decrease**



**Improving road safety**

**Reducing number of slight injuries.**  
Number of slight injuries three year rolling average (2016-17 to 2018-19) 3,275.  
The three-year rolling average from 2018 to 2021 was 2,519 slight injuries.\*  
*\*It is important to note that lower traffic volumes in 2020 and 2021 are likely to have contributed to the observed reduction in KSIs.*

Intended direction of travel: **Decrease**

# 7. How do we get there

To realise the ambitions of this Active Travel Strategy, the North East Joint Transport Committee will work in collaboration with central government, Active Travel England, and local people.

Our schemes are ambitious, and we estimate would cost in the region of £500 million to fully deliver the strategy. This amount will grow as further schemes are developed over the period to 2035.

## Identified Programme – North East Active Travel Strategy

Our programme of proposed investment stems from the North East Transport Plan. The plan sets out a live programme of interventions. All interventions within the programme were initially tested to ensure that they are consistent with Transport Plan objectives and that they are deliverable.

But that is not the end of the process. All schemes will be subject to more rigorous testing and appraisal and will only be delivered where they have demonstrated, through detailed business case development, that they can appropriately contribute towards the delivery of the objectives.

If schemes cannot contribute towards objectives and don't support the Transport Plan, they will not be taken forward.

This strategy has utilised the Transport Plan pipeline and Nexus' (The Tyne and Wear Passenger Transport Executive) capital pipeline schemes. We have identified schemes that will support North East Active Travel Strategy objectives from the below work packages. The different work packages are schemes that can be delivered within the following time periods:

- **Schemes for delivery in the next five years (requiring funding to be accelerated)** – these are either smaller scale schemes that can be quickly developed and delivered or larger schemes at an advanced stage of development. Accelerating development funding will move them to 'Shovel Ready' status; and
- **Schemes for development and delivery by 2035** – A programme of smaller schemes coupled with ambitious schemes requiring development funding to bring them to an advanced stage and move to delivery.

## What are we proposing?

We want active travel, particularly walking, to become the natural choice for short everyday journeys and combine with public transport for longer travel.

The proposed investments set out in this strategy broadly consist of:

- **New and upgraded forms of active travel infrastructure:** Enhanced infrastructure for walking and cycling delivering quality, safe, connected, and accessible infrastructure for walking, cycling and wheeling;
- **Access to equipment schemes** that allow people to affordably access the active travel network;
- **Maintenance of the active travel network** to ensure it remains safe and accessible to all users; and
- **Targeted behaviour change initiatives** that encourage uptake of the network and sustain these levels of usage, building on the proposals set out in the region's 'Making The Right Travel Choice' strategy. Key examples include social prescribing and clearer accountabilities to drive the vision for active travel.

Our proposed programme has been further tested to demonstrate how it meets the objectives and the Key Performance Indicators (KPIs) of this strategy and importantly how they meet central government objectives set by Active Travel England (ATE) including from the Cycle and Walking Investment Strategy 2 (CWIS 2).

### Delivery

This programme will be delivered by the constituent authorities and Nexus within the North East, together with regional schemes being delivered by the JTC on behalf of the Region's Combined Authorities.

The Transport North East programme team will manage this programme and will be responsible for sponsoring the development of various schemes and projects that support this plan, as well as a series of region-wide initiatives.

Implementation of the interventions that are regional initiatives are within the region's control and will be delivered in accordance with the region's programme management and assurance frameworks.

The role of Transport North East acting on behalf of the JTC is varied. In some cases, we will act as the promoter of schemes and will be responsible for delivery but in most circumstances, delivery may be undertaken by another organisation, for example our constituent Local Authorities with Transport North East securing funding at a regional-scale and providing technical assistance as required.

### Programme management and assurance

The funding required to realise the ambitions of this strategy is substantial, however the region is fortunate to have a well-established and ratified Transport Assurance Framework in place which is proportionate to the nature, scale, and value of schemes.

The 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 Active Travel Strategy and Transport Plan outcomes that have been ascribed to that investment. For more information on our Transport Assurance Framework, please visit: [transportnortheast.gov.uk](http://transportnortheast.gov.uk).

### Funding and development options

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.

Transport North East will continue to work with government to secure funding through competition based funding and longer-term devolved settlements to unlock schemes. Engagement continues with Active Travel England to secure funding through the Capability and Ambition Fund rounds and the Active Travel Fund to take projects from concept to delivery.

For certain investments, developer contributions will form a viable part of the financial model. We will work with the individual authorities to secure appropriate levels of contributions or works in kind where the investment is directly related to the development and is needed to mitigate the impact of the scheme in question.

Realising the ambition of this strategy will be partially reliant on the ability to secure the necessary powers and consents for delivery in terms of traffic regulation orders (TRO) and in some cases planning consent.

Alternative funding may be considered on a case-by-case basis, particularly where shared integrated priorities can be realised. This may include borrowing, local government financing, third party support, alternative central government funding and the UK Infrastructure Bank.

The North East has a track record in selecting and prioritising projects which balance objectives around the economy, environment, health, 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.



### How do we get there – summary

The region has set out a range of initiatives within this strategy document, worth approximately £500 million that will meet the objectives of this strategy and our Transport Plan and get us to our vision of ‘moving to a green, healthy, dynamic, and thriving North East by 2035’.

We will keep this pipeline updated and have plans in place to develop schemes, so they are ready for delivery over this time period.

We will actively investigate all options for the future financing of these projects including much needed maintenance and revenue support that offer the best combination of security, flexibility, and value for public money in order to successfully deliver where we want to be.



### North East Active Travel Strategy – key commitment statements

In order to drive forward this strategy, we have created a list of clear key commitment statements aimed at supporting its delivery and how active travel will achieve the North East Transport Plan vision and objectives:

#### Active travel friendly places

- We will support improvements to public spaces to encourage and enable more walking, wheeling and cycling.
- We will support and work with local partners to increase the number of ‘school streets’ and low traffic neighbourhoods to protect children and improve air quality.
- We will support accessibility improvement to make streets more inclusive.
- We will support local authorities to improve pedestrian infrastructure and minimise street clutter.
- We will promote signage and wayfinding to facilitate walking and cycling.

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#### World-class active travel network

- We will promote more safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go.
- We will adopt LTN 1/20 design standards across the region.
- We will work with and support Sustrans to improve the National Cycle Network (NCN).
- We will support highway authorities to ensure there is robust maintenance of the network.
- We will work to increase cycle parking and ensure that it goes where it is needed.

### Greater integration

- We will work to integrate walking, wheeling and cycling with public transport.
- We will work with Nexus and the region's transport operators to make sure public transport works better with active travel.
- We will work with Nexus and the region's transport operators to make it easier to carry bikes on public transport services.
- We will work with Nexus and the region's transport operators to improve real-time passenger information and to support active travel route finding.

### Supporting people to walk, wheel and cycle

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- We will promote and support initiatives to ensure that adults and children can be trained how to ride a cycle safely.
- We will work with schools and other education providers to encourage active travel patterns from early age (primary and secondary, and further education).
- We will encourage use of the streets for leisure and recreational activities.

### Improving access to equipment

- We will work in partnership with our local authorities to introduce and then expand an affordable cycle hire scheme in the North East, including the hire of e-cycles.
- We will support and promote cycling for the carriage of freight, to reduce unnecessary motorised freight and servicing traffic.

## Partnership working

### Communities

- We will work with and listen to people who live and work in our region who want to travel actively for more journeys to ensure that local requirements are a key consideration of any new schemes.
- We will also work with accessibility groups to ensure that people who have mobility barriers (visible and hidden), are considered when schemes are being developed.
- We will work with our local authority partners to bid for funding opportunities, enabling the delivery of their Local Cycle and Walking Investment Plans.
- We will facilitate and support the region's three Rights of Way Improvement Plans.

### Planning

- We will work with our local authority planning partners to consider active travel infrastructure within new developments, reduce car dependency, and improve the quality of existing environments for walking, cycling and wheeling.
- We will support pedestrianisation and walkability of town and city centres, to encourage more active travel and increase footfall for local amenities and businesses.
- We will support the region's local authorities to implement 20-minute neighbourhoods, 15-minute cities to enable more active travel to, from, and within areas where people live.

### Public health

- We will work with our partners in local authority public health and environmental health teams and at the Office for Health Improvement and Disparities to encourage and support schemes that enable more walking, cycling and wheeling to improve health and reduce inequalities across the North East.







### Business and employers

- We will work and support businesses and employers to enable their employees to commute and make more trips by active travel.
- We will work with employers and business parks to strengthen the promotion of active travel and public transport.

### Third sector stakeholders

- We will continue to work with partners including Cycling UK, Sustrans and Living Streets to ensure that there is alignment between the work and activities which they lead on and our delivery projects.

# Delivery Plan 2022-2028

Key			
	Active travel friendly places		World-class active travel network
	Greater integration		Supporting people to walk, wheel and cycle
	Improving access to equipment		Partnership working

Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
DU16	Improvements to the national Cycle Network Route 1 in County Durham	Durham County Council	NCN1 Improvements in Durham – a series of works to improve the quality of the route including upgrading to take into account biodiversity and appearance of a section of National Cycle Network Route 1 which runs between Seaham and Stockton. To include: <ul style="list-style-type: none"> <li>Seaham to A19 – improvements to this section to include resurfacing and widening.</li> <li>The Moonscape – implement a preferred route to include resurfacing and widening.</li> <li>Pesspool Woods – replace the current boardwalk with a suitable, safe and to standard alternative. Improving the lead into and exit from the woods.</li> <li>Making habitat improvements along the route where appropriate.</li> <li>Removing any barriers along the route which prevent access for all non-motorised users.</li> </ul>	Capital
J23	A689 Sedgefield to Wynyard active mode route improvements	Durham County Council	Upgraded/new off carriageway track connecting Sedgefield and Wynyard growth area.	Capital
DU24	Bishop Auckland to Barnard Castle active mode route improvements	Durham County Council	Upgraded/new off carriageway track connecting Bishop Auckland and Barnard Castle.	Capital
DU26	A177 cycling improvements, linking Coxhoe with Net Park	Durham County Council	A177 cycling improvements, linking Coxhoe with Net Park employment site and Sedgefield.	Capital
DU27	Belmont to Newton Hall active mode route improvements	Durham County Council	Cycling route improvements via Belmont Viaduct, linking North and east Durham employment sites.	Capital
DU36	Newton Aycliffe active mode improvements	Durham County Council	Delivering the priority phases of the Local Cycling and Walking Infrastructure Plan for Newton Aycliffe.	Capital
DU37	Three towns active mode improvements	Durham County Council	Targeted Improvements in Willington, Tow Law and Crook and the surrounding area.	Capital
DU38	Horden active mode improvements	Durham County Council	Targeted Improvements in Horden and the surrounding area.	Capital
DU44	Bishop Auckland walking and cycling improvements	Durham County Council	Targeted Improvements in Bishop Auckland and the surrounding area.	Capital
GA03	Small scale cycling improvements (Gateshead)	Gateshead Council	Package of small scale improvements and additions to the cycle network across Gateshead assisting to deliver the Council's Cycling Strategy.	Capital
GA23	Gateshead local cycling and walking investment proposals	Gateshead Council	Under developed cycle route network acting as a deterrent to increased cycle use.	Capital
GA29	Portobello to Washington footbridge access improvements	Gateshead Council	Improve approaches to the bridge on both sides of the A1 to make the route more open and inviting to users, whilst also providing a ramped access for cyclists and street lighting.	Capital

Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
GA32	High Spen to Greenside cycle route	Gateshead Council	Provision of 3m wide off road shared use path between High Spen and Greenside alongside Spen Lane to provide sustainable transport routes in the outer west.	Capital
GA33	Upgrading the National Cycle Network (NCN) routes in Gateshead	Gateshead Council	Upgrading of NCN cycle routes to meet current standards.	Capital
GA47	Derwent cycle route improvements	Gateshead Council	Various cycle improvements linked to housing development in west Gateshead.	Capital
NE06	Cycle City Ambition 3 programme to invest in corridor improvements	Newcastle City Council	Further programme of investment in strategic cycling infrastructure, including the urban core and routes into North Tyneside, Gateshead and Northumberland.	Capital
NE08	Newcastle Urban Core pedestrian and cycling improvements	Newcastle City Council	Investment in pedestrian and cycle upgrades identified in Core Strategy and linked to urban development – Northumberland Street; Camden Street Bridge; Forth Yards.	Capital
NE15	Low Traffic Neighbourhoods (Citywide)	Newcastle City Council	Delivery of Low Traffic Neighbourhoods/Healthy Metro & bus areas designed to provide filtered permeability.	Capital
NE18	Central Newcastle - walking, cycling and public transport improvements	Newcastle City Council	Investment in public transport, walking and cycling to enable traffic-free and zero carbon central Newcastle.	Capital
NE22	Delivery of local walking and cycling improvements across Newcastle	Newcastle City Council	Investment in top priority LCWIP routes and junctions.	Capital
NX17	Cycle parking and hubs	Nexus	Provide a network of secure cycle lockers that are smart enabled across Metro stations, bus interchanges and rail stations. Also develop a series of secure cycle hubs at public transport interchanges/Metro stations based on development at other areas including West Midlands and Transport for Greater Manchester.	Capital
NT01	Improvements to cycling and walking routes in North Tyneside	North Tyneside Council	Build new and improved infrastructure to cater for and facilitate increased demand for cycling and encourage modal shift, for travel to work and other journey purposes. This covers routes across the borough: for example purposes these may include e.g. the west-east A191/A186 corridor; north-south A188/A189 corridor; the A193 corridor linking the borough's historic town centres.	Capital
NT13	A191 all user improvements	North Tyneside Council	Improve capacity and cycling and walking provision in the A191 corridor west of the A19.	Capital
NT18	Improving Wallsend town centre public realm delivery and improve accessibility for all users	North Tyneside Council	Public realm, public transport corridor and cycling and walking improvements, e.g. enhanced links to Metro, employment, town centre destinations and Unesco world heritage site.	Capital
NT19	Improving Whitley Bay town centre public realm delivery and improve accessibility for all users	North Tyneside Council	Upgrade of traffic signals equipment throughout town centre; improvements to public transport movements, management of traffic flows, improve cycling and pedestrian facilities and public realm. Improve scope for seasonal road space reallocation schemes. Improve connectivity by sustainable modes to the wider network, including links to the Sea Front Sustainable Route (considered for ATF3). Links to A191 corridor.	Capital

Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
NT20	Local cycle and walking improvements across North Tyneside	North Tyneside Council	Improvements within town and district centres with reference to the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) to deliver a package of improvements for walking and 'last mile' cycling in town centres.	Capital
NT27	Killingworth Moor underpass	North Tyneside Council	Provision of route crossing the A19 to better link strategic housing development into the local transport network.	Capital
NT30	Sustainable access improvements - North West of North Tyneside	North Tyneside Council	Improvements to public realm and infrastructure for cycling, walking and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside, which currently experiences more limited accessibility.	Capital
NO12a	Walking and cycling upgrades in Alnwick	Northumberland County Council	Improvements to existing and new pedestrian and cycle connections within Alnwick.	Capital
NO12b	Walking and cycling upgrades in Amble	Northumberland County Council	North / South and East / West corridor upgrades for pedestrians and cyclists.	Capital
NO12c	Walking and cycling upgrades in Ashington	Northumberland County Council	Town Centre and suburban improvements to existing active travel routes.	Capital
NO12d	Walking and cycling upgrades in Bedlington	Northumberland County Council	Identified improvements to existing active travel routes including connecting to Bedlington Station.	Capital
NO12e	Walking and cycling upgrades in Berwick Upon Tweed	Northumberland County Council	Targeted improvements from the station to Town Centre and from Tweedmouth to the Town Centre.	Capital
NO12f	Walking and cycling upgrades in Blyth	Northumberland County Council	Continuation of existing investment including improved North / South links and to the Northumberland line stations.	Capital
NO12g	Walking and cycling upgrades in Cramlington	Northumberland County Council	Improvements for all users around the train station, town centre and industrial areas of the town.	Capital
NO12h	Improved links in Haltwhistle	Northumberland County Council	North, South and East-West routes including improved links to schools and the leisure centre.	
NO12i	Better walking and cycling links in Hexham	Northumberland County Council	Focused investment within the town centre including the rail and bus station and on longer distance links including to Acomb and along the A695.	Capital
NO12j	Walking and cycling upgrades in Morpeth	Northumberland County Council	Investment on radial corridors into Morpeth town centre for all users.	Capital
NO12k	Walking and cycling upgrades in Ponteland	Northumberland County Council	Suburban and rural route improvements connecting Ponteland to neighbouring villages and suburbs with upgraded infrastructure.	Capital
NO12l	Focused upgrades on walking and cycling routes in Prudhoe	Northumberland County Council	Improvements on routes south of the Town Centre and East / West along the A695 alignment.	Capital
ST12	Improved cycling links to Tyne Pedestrian Tunnel	South Tyneside Council	Improved connections on both the South and North side of the Tyne Pedestrian Tunnel.	Capital
TBA	Social prescribing	Northumberland County Council	Working in partnership with North East GPs, nurses and other healthcare providers to create a behaviour change programme in which patients may be referred to improve their health and wellbeing through a range of activities.	Revenue

Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
ST07	Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside	South Tyneside Council	<ul style="list-style-type: none"> <li>Strategic Transport and Cycle Corridor Upgrades as part of a LCWIP upgrade.</li> <li>Upgrades to Traffic Signals / ITS.</li> <li>Upgrades to junctions to improve flow and conditions for pedestrians.</li> <li>A184 Strategic Cycling Improvements Cycling Improvements on the A184 from Testo's to White Mare Pool.</li> <li>NCN 14 Cycling Improvements Cycling Improvements to NCN14 within South Tyneside.</li> <li>A185 Cycling Improvements Cycling Improvements along the A185 corridor.</li> <li>NCN 1 Route Upgrade Realignment of NCN 1 within South Tyneside along the A183 corridor.</li> <li>A194 Cycling Corridor Cycling improvements along Western approach connecting the Arches/A194 schemes to South Shields.</li> <li>A1300 Cycling Corridor Cycling Improvements along the A1300 Corridor (John Reid Road to the Coast).</li> <li>A184 Cycling Improvements Cycling Improvements along the A184 from East Boldon to the A1018 junction.</li> <li>South Shields Cycling Improvements South Shields Town Centre Cycling Improvements.</li> </ul>	Capital
SU14	Vaux-Stadium Village footbridge	Sunderland City Council	New high level pedestrian footbridge linking the Vaux development site and the City Centre with Stadium Village. Estimates for a bridge at this location will vary widely depending on the required width and quality.	Capital
29	Improving strategic links between University of Sunderland and Sunderland city centre	Sunderland City Council	Environmental / public realm improvements providing strategic links between Sunderland University and City Centre.	Capital
40	Upgrades to Active travel routes to NE rail stations	Transport North East	Improve walking /cycling routes to rail stations.	Capital
TNE19	Delivering the residual Transforming Cities Fund ask	Transport North East	The region made a compelling case for investment in public and sustainable transport demonstrated through our Transforming Cities Fund submission with a very positive BCR from the Business case. We gratefully received a settlement of £198 million. Residual overprogramming of approx £10 million is delivered, therefore TCF Tranche 2 programme is delivered in full.	Capital
TNE27b	Access to active travel equipment scheme	Transport North East	Identifying and supporting the development of access to equipment schemes such as cycle grants or loans / cycle to work or education schemes for those not in full time employment. This includes exploring a Cycle to Work Alliance	Revenue / capital
TBA	Creation of a regional ambassador role	Transport North East	The appointment of an Active Travel Ambassador for the region, who will champion and promote cycling and walking and lobby for funding for the region.	Revenue
TNE27c	Active travel ambassadorial programme	Transport North East	Walking and cycling ambassadorial programme implemented and a region wide behavioural change initiative delivered to cement best practice. Through Behaviour Change programmes encourage an active last mile to improve awareness of health benefits. Investing in Wow Walk to School, Modeshift STARS for schools and STARS for workplaces, schools, colleges, communities and neighbourhoods, leisure and tourism.	Revenue
TNE27d	Sponsoring cycle training in schools	Transport North East	Sponsoring Cycle training programmes in schools and available in the community with group rides.	Revenue
TNE27e	Improved mapping and promotion of the Active Travel network	Transport North East	Sponsoring the development of outward facing promotional material, including an interactive map perhaps integrated with an app development and highlighting a network of servicing locations for equipment.	Revenue

Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
TNE27f	Active Travel Evaluation	Transport North East	A common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach.	Revenue
TNE31	Social prescribing	Transport North East	Working in partnership with North East GPs, nurses and other healthcare providers to create a behaviour change programme in which patients may be referred to improve their health and wellbeing through a range of activities.	Revenue
TNE30	Accessibility Audits Fund	Transport North East	Accessibility Audits Fund – through the Behaviour Change initiative established an active travel forum with capabilities to undertake accessibility audits working with stakeholders to address any issues on the network.	Capital
TBA	North East active travel partnership board	Transport North East	The creation of this Board will provide a strategic steer on the direction of Active Travel in the region.	Revenue
TBA	Regional bike hire scheme	Transport North East	Integrated as part of the region's sustainable transport network, affordable to help people cycle who aren't able to own/afford a bike. Hubs will be located at strategic points around the region (transport interchanges, employment sites, town and city centres, residential areas).	Capital/ Revenue
TBA	Cycle to work scheme	Transport North East	Support Cycle to Work initiatives across the region.	Capital/ Revenue



# Delivery Plan: 2029 – 2035

Key			
	Active travel friendly places		World-class active travel network
	Greater integration		Supporting people to walk, wheel and cycle
	Improving access to equipment		Partnership working






Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
DU03	Walking and cycling improvements in Durham City Centre	Durham County Council	Package of proposals that seeks to enhance walking, cycling, public transport and driver information on Durham City.	Capital
DU42	LCWIPs (Chester-Le-Street, Barnard Castle, Consett, Peterlee, Seaham, Spennymoor and Shildon)	Durham County Council	Because of the rural nature of the county, upgrading or providing new active mode links to the network enables more people to walk and cycle more often everyday giving better transport options to residents enabling them to travel actively and sustainably for both work and leisure purposes.	Capital
GA04	Gateshead central integrated transport improvements	Gateshead Council	Reconfiguration of road network in and around Gateshead town centre to reduce severance and dominance of road traffic. Includes: <ul style="list-style-type: none"> <li>• Reconfiguration of Bensham Road roundabout.</li> <li>• Removal of flyover and construction of tree lined boulevard.</li> <li>• Upgrading of pedestrian, cycle and public transport environment on key link to Tyne Bridge.</li> <li>• Urban Core pedestrian improvements.</li> <li>• Exemplar neighbourhood footbridge, link between town centre and freight depot site.</li> </ul>	Capital
GA05	Blaydon station to town active travel link	Gateshead Council	Potential improvements at Blaydon rail station. The pedestrian bridge is being replaced connecting the town with the railway station and phase 2 will be onwards over the river.	Capital
GA10	West Tyneside cycle route (bridge over East Coast Mainline)	Gateshead Council	New bridge over East Coast Main Line between Chowdene and Team Valley.	Capital
GA30	Bill Quay pedestrian link to a future Metro Station	Gateshead Council	Pedestrian link from Gullane Close in Bill Quay to proposed Metro Station at Westburn.	Capital
GA46	New Derwent walking and cycle crossing at Metrogreen	Gateshead Council	New crossing of River Derwent at Metro Green.	Capital
W19	New bridges to remove severance e.g. Blaydon / Newburn, A194M/Follingsby, A1 Coalhouse	Gateshead Council	New bridges over key motorway / A road infrastructure.	Capital
GA53	Coatsworth road improvements	Gateshead Council	Need to improve environment of Coatsworth Road to make it a more attractive centre, particularly for pedestrians and active modes.	Capital
NO16	Recreational cycle network development	Northumberland County Council	Capital investment targeted at improving the walking and cycling networks in Northumberland to support greater opportunities for recreational cycling and accessing the visitor attractions across the county by active modes. We will support families and individuals who want to start to cycle by providing traffic free short circular routes and links to where people want to go including visitor attractions, county parks and other recreational areas. We will support visitors and residents who want to explore our longer distance recreational cycling routes by ensuring where possible they can access them by public transport, the network is safe and trouble-spots or gaps in the network are addressed and we will support those looking for a specialist cycle offer through developing our specialist trails and network of off-road trails.	Capital

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Scheme number	Scheme name	Promoter	Scheme description	Capital / Revenue
NO17	Tyne Valley Active Travel corridor	Northumberland County Council	Proposed Superhighway between Newcastle and Carlisle, likely to be delivered in phases.	Capital
SU10	Improving strategic cycle networks in Sunderland	Sunderland City Council	<p>Sunderland has a strong transport policy (LTP, DfT) imperative and political support for the continued development of a strategic cycle network across the city. The five Regeneration Area Committees/Place Boards have formally supported and endorsed the initiative. The project will be embedded in and strongly support the integrated development of transport for Sunderland, and will be linked to a regional cycle network in accordance with LTP3 policy. Strategic Transport Corridors with frustrated expressed and latent demand and opportunity for modal shift and equitable active access from residential to work service and education trip generators.</p> <ul style="list-style-type: none"> <li>• A19 Corridor</li> <li>• A1018 Corridor</li> <li>• Coalfields</li> <li>• West/East City Centre</li> <li>• North</li> <li>• Washington</li> </ul>	Capital
J16	Stadium Village – St Peter's Subway	Sunderland City Council	5.5m wide subway below Wearmouth Bridge North Approach linking St Peter's area and Bonnersfield development site with St Peter's Metro Station and Stadium Village.	Capital
EA	North East active travel network (2035)	Transport North East	A cross boundary regional network with consistent signage and strong identifiable branding. This will reflect potential differing requirements of rural and urban communities. The network will be grade-separated where possible.	Revenue

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# 8. Conclusion

2022 – Barriers to active travel that need to be overcome	Our investments proposed are:	2035
<ul style="list-style-type: none"> <li>• Safety and security (including perceptions).</li> <li>• Accessibility and maintenance.</li> <li>• Affordability.</li> <li>• Coordination and integration.</li> <li>• Journey times and perceptions of convenience.</li> </ul>	<ul style="list-style-type: none"> <li>• New and upgraded forms of active travel infrastructure.</li> <li>• Access to equipment (cycle and e-cycle hire).</li> <li>• Maintenance of the active travel network.</li> <li>• Targeted behaviour change initiatives (building on the Making the Right Travel Choice Strategy).</li> </ul>	<p>45% increase achieved. Active travel is now the natural first choice for short everyday travel and combines with public transport for longer journeys.</p> <p><b>Our vision</b></p> <p><b>“Moving to a green, healthy, dynamic and thriving North East”. ✓</b></p>
North East health challenges	Desired outcomes	Our objectives
<ul style="list-style-type: none"> <li>• <b>1 in 4 adults</b> are physically inactive – the highest proportion in England, costing the region’s NHS upwards of £19 million per year.</li> <li>• <b>Life expectancy at birth is the lowest of all regions</b> in England for both males (77) and females (81).</li> <li>• <b>70%</b> of adults “18+” are classified as overweight or obese – highest proportion in England.</li> <li>• <b>44%</b> of children are overweight or obese at year 6.</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrianisation and walkability of town and city centre improvements to encourage more active travel and increase footfall for local amenities and businesses.</li> <li>• The need to create a regional cycle network with consistent signage and strong recognisable branding.</li> <li>• Introduce a regional cycle hire scheme, integrated with the region’s wider transport network, including e-bike hire.</li> <li>• Social Prescribing – working in partnership with the region’s NHS.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Carbon-neutral transport;</b> </li> <li>• <b>Overcome inequality and grow our economy;</b> </li> <li>• <b>Healthier North East;</b> </li> <li>• <b>Appealing sustainable transport choices;</b> </li> <li>• <b>Safe, secure network.</b> </li> </ul>

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## North East Joint Transport Committee, Tyne and Wear Sub-Committee – 15 November 2022

### Decisions – Notification

**Please Note:** In accordance with the Constitution of the Combined Authority, key decisions will not be implemented pending any call-in.

**Date of Publication: 15 November 2022**

A request for a call-in must be received by the Monitoring Officer (Transport) by 5pm on 22 November 2022

Item	Decision / Information	Contact Officer
1. Apologies for Absence	Apologies were received from Councillor G Miller and Councillor J Byrne	
2. Declarations of Interest	No declarations of interest were received.	
3. Minutes of the meeting held on 13 January 2022	The minutes were agreed as a correct record.	Emma Reynard <a href="mailto:emmareynard@gateshead.gov.uk">emmareynard@gateshead.gov.uk</a>
4. Proposed £2 Fare Offer for Metro	<b>RESOLVED:</b> The Tyne and Wear Sub-Committee:  a. Approved that adult travel using a Pop Pay As You Go smartcard capped at a maximum of £2 for a single journey, with corresponding prices for a day's travel capped at a maximum of £4	John Fenwick <a href="mailto:John.fenwick@nexus.or.uk">John.fenwick@nexus.or.uk</a>

Item	Decision / Information	Contact Officer
	<ul style="list-style-type: none"> <li>b. Approve that for travel by customers aged 19 to 21 using a Pop 19-21 smartcard capped at a maximum for £2 for a single journey ensuring parity with adult prices</li> <li>c. Approved that fares on minimum cost bus services operating under contract to Nexus capped at a maximum £2</li> </ul>	
<p>5. Tyne Tunnels Revision of Tolls and Budget 2022/23</p>	<p><b>RESOLVED:</b> The Tyne and Wear Sub-Committee:</p> <ul style="list-style-type: none"> <li>a) Approved the increase in tolls for Class 2 vehicles from £1.90 to £2.20 in line with the RPI calculation but that they be frozen until 1 May 2023, in a measure to assist tunnel users with fuel crisis and cost-of-living crisis</li> <li>b) Agreed to utilise c£1.545million of the Tyne Tunnel Reserve to offset the delay in increasing the tolls for Class 2 vehicles from 1 January to 1 May 2023.</li> <li>c) Approved the increase in tolls for Class 3 vehicles from £3.90 to £4.40 to take effect from 1 May 2023</li> </ul>	<p>Eleanor Goodman  <a href="mailto:Eleanor.goodman@northeastca.gov.uk">Eleanor.goodman@northeastca.gov.uk</a></p> <p>Fiona Bootle  <a href="mailto:fiona.bootle@transportnortheast.gov.uk">fiona.bootle@transportnortheast.gov.uk</a></p>

Item	Decision / Information	Contact Officer
	<p>d) Approve the continuation of the 10% discount for pre-paid account holders.</p> <p>e) Authorised the Monitoring Officer to publish the relevant notices and submit the necessary documentation to the Secretary of State, as prescribed in the River Tyne (Tunnels) Order 2005;</p>	
6. Nexus Corporate Risk Register 2022/23	<b>RESOLVED:</b> The Tyne and Wear Sub-Committee noted the update on Nexus' Corporate Risk Register 2022/23.	Martin Kearney <a href="mailto:Martin.kearney@nexus.org.uk">Martin.kearney@nexus.org.uk</a>
7. Nexus Corporate Performance Update 2022/23	<b>RESOLVED:</b> The Tyne and Wear Sub-Committee noted Nexus' performance against the key priorities in its Corporate Plan for 2022/23, including Metro performance.	Martin Kearney <a href="mailto:Martin.kearney@nexus.org.uk">Martin.kearney@nexus.org.uk</a>
8. Tyne Tunnels Update	<b>RESOLVED:</b> The Tyne and Wear Sub-Committee noted the contents of the report.	Fiona Bootle <a href="mailto:Fiona.Bootle@transportnortheast.gov.uk">Fiona.Bootle@transportnortheast.gov.uk</a>
9. Date of Next Meeting	The next meeting will be held on 12 January 2023 at 2pm, venue to be confirmed.	Sonia Stewart <a href="mailto:soniastewart@gateshead.gov.uk">soniastewart@gateshead.gov.uk</a>

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