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## Executive summary

**The North East Local Transport Plan (LTP) sets out the vision for where we want our transport network to be by 2040. This involves creating a green, integrated transport network that works for all, and acts as the yardstick on which all other networks are judged. This Delivery Plan outlines the steps we plan to take to bring the vision of the LTP to life.**

The Delivery Plan builds on strong foundations with substantial local investment delivered to date, the North East has a track record of delivering infrastructure to the highest standards including Metro Flow, the Northumberland Line, an ambitious programme of cycling and walking investment, and a raft of ticketing measures that have delivered widespread benefits to our region.

However, more must be done to realise the vision of the LTP. The interventions outlined in the Delivery Plan will help contribute to this and the North East Combined Authority's (North East MSA) Corporate Plan Missions as identified in Section 1.

A full pipeline encompassing **323** separate interventions, outlining what we will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all, is included in Annex E.

However, key priorities that deliver on the commitments of the LTP, the Mayoral Manifesto and Devolution Deal and which will be delivered in timescales aligned to our capital funding settlements are highlighted below:



## Delivery by 2027

Subject to funding and powers

Between 2025 and 2027 we will deliver:

- **Expanding and improving our network** - Infrastructure improvements including a new North Shields Ferry landing and a package of maintenance and renewals of the network.
- **Making transport safe for women and girls** - Safety and Security improvements on public transport including an initial package of preventative security, more metro gatelines, safer stops and shelters and an accessibility review.
- **Starting the delivery of the largest electric vehicle charging network in the country** - Expansion of the electric vehicle charging network with home based and key destination and station charging.
- **A joined-up walking and cycling network** - including developing a new bike and e-bike hire network, active travel hubs, bike parking at key stations and interchanges, and the first phase of active travel network improvements.
- **Improving stations and connecting rail to public transport** - Stations will be upgraded and integrated with the wider public transport and active travel network. The Pop card will be brought to local rail services, and we will investigate bringing stations into public ownership.
- **Setting the standards for green buses** - with new zero emission buses rolled out.

- **Working towards a fully integrated public transport network** - including enhanced and supported fares, ticketing and information including account based and contactless ticketing.

Over this time period we will be actively developing:

- Business cases for taking the Metro to Washington and the Leamside Line
- Bus Reform
- Propositions for 2027 and beyond

## Delivery by 2032

Subject to funding and powers

Between 2027 and 2032 we will deliver:

- **Bus Reform**
- **Taking the Metro to Washington**
- **Free travel for all under-18s**
- **Expanding and improving our network** - the network will continue to be maintained including critical structures and renewals and re-signalling of the Metro.
- **A joined-up walking and cycling network** - the next phase of active travel investment filling gaps in the network to create a cohesive joined up network and the delivery of a new bike and ebike hire network.

- **Improved rail and road arteries that we need to power our economy** - including continuing investment in network improvements to facilitate housing growth through local network schemes and working with National Highways to deliver upgrades to the A66 and junction upgrades on the A19 at Moor Farm/ Seaton Burn.
- **The delivery of a fully integrated public transport network** - a comprehensive customer experience approach to make it easy and safe to plan and make journeys, continuing to focus on safety for women and girls on public transport and a programme of public transport station improvements.
- **Setting the standards for green transport** - by decarbonising our public transport network.

Over this time period we will be actively developing:

- River crossing proposals
- Further Metro and rail extensions
- Propositions for 2032 and beyond

## Delivery by 2040

Subject to funding and powers

Between 2032 and 2040 we will deliver:

- **Improved rail and road arteries we need to power our economy** - including rail, Metro and road enhancements, upgrades to the East Coast Main Line, working with Government to deliver Northern Powerhouse Rail in full, structural renewals and new river crossings.
- **The best connected and greenest network** - a decarbonised public transport network with network enhancements and new routes delivering patronage enhancements.
- **The delivery of a fully integrated public transport network** - transport and digital tools rolled out to improve service quality and new and improved rail and Metro stations.

Over this time period we will be actively developing:

- Propositions for 2040 and beyond including embracing new technology innovations and the way people utilise the transport network.

The sum total of the pipeline of interventions included within the Delivery Plan indicatively stands at **£8.3 billion**, in order to deliver on the scale of this ambition, the Delivery Plan is supported by a funding programme that includes substantial capital funding secured through our Devolution Deal and the opportunity to lever further investment from both the Government and crucially, the private sector. This is outlined in section 6.

We will also need to work closely with executive agencies and non-departmental Government bodies such as Network Rail (NR), National Highways (NH), and Active Travel England (ATE) to influence funding decisions within our region. We will be actively engaged in discussions to secure further integrated and devolved funding and we look forward to working in partnership with the Government on this.

Capital investment will allow us to deliver significant improvements to the network through physical interventions, but this alone will not be sufficient to deliver the scale of change that is needed. As a result, we will also be leveraging the strategic powers afforded to the region through Devolution. Making the case for bringing buses back into public control is perhaps the standout example of this, but we will also look to reform our railways and work in deeper partnership with Government to expand the range of powers available to the region to deliver growth and prosperity.

The North East has come a long way since we published our first LTP in 2021. Through Devolution we now have a viable funding programme and the right delivery mechanisms for bringing forward the pipeline of interventions included within the Delivery Plan, realising the ambition of delivering a green, integrated transport network that works for all.

Interventions will be delivered across the duration of the plan period to 2040, however, we have aligned interventions to delivery periods which reflect our capital funding settlement delivery periods:

**2025-2027**

**2028-2032**

**2033-2040**



## Section 1: About the Delivery Plan

The Delivery Plan sets out what we as a region and our partners will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all. It has been developed in collaboration with our seven constituent local authorities to ensure that transport investments are joined up and support wider development and growth ambitions, providing a coordinated approach towards transport investment.



The Delivery Plan reflects on the challenges and opportunities within the region highlighting the investments, powers, and further reforms that are needed to deliver our priorities in the short, medium, and long-term. It covers the breadth of activity that the North East MSA and our partners can take, and therefore does not narrowly focus on capital interventions, but considers new methods of delivery, powers, and policies, including an exploration of the powers made available to the Mayor and North East MSA through our Devolution Deal.

The Delivery Plan will be maintained as a live document, which will evolve over time as delivery is progressed, schemes develop, and new funding priorities are identified and explored. We are committed to reviewing and reporting on progress, as such we will publish regular reports tracking the progress of the development and delivery of interventions contained within the Delivery Plan.

A full pipeline of the interventions identified in the Delivery Plan is provided at Annex E. The Delivery Plan has been prepared alongside the North East Local Transport Plan. To read the North East Local Transport Plan please visit: [Transport \(northeast-ca.gov.uk\)](http://transport.northeast-ca.gov.uk). A glossary of key terms is provided in Annex A. A full list of references is available in the region's evidence log.

## Section 2: Introduction

The North East Local Transport Plan (LTP) is the statutory transport plan for the seven local authorities in North East England: County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, and Sunderland brought together under the North East Mayoral Strategic Authority (North East MSA).

The LTP details the region's transport priorities up to the year 2040, outlining the ambition to deliver a green, integrated transport network that works for all. The Delivery Plan supports the LTP by identifying the specific interventions that could be delivered to achieve the strategic vision set out within the LTP.

The Delivery Plan also supports the plans of the seven local authorities in the North East from a place-making perspective by ensuring that a well-integrated and reliable transport network links pleasant places to live with a wide range of employment opportunities.

An increase in greener journeys, delivered and supported through the interventions included within the Delivery Plan, will help our region meet its challenges head on, providing sustainable, integrated links between communities, services, and opportunities, paving the way for growth and further inward investment. In this way the interventions included within the Delivery Plan are guided by and will contribute towards the North East CA's role in improving our health, environment, skills, and economy.



**This section sets out the policy drivers that have shaped the interventions contained within the Delivery Plan, in addition to highlighting the challenges and opportunities that the LTP and the interventions included within the Delivery Plan pipeline seek to meet.**

## Policy drivers

The Devolution Deal has provided access to a new multi-year financial settlement for transport which is devolved to our region. We have therefore structured the interventions in the Delivery Plan into time periods that are aligned with our capital funding settlements with interventions for delivery by 2027, between 2027 and 2032, and from 2032 through to 2040.

Delivery of the interventions contained within the Delivery Plan will be enabled by the suite of funding, powers, and partnerships available to the region following the signing of the Devolution Deal, including:

- Devolved funding
- Bus franchising powers
- The establishment of a highways Key Route Network (KRN)
- Partnerships with National Highways (NH), Great British Railways (GBR), and Active Travel England (ATE)

Over the coming years, our region intends to build on this foundation by securing further funding and powers to develop a fully integrated transport network. Using the LTP as a guide, the North East will seek:

- Accelerated delivery of existing projects
- Further strategic powers (railways and highways)
- Surety of funding (revenue and maintenance grants)
- Funding and delivery of major projects (such as Metro re-signalling, the Leamside Line and taking the Metro to Washington)

The creation of a fully integrated transport network bringing roads, Metro, rail, bus, the Shields Ferry, and active travel (walking, wheeling, and cycling) under a cohesive identity, is the focal policy objective of the LTP.

Delivery of an enhanced integrated network also includes consideration of access, availability, quality, safety especially for women and girls, and the affordability of transport. These are factors that the LTP establishes as critical to successfully supporting and enabling people to make more sustainable journeys. Helping people to make greener journeys will be one of the most significant ways of ensuring transport can support the North East CA's vision and commitments.



## North East MSA vision and commitments

Transport has a significant role to play in helping the North East realise its potential, the LTP has been developed taking into account the role that transport plays in the delivery of the North East CA's vision and the cross-cutting approach that is required to do so. The North East MSA vision and commitments are outlined below:

- Home of real opportunity – Our region is a great place to live and work, but too many people face challenges to success. We will implement policies which help to overcome those challenges- from skills training to child support.
- A North East we are proud to call home – Where we live matters. The people of the North East are rightly proud of their local identity and want services and policies that support them to live here. Home to a growing and vibrant economy for all – We will ensure people have the skills to access work and provide the right conditions for economic growth. We will ensure support and investment in a wide range of economic drivers: from advanced manufacturing to the cultural sector, from skills training to good transport.



- Home of the green energy revolution – We will grasp the opportunity that net zero presents to the North East. Not only will we transition to a green economy, creating thousands of jobs and reducing carbon emissions, we'll build the new technologies and solutions needed for the UK to decarbonise too.
- A welcoming home to a global trade – The North East is an exporting powerhouse and the Mayoral Strategic Authority will build on that global reputation to maximise international opportunity. We will secure more global inward investment and increase our export output, including a focus on our cultural exports.

### Strategic themes for transport

The interventions included within the Delivery Plan will act as an enabler to meeting the North East CA’s five missions. However, the LTP has identified three cross-cutting strategic themes for transport which underpin the delivery of the North East CA’s missions:

<b>A more inclusive economy</b>	The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
<b>A better environment</b>	The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
<b>A healthier North East</b>	The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

Table 1: Strategic themes for transport

The Delivery Plan supports the LTP by testing the commitments and the interventions contained within the LTP and Delivery Plan against the strategic themes for transport, to ensure we are pursuing the right interventions, and that transport investment contributes towards the North East CA’s role in improving our economy, skills, health, and environment.

### Areas of focus

The LTP acknowledges there are several challenges which face the North East, including:

- Car and van journeys made up 58% of all journeys made in 2022 and car ownership in the North East is increasing.
- Public transport use is falling over the long-term. Since 2014, bus and Metro passenger journeys per head and vehicle miles have both decreased.
- 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).
- A range of transport issues has led to a contrast between rural isolation in our more remote areas and poor air quality and congestion in parts of our cities.
- Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity, and increases inactivity and vehicle emissions.

- Transport contributes a significant proportion of carbon emissions. Approximately 97% of transport generated greenhouse gas emissions in our region are from roads, with A-roads being the greatest contributor.
- Only 36% of journeys to school are made by active travel, the second lowest region in England.

The LTP explains that the means of overcoming these challenges is through the provision of an integrated network that enables seamless transition between different forms of transport as part of the same journey, improving connectivity within the region, with other parts of the UK, and internationally. Helping to deliver a better performing, successful, and prosperous regional economy and closing the gap with other parts of England.

Whilst we have the initial makings of an integrated network in the North East, having implemented various measures including integrated ticketing and infrastructure improvements, there are still several challenges that people face when travelling around the region. These challenges have been broken down into five key areas of focus within the LTP.

### 1. Planning journeys, informing users, and supporting customers

- There is no single place that provides all transport information and customers have to use different websites or apps to find information.
- Wayfinding information on how customers can make joined up journeys and/or switch transport type can be poor.

### 2. Ticketing and fares

- There are several types of tickets available for different transport options and different operators. Limited amounts of tickets are available that allow travel across multiple types of transport or different operators.
- Smart ticketing is not used all of the time.
- There are not many price caps in place that limit the amount customers spend on their daily travel.

### 3. Reach and resilience of infrastructure

- There are still significant gaps in our transport network.
- Some types of sustainable transport don’t reach all places, particularly our remote rural areas.
- There are several areas where resilience issues have a knock-on impact on passengers including disruption, delays, and congestion. Resilience refers to the ability of our transport infrastructure to withstand and effectively deal with problems such as congestion, faults, and severe weather events.

### 4. Safety, especially of women and girls, and other improvements in service quality

- Perceptions of public transport service quality tend to be quite low, particularly regarding their punctuality and reliability.
- Actual and perceived safety concerns that need to be addressed to increase confidence and ensure that everyone is safe whilst travelling on the network.
- Transport options do not always match up to people’s lifestyles, for example the need to travel in the early morning, late evening, and on weekends.

### 5. Connections between different transport types

- In some areas there is a lack of supporting infrastructure, such as bike storage, to help people make journeys using multiple types of transport. From a freight perspective, there is a lack of facilities that allow freight to be shifted from one type of transport to another.
- Timetables and service patterns often do not match up which can make it difficult to use multiple types of transport for a journey.

Figure 1: Local Transport Plan Key Commitments



The LTP strives to deliver against these five key areas of focus, as such the interventions included within the Delivery Plan pipeline have been shaped to meet the challenges outlined in the five areas of focus, forming a package of investment that will help realise a truly integrated network.

To ensure that there is strategic alignment between the LTP, the Delivery Plan, the five areas of focus and the North East MSA missions, a policy mapping exercise has been undertaken, and is provided at Annex B. This mapping exercise demonstrates a positive policy alignment between the LTP and the North East MSA missions. This exercise will be revisited in subsequent sections to further demonstrate that the interventions included within the Delivery Plan maintain policy alignment and deliver against the five areas of focus and the North East MSA policy commitments

### Summary

Overall, this section has set out the guiding policy drivers that have helped to shape the interventions included within the Delivery Plan. This includes, the North East MSA missions, the strategic themes for transport, and the five key areas of focus.



The challenges facing the region which the LTP identifies have been highlighted, and have also informed the interventions included within the Delivery Plan. Subsequent sections of the Delivery Plan will establish an assessment framework to ensure that the strategic benefits of interventions contained within the Delivery Plan are consistent and appropriate, help the region meet its challenges, and contribute towards enabling the delivery of an integrated transport network.

## Section 3: Translating policy and practice into action

### Scope

The Delivery Plan covers the breadth of activity that the North East MSA and our partners can take, and therefore does not narrowly focus on capital interventions, but considers new methods of delivery, powers, and policies. The Delivery Plan includes interventions that can be delivered by our constituent local authorities, Nexus, and national infrastructure providers such as Network Rail and National Highways, in the period through to 2040.

The Delivery Plan pipeline contains interventions that cover:

- **New physical interventions (infrastructure delivery)**
- **Safety and Service improvements (enhanced safety, reliability, frequencies and integrating with maintenance)**
- **Regulation (land use, vehicle type, financial, planning policy)**
- **Promotion and sharing information (marketing, data sharing, workplace engagement)**
- **Innovation development (planning for the future, trialling ideas, working with new organisations across the North East).**



However, operational detail and decisions relating to public transport timetables, routes or specific services is excluded from the scope of the Delivery Plan. Further detail, relating to the scope of the LTP is provided at [Transport \(northeast-ca.gov.uk\)](https://www.northeast-ca.gov.uk)

### Overview and methodology

The Delivery Plan is supported by a pipeline of interventions which collectively realise the ambition set out in the LTP, this pipeline is provided at Annex E. Each intervention included within the pipeline is developed to a consistent minimum level of detail through completed proformas, hereafter referred to as forms. The forms cover the seven core sections listed below:

- **Section 1: Scheme details**
- **Section 2: Scheme rationale and options**
- **Section 3: Scheme and Local Transport Plan strategic themes**
- **Section 4: Risks and development**
- **Section 5: Funding and costs**
- **Section 6: Powers, consents, and stakeholder views**
- **Section 7: Milestones and monitoring.**

Forms are held centrally and are updated on a regular basis, taking account the progression of scheme development and to ensure the pipeline of interventions remains alive to opportunities including funding bids and programme assembly activities.

Forms were updated by scheme promoters in the preparation of the Delivery Plan in Spring 2024 and updated post consultation in early 2025. It is anticipated that the pipeline of interventions contained within the Delivery Plan will develop over time with iteration, as will the forms that underpin the pipeline.

The strategic themes for transport (a healthier North East, a more inclusive economy, and a better environment) are set out in Section 3 of the form and use a mixed qualitative and quantitative approach to demonstrate how schemes address the ambition of the LTP and support the North East MSA missions, as well as wider local authority objectives.

Section 5 of the form which covers funding and costs provides a cost base from Quarter 1 2024 and is reflective of the latest position of interventions, for example, including appropriate levels of risk and contingency.

The milestones and monitoring included in Section 7 of the form enables the intervention to be updated to ensure we reflect realistic delivery proposals.

The North East MSA Single Assurance Framework available at [Governance \(northeast-ca.gov.uk\)](https://www.northeast-ca.gov.uk) governs the development, approval, and delivery of the pipeline of interventions.

### Future proofing

Whilst the pipeline of interventions included within the Delivery Plan is intended to be delivered by 2040, the effects and benefits of interventions will endure into the future. Interventions within the pipeline have been conceived based on the current understanding of transport demands and challenges, including how these factors may develop over future years as the economy of the region grows and new developments are delivered.

With the absence of an analytical framework including a regional transport model, the Delivery Plan has utilised the travel scenarios set out in the Transport for the North (TfN) Strategic Transport Plan 2024, to test proposed interventions for inclusion within the Delivery Plan and the strategic objectives of the LTP including the five key areas of focus.

TfN’s scenarios align to the [Office for Science Futures Toolkit](#) and are provided in the [TFN Future Scenarios Report](#). As emerging future scenarios work develops, the Delivery Plan will be updated to ensure local alignment. The scenarios are set out below:



### Just about managing

This scenario sees a state of inertia, although this should not be taken as neutral. It sees a future where people do not alter their behaviours much from today, or give up certain luxuries, although there is a gradual continued trend towards virtual interaction. Economic growth continues at a moderate rate, but it is largely consumption-led and unequal, lacking agility and vulnerable to shocks. This scenario is led by markets, without much increase in political direction, with its biggest driver being economic.

### Prioritised places

This scenario sees a significant shift in political and economic direction to ensure that no place is left behind. Every area, including cities, towns, rural, and coastal areas, has a bespoke local economic strategy, supported by investment in local assets, specialisms, and economic and social infrastructure. Community, localism and place-making across the North is applied to build a sense of local identity to improve local economies. There is a focus on work-life balance and social equity within and between places. This scenario is led by a change in priorities, with its biggest driver being the push for a fairer redistribution of economic prosperity.

### Digitally distributed

This scenario sees a future where digital and technological advances accelerate, transforming how we work, travel, and live. In general, we embrace these technological changes and the move towards a distributed, service-based transport system. Long-term climate change targets are met, but there is slow progress in the short-term due to a general preference for individualised mobility over traditional public transport. This scenario is led by technology, with the biggest drivers being technical advances and a willingness to embrace mobility-as-a-service and shared mobility in the long-term.

### Urban zero carbon

This scenario sees a significant shift in public attitudes towards action on climate change, and a strong national Government response to meet it. There is a boost to economic productivity to levels consistent with the Northern Powerhouse Independent Economic Review, primarily through a combination of urban agglomeration and place-making. Transport users demand and embrace publicly available transit and active travel options, as there is a blurring of the line between ‘public’ and ‘private’ with increasing shared mobility systems online. This scenario is led by attitudes to climate action and urban place-making, with the biggest drivers being strong Government policy and trends of urban densification.

Table 3: TfN future travel scenarios

These scenarios apply to the decarbonisation assessment that have been undertaken through the Integrated Sustainability Appraisal (ISA).

It is important to question the need and rationale for investment in the interventions included within the Delivery Plan on an ongoing basis. In establishing a flexible pipeline, we can be responsive to change, recognise uncertainty, and respond to emerging trends. A qualitative matrix has been established to initially test the strategic objectives of the LTP within the five key areas of focus, against the future travel scenarios using a policy ‘Stress Test’ as defined the UK Government’s Futures Toolkit. The results are included in Annex C.

The analysis shows a general alignment to all future scenarios with a limited number of suggested modifications under certain scenarios. As there is no preferred scenario, there is a general conclusion that the LTP can withstand a variety of future trend changes. As the policy foundation is considered to be sound, interventions included within the delivery plan that deliver against the objectives of the LTP are therefore also considered to be sound. However, throughout the development of propositions, we will test how an individual intervention or collection of interventions performs against future travel scenarios.

### Rural and coastal proofing

The North East has a larger proportion of residents living in rural areas than the rest of England. The region also has a particularly high percentage of people living in rural towns and fringe areas. This often results in acute challenges such as a lack of connectivity, engagement, productivity, and poorer health outcomes. It is important to recognise and consider the differing demands spatially of both the LTP and the Delivery Plan acknowledging that in some communities the car will be the preferred option for making a journey.

The Delivery Plan has been built collaboratively with local authorities in rural and coastal areas to ensure those needs are properly articulated in the pipeline of interventions. The Delivery Plan therefore acknowledges that operating high frequency public transport operations is more restricted in rural areas, the relative distance between communities can result in implementation challenges, and the ability to make the case for investment using traditional cost benefit analysis can also be limited.

As such the Delivery Plan focuses on providing appropriate solutions to ensure rural and coastal communities are connected and integrated via the most sustainable means possible. We have assessed the interventions included within the Delivery Plan through the technical Integrated Sustainability Appraisal.

### Summary

This section has outlined the scope of the Delivery Plan, outlined the methodology for how Delivery Plan pipeline interventions are captured and maintained over time, and considered future proofing and rural proofing to ensure that the Delivery Plan pipeline and interventions within remain robust.



## Section 4: Identifying and testing initiatives

### Long listing identification methodology

The North East has a long-standing transport pipeline, which is kept updated as a live document and details all transport interventions across the region. The pipeline underwent a full refresh in Spring 2024 in light of the production of the LTP, in line with emerging transport plan guidance, and with the inclusion of additional data, to allow for the assessment of interventions before inclusion within the Delivery Plan. This was refreshed to account for consultation feedback in early 2025.

As noted in Section 3, each intervention included within the pipeline has its own form which captures high-level details including: proposed deliverables, costs, timescales for delivery, risks, an economic assessment, and a preferred do-minimum and do-maximum scheme option.

The template form was updated ahead of the targeted engagement which took place in Spring 2024, to reflect emerging guidance and incorporate new fields collecting additional information, such as whether a carbon assessment has been undertaken, in addition to outlining how the scheme positively contributes towards social value, health, and inequalities. Partially pre-populated forms were issued to scheme promoters across the region ahead of Spring 2024, to allow for any gaps to be completed and for any new interventions to be identified for inclusion in the Delivery Plan pipeline.

The information provided in the forms has been used to assess the suitability of interventions before their inclusion within the Delivery Plan. Acting as a first stage sift, to establish a long list of eligible interventions, the approach has provided us with the confidence that the initiatives included within the Delivery Plan are deliverable within the timeframe of the LTP.



### Options appraisal

Following the long-listing process outlined above, an options appraisal process was developed to assess interventions and whether they were appropriate for inclusion within the Delivery Plan. It is not proposed at this stage to filter any interventions out unless the proposals are:

- Undeliverable within the 2040 timeframe of the Delivery Plan.
- Do not contribute towards delivering the overall vision of the LTP.
- Do not meet the North East MSA missions.

Any interventions which are sifted out on this basis will remain in the wider pipeline until such a time that they become suitable for inclusion within a programme for delivery.

An appraisal matrix has been developed which incorporates both the objectives of the LTP, the deliverability and affordability of the intervention, and the wider requirements as set out in Government guidance, such as carbon reduction and contribution towards social value, health, and inequalities. This matrix is available in Annex C.

The matrix also considers key factors such as the overall deliverability of the intervention and any potential associated risks, including whether an intervention is particularly novel or contentious, to ensure that any intervention included within the Delivery Plan and pipeline is ultimately deliverable.

In summary, the scoring matrix assess how an intervention performs against the strategic themes for transport, outlined in Section 2:

- A healthier North East
- A better Environment
- A more inclusive economy

With further assessment taking into account intervention specific criteria, including:

- Deliverability within the timeframe of the LTP (2040)
- Delivery risk
- Improving transport for the user
- Affordability
- Value for money
- Carbon reduction

Some criteria will involve a level of subjectivity, whereas others such as value for money will be based on assessments conducted to date. The test is that any element of subjectivity is reasonable in nature, which is validated through consultation with partners.

The scoring matrix is not used to prioritise the interventions contained within the Delivery Plan, instead the scoring has been utilised to ensure that each intervention has an overall positive impact when considering the criteria set out above.

As the pipeline is a live document it will be refreshed on a regular basis, the appraisal matrix will be applied to any new intervention that is brought forward for inclusion within the Delivery Plan, or where there are fundamental changes to an intervention already contained within the Delivery Plan, to ensure that it remains appropriate for inclusion.

### Summary

This section has provided an overview of the methodology utilised to identify the longlist of interventions included within the Delivery Plan, including how new information is captured, and how the region’s pipeline of interventions is refreshed and kept as a live document.

The section also introduced an appraisal matrix, scoring criteria, and described the process for assessing the interventions included within the Delivery Plan.

## Section 5: Summary of Delivery Plan pipeline

### Packages of interventions

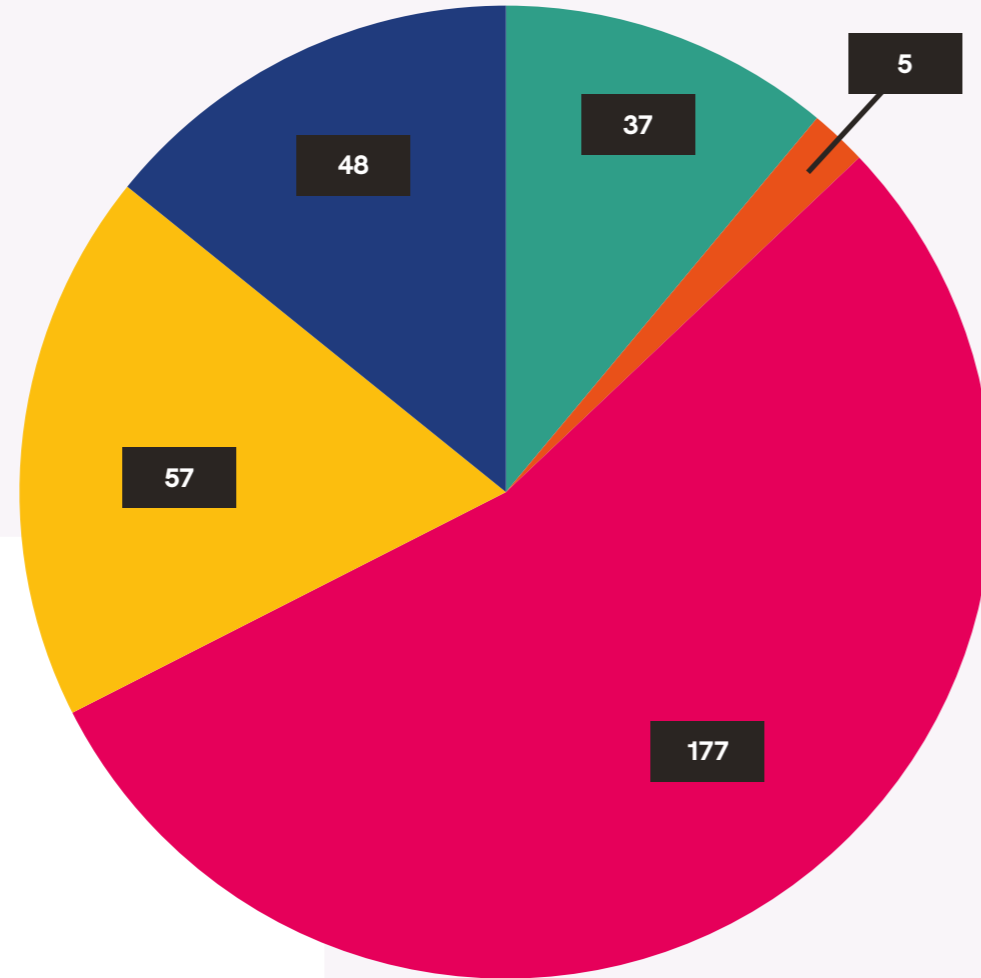
Interventions within the Delivery Plan are at various stages of development, which is reflective of the testing which has been applied to proposals. Led by the five key areas of focus identified in the LTP, packages of interventions have been devised and are set out in the following table.

<b>Planning journeys / informing users / supporting customers</b>	Representing information, navigation of the network, design, and operational projects.
<b>Ticketing and fares</b>	Targeting simplicity in the customer offer around fares and ticketing that represent the best value for money.
<b>Reach and resilience of infrastructure</b>	Delivering vital upgrades to maintain the integrity of the network and connections that bring people closer to opportunities.
<b>Safety, especially of women and girls, and other improvements in service quality</b>	Targeting transport operations and the way people interact with the network including the safety of it.
<b>Connections between different transport types</b>	Delivering focused approaches around connecting transport options together in a seamless way.

Table 4: Intervention packages

As demonstrated in Section 4, we have assessed the performance of each intervention against the objectives of the North East MSA and the objectives of the LTP and determined that individually and collectively the interventions contained within the Delivery Plan elicit an overall positive impact.

In total, there are 323 separate interventions included within the Delivery Plan, which are all aligned to one of the packages identified above. Whilst most interventions fall into the reach and resilience of infrastructure category, this category provides the onward platform for a smaller number of highly impactful propositions around ticketing/fares, planning/information, safety, especially of women and girls and service quality and connectivity.



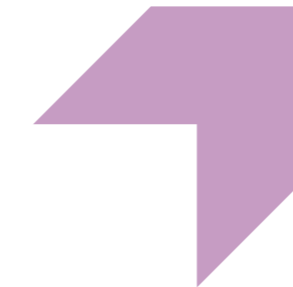
- Planning journeys / Informing users / Supporting customers
- Ticketing and fares
- Reach and resilience of infrastructure
- Safety, especially of women and girls, and other improvements in service quality
- Connections between different transport types

Figure 2: Projects per integration focus area

### Delivery timeframe

Interventions will be delivered across the duration of the plan period to 2040, however, we have aligned interventions to delivery periods which reflect our capital funding settlement delivery periods.

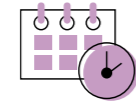
- 2025-2027
- 2028-2032
- 2033-2040



Over the lifetime of the Delivery Plan, circa **£8.3 billion is required** to deliver the Plan in full, this covers revenue and capital propositions as well as interventions that do not require any immediate funding.

## Summary of Delivery Plan

A summary of the interventions included within the Delivery Plan, including the strategic benefits that these interventions will deliver cast against the five areas of focus of the LTP are outlined in the following sections.



## Planning journeys / informing users / supporting customers.

Within this area of focus the following will be delivered:

From 2027 people will be able to easily access journey planning tools and technologies which offer consistent and clear information about journey options, times, and prices. Online website content is being targeted first with real time passenger information feeds from the bus and metro network integrating, in order to provide consistent data flows.

People will be informed about how their journey is progressing, and each step will be simple to navigate, improving the customer experience. Our Urban Traffic Management and Control centre will use its feeds to deliver informed messaging to the public.

As people navigate the network, signage will be maintained and will be easy to follow and technological prompts will be available, and provision will continue to evolve and improve in the years up to 2040. The network will have consistent and cohesive branding such as colour schemes, signage, standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations. Consistent and cohesive branding will also apply to any websites and associated apps.

Customer experience and engagement activities will ensure people can relate and interface with transport operations at times that are convenient.

We will invest in schemes that support the use of active travel and public transport networks with campaigns, training, and safety schemes, ensuring the information and skills are available to all.

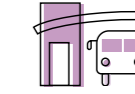
### Example interventions from the pipeline that will achieve this change include:

#### By 2027:

- Delivering improved Public Transport information
- Improvement in the Accessibility of Transport.
- EV Partnership Steering Group
- Workplace Sustainable Travel Initiatives
- Active Travel Champion

#### By 2032:

- Bus Reform
- Enhancing our Public Transport passenger information offer
- Sustainable School travel projects including School Streets Programme



## Reach and resilience of infrastructure.

Within this area of focus the following will be delivered:

Continued investment in physical infrastructure that connects communities and enables high quality safe and accessible transport means. As our focus is on integration our interventions are built around strong network planning principles ensuring cohesiveness in approaches and linking people to opportunities.

Investment in expanding the emerging Active Travel networks, this is exemplified in our emerging City Region Sustainable Transport Settlement and our work with Active Travel England in delivering high quality well designed inclusive infrastructure that encourages sustainable choices. This is for all journeys that are made through walking, wheeling, or cycling.

Ensuring that Metro, rail, and bus stations are connected into their local areas and that those services reach out into new areas, with plans to expand the Metro and rail network first starting with bringing the Metro to Washington and the Northumberland line and working with Government on areas of national importance including the Leamside line.



## Ticketing and fares

Within this area of focus the following will be delivered:

Integrated ticketing and fares will be available across all modes of local public transport within the region, delivering seamless travel. Fare capping across contactless payment methods and the Pop card will encourage use, bringing together systems.

We will collaborate with national operators to ease integration at our regional, national, and international gateways.

We will have one eye on the future to deliver integration of payments with wider transport services such as zero emission vehicle charging, National Parking Platform, Park and Ride, car clubs, and cycle and e-scooter hire, enabling people to plan and pay for their entire door to door journey through a seamless platform, this is known as 'Mobility as a Service'.

### Example interventions from the pipeline that will achieve this change include:

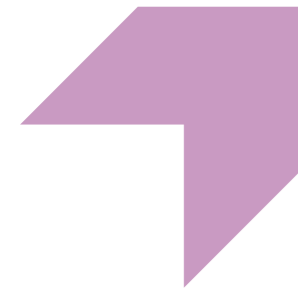
#### By 2027:

- Integrated ticketing initiatives
- Subsidised and capped fares regionwide
- New payment technologies for Metro and contactless on Metro

Our network needs to be well maintained, building on regional strategy documents including the Transport Asset Management Plan, and the Rail and Metro Strategy, we will target funding to maintain the network including renewing essential structures and planning proactively for the impacts of climate change to deliver a more resilient network.

Our highways will be managed in a way that provides the best possible improvements for all users within the resources that are available. Prioritising safety enhancements, regular maintenance for all users, including people and freight, improving the resilience of roads.

We will target and invest in our highway network to address critical issues around safety, network performance and economic opportunities. Through partnerships with Great British Railways and National Highways we will secure investment in vital national infrastructure improvements. Our network should be one that enables economic growth in a sustainable way.



### Example interventions from the pipeline that will achieve this change include:

#### By 2027:

- North Shields Ferry Landing
- Enhanced transport maintenance package
- Delivering on gaps in the EV network
- Residential EV charging
- North East active travel network phase 1
- Bringing the Metro to Washington Business Case
- The Leamside Line Business Case
- Decarbonising Public Transport including new green fleet phase 1

#### By 2032:

- Bus Reform
- Bringing the Metro to Washington
- Metro essential renewals
- Tyne and Wear Metro Re-Signalling
- Improved rail and road arteries that we need to power our economy
- Delivering improved all user connections to Blyth

- A194 White Mare Pool
- North East active travel network phase 2
- Film studio enabling infrastructure
- Reopening of Ferryhill Station and Stillington Line to passenger services to Teesside
- Working with National Highways to deliver upgrades to the A66, A1 and junction
- upgrades on the A19 at Moor Farm / Seaton Burn
- Decarbonising public transport including new green fleet phase 2

#### By 2040:

- Metro and local rail enhancements phase 2
- Dualling the A1 to the Scottish Border
- Investigating a new strategic river crossing
- New Metro stations



### Safety, especially of women and girls, and other improvements in service quality

Within this area of focus the following will be delivered:

People's safety will be central to the network, with a particular focus on the safety of women and girls and other vulnerable groups. Drivers and other front-line staff will be trained / deployed to ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.

Everyone should feel safe when waiting at interchanges, stations, and bus stops, and when travelling on public transport. The specific safety needs of women and girls, and other vulnerable groups, will be taken into account when designing safety features on the network.

People will be able to report concerns and have the confidence that these will be dealt with promptly.

We will continue to improve service quality through charters and partnerships with providers. More staff will be available at stations, and stops will be upgraded to drive up standards of safety and accessibility with adequate lighting and natural surveillance. Opportunities to walk, wheel, and cycle will be built into our environment with access to secure parking and clear wayfinding.

Our interventions will allow us to improve punctuality through physical measures and influence timetabling and information to enable reliability at a time where people need it.

We will enable people access to zero emission technologies through a targeted approach to electric vehicle roll out and investigating other technologies.



### Example interventions from the pipeline that will achieve this change include:

#### By 2027:

- Initiatives to support the safety and security for women and girls on public transport including
- Bus infrastructure measures: stops and stations
- Safety and security on public transport including lighting and CCTV
- Metro gatelines upgrades/improvements
- Accessibility audits and training

#### By 2032:

- Further Safety and security initiatives for women and girls on public transport
- Railway assets review and operating models
- Small Metro station upgrades systemwide

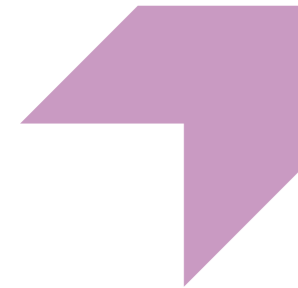
#### By 2040:

- Timetabling amendments introducing earlier and later local rail services systemwide

### Integrated Assessment

An Integrated Sustainability Appraisal (ISA) has been concluded in support of the Local Transport Plan and its Delivery Plan. The ISA tracks the impacts of proposals on the environment, habitat, heritage, inclusion and health of the North East. It provides advice to the North East MSA on how to embed potential positive impacts and how to mitigate against any adverse impacts both within the plan making stage and by undertaking any of the interventions described in the Delivery Plan.

Arising from the recommendations of the ISA, the development of all interventions set out within the Delivery Plan will follow the action plan established.



Action	Responsible Body	Approximate time period
<b>Environment</b>		
The North East MSA and its constituent Local Authorities as scheme promoters will engage with statutory bodies including the Environment Agency, Natural England and Historic England in order to advance interventions and to understand, avoid or mitigate against any adverse impacts.	North East MSA and Scheme Promoters	Lifetime of the plan
Scheme Promoters will be responsible for undertaking statutory assessments where required including Environmental Impact Assessments and Habitats Regulation Assessments.	Scheme Promoters	Lifetime of the plan
Infrastructure will be designed to be adaptive, responsive and resilient, for example, to mitigate against the impacts of climate change through design.	Scheme Promoters	Lifetime of the plan
To reduce flood risk, schemes will be designed with appropriate drainage or attenuation systems. Opportunities to improve sustainable drainage systems will be explored where possible.	Scheme Promoters	Lifetime of the plan
Efforts will be taken to enhance the natural environment where possible, this includes implementing Biodiversity Net Gain and enhancing green and blue infrastructure through scheme delivery.	Scheme Promoters	Lifetime of the plan
Interventions will recognise sensitive receptors to noise and light and will build in mitigations at the outset.	Scheme Promoters	Lifetime of the plan
Key habitat sites, protected landscapes and historic features will be preserved in the delivery of this plan through early engagement and design, where possible scheme promoters will seek to undertake enhancements.	Scheme Promoters	Lifetime of the plan

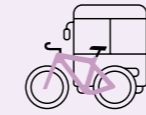
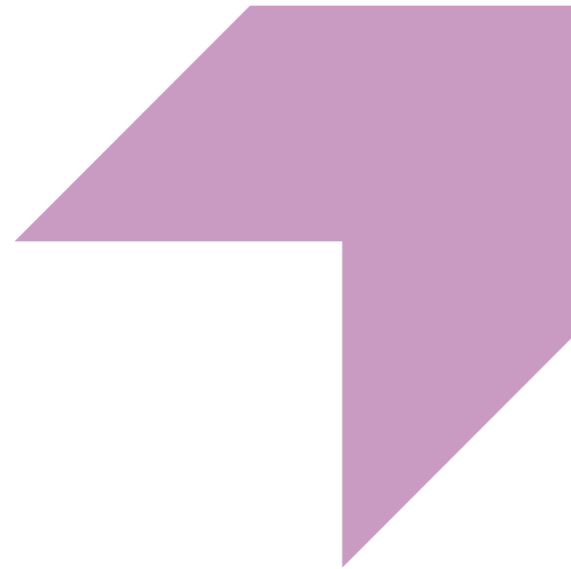
Action	Responsible Body	Approximate time period
<b>Air Quality and Carbon</b>		
Air Quality monitoring equipment will be used to define sensitive areas and data will be used to inform the development of subsequent actions and interventions.	Scheme Promoters	Lifetime of the plan
Carbon Management Plans aligned to the Quantification of Carbon Reduction assessment will be implemented. The approach will be designed to reduce embodied and operational carbon arising from the delivery of interventions.	North East MSA and Scheme Promoters	Lifetime of the plan
Carbon outputs per capita will be monitored and reported on as part of the North East CA's performance management approach.	North East MSA	Annually
Environmental impacts will continue to be considered in the identification of interventions over the lifetime of the Delivery Plan.	North East MSA	Lifetime of the plan
The North East MSA will share Construction and Environmental Management Plan best practice with scheme promoters, embedding this approach in scheme delivery as a means of improving the safety of delivery and mitigating against any adverse impacts of construction.	North East MSA and Scheme Promoters	First six months
<b>Population</b>		
Continued coordination on the development and delivery of interventions included within the Delivery Plan, alongside refreshing and updating the Delivery Plan on an annual basis, will provide opportunity to ensure interventions contained within the Delivery Plan secure connections to economic growth including housing delivery and job creation opportunities in the region.	North East MSA	Annually
The region's cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region.	North East MSA and Scheme Promoters	Lifetime of the plan

Action	Responsible Body	Approximate time period
<b>Health</b>		
Health Impact Analysis will be inbuilt into Transport Business Cases.	North East MSA	Annual
Accessibility to healthcare facilities will be monitored.	North East MSA	Annual
The uptake in travel on sustainable modes will be monitored and reported.	North East MSA	Annual
Schemes will consider opportunities to improve healthier places and spaces in their design such as opportunities to enhance public realm, implementing planting and providing safe convenient and accessible walking routes, enacted through the application of Active Travel England's design tools.	Scheme Promoters	Lifetime of the Plan
<b>Equalities</b>		
Equality Impact Assessments will be inbuilt into Transport Business Cases.	North East MSA and Scheme Promoters	Lifetime of the Plan
Best practice relating to traffic management will be shared by the North East MSA to ensure accessibility throughout construction works with viable alternative routes identified.	North East MSA and Scheme Promoters	First six months
Monitoring will take place on an annual basis as to how the plan addresses Transport Related Social Exclusion through a range of metrics including accessibility to key services, employment opportunities and affordability of services.	North East MSA	Annual
Measures within scheme design will be incorporated wherever possible to improve mobility, limit severance and initiate green infrastructure enhancements.	Scheme Promoters	Lifetime of the Plan

Action	Responsible Body	Approximate time period
<b>Rurality and Coastal</b>		
Monitoring will take place on the effectiveness of measures to improve sustainable transport use in rural areas and the vitality of local places.	North East MSA	Annual
Targeted approaches will be taken to improve public transport and active travel connectivity to visitor and tourist destinations.	North East MSA and Scheme Promoters	Lifetime of the plan

As detailed in section 6, interventions included within the Delivery Plan, will be subject to detailed due diligence and assurance through the region’s Single Assurance Framework. As interventions develop, business cases will be required to move interventions from development to delivery which will be specified in accordance with the Transport Business Case guidance and include scheme impact assessments, this includes but is not limited to an Equality and Health Impact Assessment and a Carbon Assessment. To ensure equity at a programme level, rural and coastal assessments may be used. Where sensitive receptors impact an intervention, associated analysis will be undertaken by the scheme promoter in designing the scheme and securing consent for it for example through Environmental Impact Assessments or Habitats Regulation Assessment, where appropriate.

In considering and applying the recommendations of the ISA and following the actions detailed above, due consideration will be given to issues relating to the environment (air, carbon / climate adaptation, biodiversity, protected areas, cultural heritage, landscape, water environment, natural resources and materials, waste and noise/ tranquility), inclusion and health.



### Connections between different transport types

Within this area of focus the following will be delivered:

Through integrated network planning our interventions will allow us to look at not just the operation and physical links of transport networks but also people’s perceptions of the network.

We will use information to drive perceptions of the network and engage in the planning and design of interventions. We will work closely with planning departments to deliver high quality options to new developments. We will encourage park and ride use through expanding the offer in the region. We will support tourism with opportunities to arrive at the region’s hotspots by sustainable means including the use of coaches and work to integrate taxi services into interchanges.

Mobility Hubs and mobility as a service will feature to ensure people have ready access to facilities and we have the opportunity to work on bike share and loan schemes to encourage further access and uptake.

#### Example interventions from the pipeline that will achieve this change include:

**By 2027:**

- Bike and e-bike hire
- Mobility hubs
- Connected stations including cycling parking and EV
- Customer experience strategy

**By 2032:**

- Bike and e-bike hire cycle parking and hubs
- Demand responsive micromobility transport trials
- Connected stations – including digitally

**By 2040:**

- Regional autonomous vehicles testbed
- Ferry - Royal Quays Landing study

### Summary of impacts, health, equality, rurality, habitats, and emissions

The integrated Sustainability Appraisal has been published and is available to be read alongside this Delivery Plan.

As interventions develop, business cases will be required to move interventions from development to delivery which will be specified in accordance with the Transport Business Case guidance and include scheme impact assessments, this includes but is not limited to an Equality and Health Impact Assessment and a Carbon Assessment. To ensure equity at a programme level, rural and coastal assessments may be used. Where sensitive receptors impact an intervention, associated analysis will be undertaken by the scheme promoter in designing the scheme and securing consent for it for example Environmental Impact Assessments.

#### Summary

The Delivery Plan is focused on integrating transport modes and will be delivered in stages building on previous activity. This section has outlined, in summary, what the interventions included in the Delivery Plan will achieve set against the LTPs five key areas of focus, and highlighted at a high level the interventions that will help to achieve the objectives of the LTP. The full Delivery Plan pipeline is provided at **Annex A**.



## Section 6: How will we fund investments

### Funding requirements

At present, the totality of investment required to realise the Delivery Plan in full stands at **£8.3 billion**.

The cost of interventions included within the Delivery Plan will vary with refinement and development over the lifetime of the Delivery Plan and LTP. This will be monitored and refreshed in line with Section 8 – Reporting and refreshing.

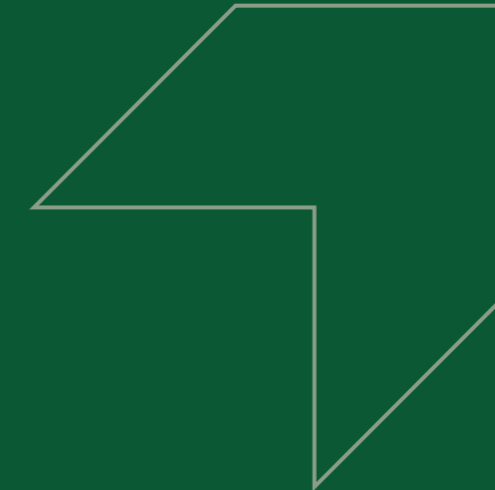
### Delivery methodology

The Delivery Plan and LTP covers the breadth of activity that the North East MSA and our partners can take, and therefore interventions included within the Delivery Plan do not narrowly focus on capital interventions, but also consider new methods of delivery, powers, and policies.

However, the funding requirements of the Delivery Plan span both capital and revenue funding on the basis that:

- Revenue support is required to: operate, maintain, subsidise, and incentivise the use of transport services, grow delivery capacity, and develop capital interventions.
- Capital support is required to: provide long term investment in new assets such as physical infrastructure to grow and improve our network.

Alongside direct funding, the Delivery Plan and LTP will be delivered by leveraging the strategic powers afforded to the region through Devolution and working in deeper partnership with Government to expand this range of powers.



### Funding regime

#### Competitive funding

The North East MSA has secured substantial funds via competitive bidding to deliver interventions included within the Delivery Plan. Approximately £308 million of funding has already been secured and is actively being utilised to deliver interventions, including:

- Active Travel Funding: Delivery of new active travel infrastructure across the region inclusive of capability funding to design schemes and undertake engagement and training activities.
- Bus Service Improvement Plan Funding: Funding to invest in the bus network, from new services, fares offers and measures to improve the punctuality and reliability of bus services.
- Zero Emission, Levelling up, and Local Electric Vehicle Funding: Funding to deliver electric vehicle charging and zero emissions buses as part of our commitment towards a greener North East.

- Active Travel Fund Capital
- Active Travel Capability Fund
- Bus Service Improvement Plan Capital
- Bus Service Improvement Plan Revenue
- Zero Emission Bus Regional Areas 2
- Levelling up Fund - Decarbonising Transport
- Local Electric Vehicle Infrastructure Fund

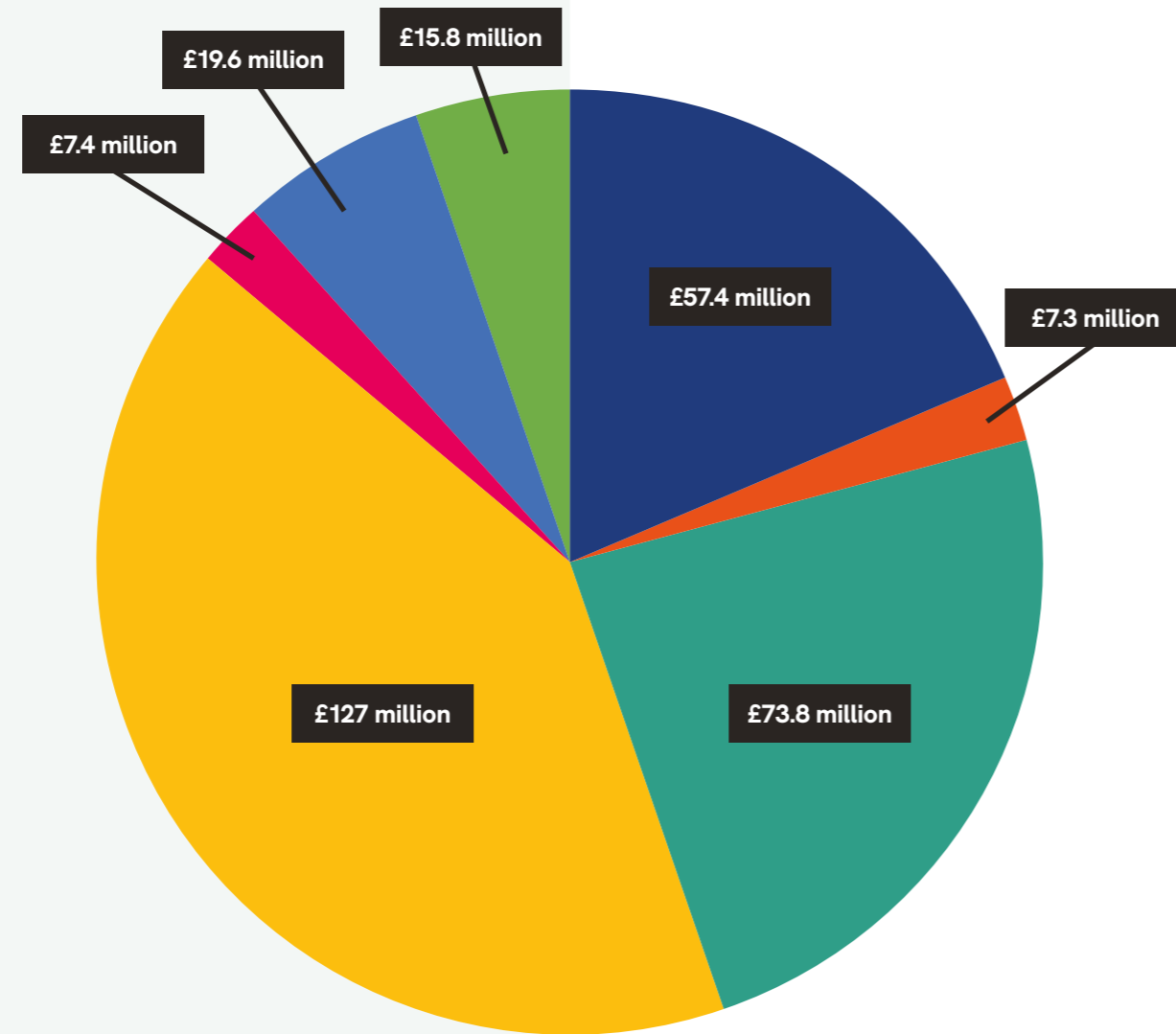


Figure 3: Competitive funds up to 2027

### City Region Sustainable Transport Settlement

Further to secured funding via competitive means the North East MSA has access to further substantial funding through the devolved funding central Government has made available for sustainable transport investment, in the form of the City Region Sustainable Transport Settlement (CRSTS. This includes:

- A first CRSTS settlement totalling **£563 million** of capital funds over 2024- 2027, uplifted a further £23 million to deliver projects in County Durham over the same period.
- This includes £85m of our Transforming Cities Fund Tranche 2 programme which is currently in delivery.
- A CRSTS revenue grant of **£21.21 million** to support capital delivery.
- A second CRSTS settlement which indicatively stands at **£1.85 billion** over the period 2028 - 2032 inclusive of capital and revenue funds.

Further to the above funding provided by CRSTS, through the Deeper Devolution Deal, Government have committed to moving the region towards a single funding settlement for transport. At a minimum there is an expectation that the funding associated with a single settlement would exceed the second CRSTS settlement in scale. We believe this to be a proportional and affordable share of national transport funding which should be allocated to our region from Government in the period from 2032 to 2040.

### Investment fund

Through the Devolution Deal, the North East MSA have greater control over funding across the region, including more than £4.2 billion of additional investment over 30 years from 2024. This is provided for via the North East Investment Fund which could also act as a source of capital and revenue funding for investment in the interventions included in the Delivery Plan, subject to prioritisation, agreement, and approval of interventions through the Single Assurance Framework.

### Additional funding

In addition to the grant funding immediately available and in the control of the North East MSA there are further grant funding avenues available to both the region and its partners to fund Delivery Plan interventions including:

- Direct funding from the Government provided to Nexus specific to operating and maintaining the Metro System.
- Local authority capital funding, from council income or prudential borrowing.
- Competitive funding allocated from Central Government to its executive agencies such as Active Travel England and the Office for Zero Emission Vehicles.
- Leveraging further competitive funding from wider sources than traditional transport funding routes to deliver place-making and connectivity improvements.
- National budgets for Network Rail and National Highways.

## Leverage and financial levers

Beyond the sources of grant funding outlined above there are various instruments available to the region and its partners to either fund or finance the interventions included within the Delivery Plan. The below provides a summary of the available levers to the North East MSA, for the purposes of the Delivery Plan we have discounted user charges such as fare rises, tolling and levies as a means of generating contributions towards infrastructure investment.



## Land Value Capture

Land Value Capture (LVC) provides a financing mechanism that generates funding from an increase in land value that results from public infrastructure investment. As a result of investment in new transport links, roads or public amenities surrounding land increases in value due to being more desirable for development. Typically, there are two ways interventions included within the Delivery Plan could utilise LVC:

- **Developer contributions:** Landowners or developers who stand to benefit from public infrastructure investment contribute to the cost of the infrastructure through direct payments, the provision of land, or the construction of infrastructure as part of their development.
- **Tax Increment Financing:** Increases in property tax revenue that results from rising property values is used to finance the infrastructure, in essence future income is utilised to pay for the cost of the project in the present, typically through prudential borrowing.

Advantages of utilising LVC as a means of funding infrastructure are centred on the notion that LVC ensures that those who benefit the most from public investment make a fair contribution, it provides a means of funding infrastructure that may be unaffordable in the immediate term, and by linking infrastructure funding to development it encourages development in areas that will benefit most from an uplift in public investment.

## Planning Gain

This plan will be implemented and continuously refined to support local growth, addressing the necessary infrastructure requirements. This approach ensures alignment with local infrastructure delivery plans in both the timing and execution of investments.

Property related charges can typically be used by local authorities as a means of generating funds for infrastructure projects, usually this income would provide a means of match funding an intervention to extend the reach of grant funding. Property related charges that will be utilised in the delivery of interventions within the Delivery Plan, include:

- **Community Infrastructure Levy (CIL):** CIL is a charge that local authorities can impose on new developments to raise funds for the infrastructure needed to support the growth that development brings. The levy is calculated based on the size and type of the development and could be utilised to part fund infrastructure such as highways improvements and active travel. Within the North East Newcastle City Council currently have a CIL.
- **Section 106 Agreements (S106):** S106 enables a local authority to negotiate with a developer, as part of the planning system to provide funding for infrastructure as a condition of obtaining planning permission. Typically, this would be for named transport links, that are essential for connectivity, our CRSTS proposals are substantially match funded via S106 agreements.

## Prudential borrowing

Prudential borrowing allows local authorities to fund infrastructure interventions by borrowing funds on the basis that the debt can be serviced without putting undue strain on finances. The North East MSA like other combined authorities has specific borrowing powers that allow us to raise funds for infrastructure and other capital investments. The Public Works Loan Board provides loans to local authorities at lower than market interest rates and form an accessible source of borrowing for large scale infrastructure projects. Prudential borrowing remains a financial lever available to the North East MSA and its constituent local authorities who frequently fund their own capital programmes via prudential borrowing.



## Private sector investment

**Private sector investment** can play a crucial role in funding infrastructure interventions acting to complement public sources of funding. Public Private Partnerships (PPPs) are relatively commonplace in the UK, they are collaborative agreements between public bodies and the private sector to finance, build and occasionally operate infrastructure projects, an example of this within the North East is the Tyne Tunnels, which was built and is now operated in partnership with the private sector.

Institutional investors, pension funds and infrastructure funds like the UK Infrastructure Bank also present viable routes towards financing larger scale investments.

In addition, we also have the ability to leverage the region's purchasing power and procurement activity to lever additional private sector investment. A good example of this is in the installation of public EV charging infrastructure (EVCI), although this is predominantly delivered through competitive public funding, when we procure Charge Point Operators to undertake the delivery of EVCI, we do so through a framework established through the North East Procurement Office which has been designed to leverage private sector match investment which could be utilised to bring forward further investment in infrastructure.

### Powers and partnerships

To realise the LTP and the Delivery Plan in full, the North East MSA will be required to leverage the range of powers and responsibilities, which the region already benefits from, and to make the case to Government for further powers. We must also be cognisant of the need to work in deeper partnership with executive agencies and non-departmental public bodies such as National Highways and Network Rail, as facilitated by our Devolution Deal, whilst seeking for the formalisation of these partnerships through further devolution.

In December 2024, the government published the English Devolution White Paper, which represents a positive step towards widening and deepening devolution across England. The White Paper offers the North East Mayor and Mayoral Strategic Authority further opportunities to leverage enhanced powers and responsibilities to deliver our aspiration for a truly integrated transport network. We will continue to work in partnership with government to build on the foundation of our Devolution Deal, and will continue to refine our approach to the delivery of the Local Transport Plan as the legislative framework for devolution evolves.

### Bus partnership and Bus Reform

The North East Enhanced Partnership (EP) works together to deliver the National Bus Strategy and the objectives of the Bus Service Improvement Plan (BSIP). So far, the partnership has introduced impactful initiatives using £163.5 million in funding. These include discounted ticketing, with 21 and under £1 single fares, multi-modal adult day tickets, investments in bus services, and new bus priority measures to speed up buses.

Following devolution, we now have access to bus franchising powers under the Transport Act 2000. A bus reform project has been initiated to consider the most effective delivery model for future bus services across our region, including, considering how we can deliver the truly integrated transport network we desire, which will in turn support the delivery of the North East MSA missions- and the LTP objectives.

### Rail partnerships

Achieving the region’s ambitions for rail relies on deeper partnership working with a range of bodies. Currently The North East’s Local rail services are operated by Northern Trains Limited and managed through the Rail North partnership (joint DfT/TfN). Some functions are devolved to the North East Rail Management Unit (NERMU), but these are limited. We are keen to explore further devolution of rail functions including the establishment of a formal North East Rail Board.

Our region has a self-contained local rail network covering the wider North East (including Tees Valley). Stations on the local rail network are currently owned by Network Rail and operated by Train Operating Companies (Northern or LNER) with interchanges available at some stations with the Tyne and Wear Metro (Sunderland, Heworth, Newcastle Central) with Northumberland Park due to be delivered in 2024. We are keen to explore the opportunity to bring rail stations under local public control.

As a region we are in a unique position in that we run our own local railway (the Tyne and Wear Metro) through Nexus. Nexus owns and operates 60 stations, 77.5km of track and 89 metro cars along with the associated control systems. Nexus

also has functions to identify, plan and deliver rail enhancements. In partnership with Nexus, we will work with Government to deliver business cases that reflect our ambition to upgrade and extend the Metro and reopen lines including the Leamside Line.

We will continue to seek further devolved powers to achieve long-term funding streams for rail, so we have the freedom and flexibility to plan and deliver a more seamless, co-ordinated, and integrated rail service across the North East and are seeking a formal relationship with the Great British Railways (GBR) transition team to better integrate local rail services to operate as one network to better serve our people and businesses.

### Highways

As the region’s roads are split into differing responsibilities including the Strategic Road Network operated by National Highways and Transport for the North’s role in defining the strategy for and improvements on the Major Road Network, the North East MSA will work in partnership with our constituent local authorities, National Highways and Transport for the North to ensure that investment on the road network reflects regional priorities. This includes ensuring our road network is safe, accessible, resilient, and well maintained.

We will seek a deeper formal partnership between the North East MSA and National Highways, to ensure a joined-up approach towards highways, including securing a greater local say in National Highways discretionary funding and on the investment and prioritisation of interventions on the Strategic Road Network, to ensure local priorities are heard, and growth and capacity improvements are suitably unlocked.

### Funding options

Funding options are set out below against the intervention packages outlined in Section 5, demonstrating that there is a range of sources of funding the interventions included within the Delivery Plan pipeline:

Area of focus	Financial requirement	Potential source of investment
Planning journeys / informing users / supporting customers	£97.3 million	Competitive Funding, CRSTS, Other funding sources inc. investment fund, local authority and Nexus contributions, powers, and partnerships.
Ticketing and fares	£98.0 million	Competitive funding, other funding sources inc. investment fund, private sector investment, powers, and partnerships.
Reach and resilience of infrastructure	£7.37 billion	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, Land Value Capture, property related charges inc. S106, prudential borrowing, private sector investment powers, and partnerships.
Safety, especially of women and girls, and other improvements in service quality	£412.9 million	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, powers, and partnerships.
Connections between different transport types	£346.3 million	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, Land Value Capture, property related charges inc. S106, prudential borrowing, private sector investment powers, and partnerships.
<b>TOTAL</b>	<b>£8.32 billion</b>	

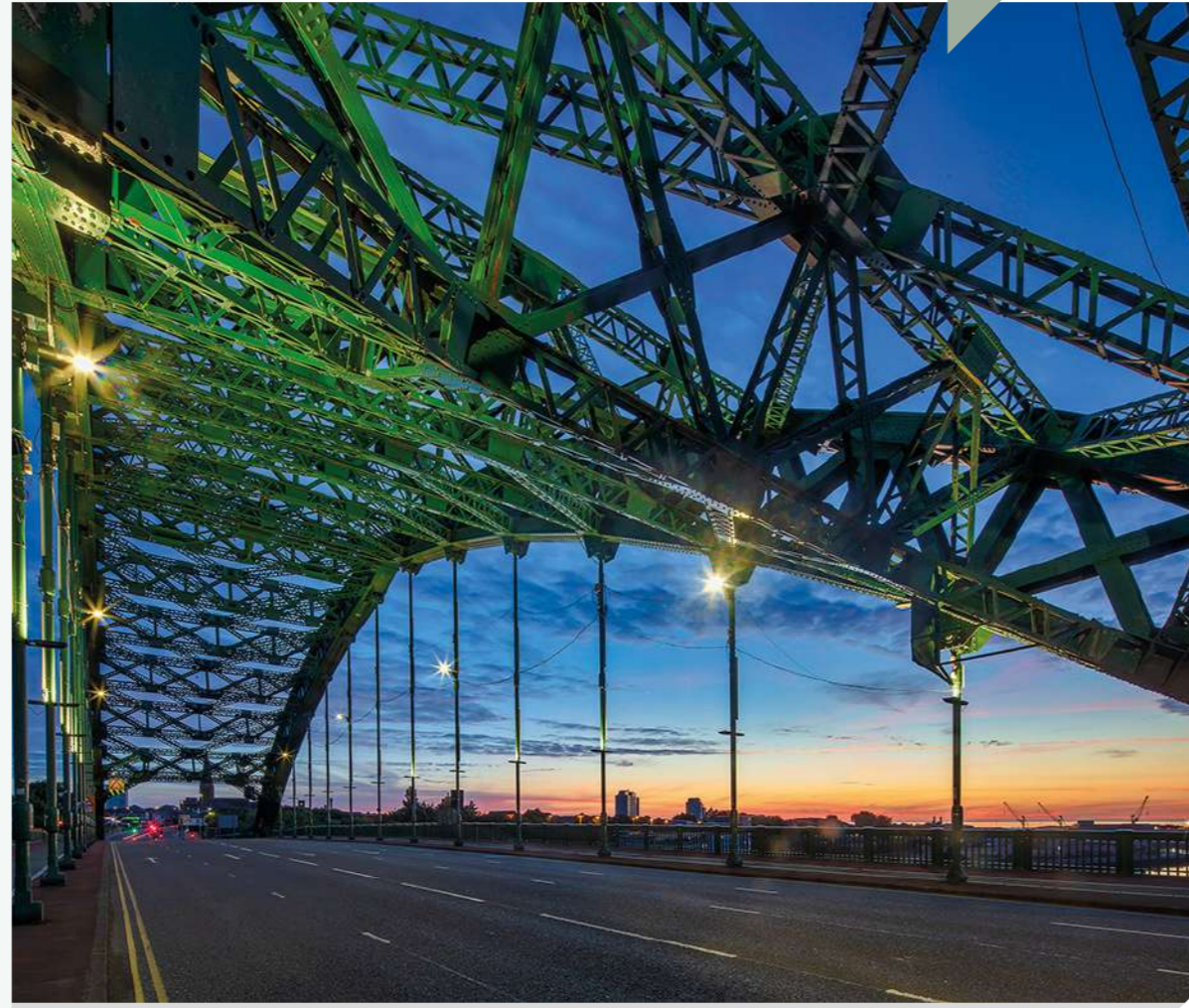
Table 5: Funding options

## Summary

This section has shown that the Delivery Plan is supported by a funding programme that includes substantial capital funding provided through our Devolution Deal, that there are a range of powers and responsibilities that can be leveraged to deliver the ambition of the LTP and Delivery Plan and that there are notable opportunities to utilise the financial levers available to the region and secure private sector investment and contributions towards the interventions included in the Delivery Plan.

Over the lifetime of the LTP and Delivery Plan we will work closely with executive agencies and non-departmental Government bodies such as Network Rail, National Highways and Active Travel England to influence funding decisions within our region that are not in our direct control and we will actively work with Government to secure a greater local say on how national funding is spent and allocated within our region, including through discussions on further integrated and devolved funding.

In summary, this chapter demonstrates that delivery of the objectives of the LTP and the £8.3 billion required to realise the Delivery Plan pipeline in full is a viable proposition, given the availability of funding immediately available to the region, the potential to leverage further funding and the opportunity to work in deeper partnership through our Devolution Deal, as well as the opportunity to leverage private sector investment.



## Section 7: Managing risks, monitoring outcomes and assurance

### Risk management strategy

All interventions included within the Delivery Plan will be subject to potential risk. Risk management enhances strategic planning and prioritisation, assisting in achieving objectives and strengthening the ability to respond to challenges. A risk management strategy minimises the impact of risks and identifies opportunities for improvement.

A consolidated risk approach for all the interventions included within the Delivery Plan has been devised, as the earlier that a risk is identified, and a risk management process applied, the more opportunity there is to influence outcomes and ensure delivery mitigations are in place.

Different techniques have been used to identify risk, including reviewing common risks for similar projects and programmes of projects (for example the region's Transforming Cities Fund Tranche 2 and Bus Service Improvement Plan programmes), risk workshops and ongoing input and discussions with key stakeholders.



### High level risk assessment and plan

The primary output of a risk management strategy is the risk register. A high-level risk register has been developed and sits behind the Delivery Plan. This risk register forms the basis of and supports the development of risk registers for individual interventions included within the Delivery Plan.

A summary of the key risks that have been identified is presented below:

Risk	Risk owner	Expected result (no action)	Mitigation
Cost pressures associated with the delivery of individual proposed schemes, and their own risks which accompany each of these	North East MSA and regional scheme promoters	This could result in delays to individual intervention delivery, reduction in scope, or full intervention changes to be required. Value for Money may decrease.	Pipeline to be kept as a live document so that costs can regularly be reviewed and refreshed where required. An appropriate level of risks to be added to each intervention to try and mitigate the pressures of any cost increases.
An intervention does not have local political support	North East MSA and regional scheme promoters	Delivery would be at risk if the intervention did not have required support.	Local consultation with Members has taken place on all interventions within the Pipeline ensuring support. This exercise will be repeated where there are any changes to members within local authorities.
Not enough resource to develop and deliver interventions resulting in delayed delivery.	North East MSA and regional scheme promoters	Delivery of interventions is delayed. Potentially cost implications and delay in realising benefits.	North East MSA will monitor the development and delivery of interventions within the Delivery Plan. Revenue funding to be made available where possible and necessary to assist with additional project management and design support. Ongoing discussions with Government on future capital and revenue settlements.

**Table 6: Top risks**

The risk register will remain a live document and will be fully reviewed and refreshed on a six-monthly basis, or as and when required should any new risks materialise or be dealt with in a way that means they can be removed from the register.



### Monitoring and evaluation framework review

To ensure the successful implementation of our Delivery Plan, a Monitoring and Evaluation (M&E) Framework has been developed and is provided in full at Annex D. It is important to consider M&E from the offset, as the principles used for the Delivery Plan can then be carried into the delivery of each of the interventions included within the Delivery Plan. This will also ensure that the required data collection can be done coherently and consistently.

The M&E Framework will be used to monitor the delivery and outputs of the interventions within the Delivery Plan and evaluate their impact and performance against the objectives and Key Performance Indicators (KPIs) set out within the LTP.

Annex D explores the key principles by which the Delivery Plan will be monitored and evaluated and provides a basis under which M&E will operate for the interventions included within the Delivery Plan. As a summary, these key principles are:

- Accountability
- Reporting compliance
- Developing best practice

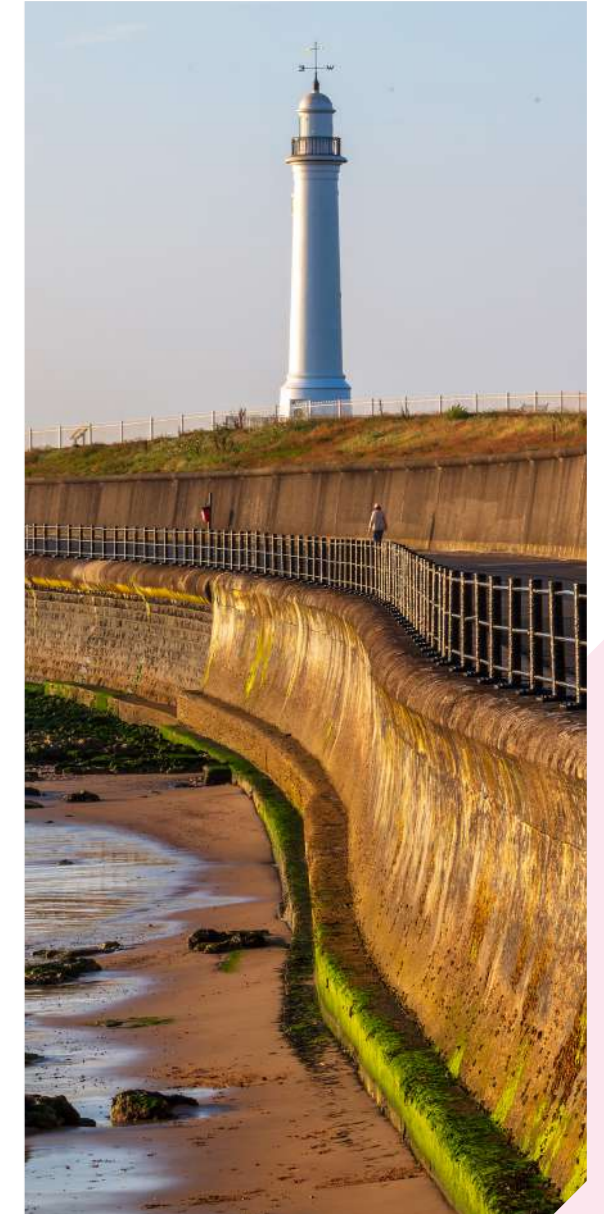
This approach ensures that as a region we have the capacity and tools required to fully establish the outputs, outcomes and impacts of the pipeline of interventions included within the Delivery Plan.

### Approaches to monitoring the plan and interventions.

As examined in the M&E Framework in Annex D, there are a variety of data sets held at a regional and local level which can be used to assist in monitoring the delivery of the Delivery Plan, and the success of achieving the KPIs set out within the LTP. These data sets can then be further explored at an individual intervention level as proposals progress towards delivery.

The North East MSA Performance, Insight and Risk Team will play a pivotal role in the success of this exercise, through the collation and analysis of data sets. Input from other key stakeholders within the region to provide the data and insights required to fully understand the impact of the delivery of the LTP and Delivery Plan will also be required. This includes our constituent local authorities, Nexus, bus operators, Transport Analysis Data Unit and Urban Traffic Management Centre. We will use our long-established relationships with our regional stakeholders and where required liaise with other partners to ensure the success of M&E activities.

The tools needed for effective M&E will be tailored to the specific objectives and requirements of an intervention. We will use a variety of data collection and analysis tools that fit these requirements as necessary. At an LTP and Delivery Plan level, M&E will be the responsibility of the North East MSA, whereas on an individual intervention level, this responsibility will lie with the scheme promoter.



## Assurance and approval

Assurance will be undertaken in line with the North East MSA Single Assurance Framework (SAF). The SAF sets out the robust decision-making and delivery arrangements in place within North East MSA, detailing how potential investments will be appraised, and funding allocated. Section 8 of the SAF sets out the processes for transport interventions, with the Delivery Plan and prioritisation process covered in Section 8.3. It notes how the Delivery Plan forms part of the project initiation process for transport interventions, with the intervention forms, as introduced in Section 2 of the Delivery Plan, forming the basis for onward prioritisation and sifting exercises.

The full appraisal process detailed within Section 8 of the SAF, however, in summary:

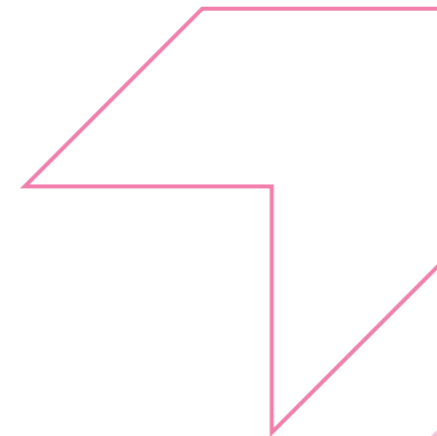
- The appraisal process within the SAF is consistent with the HM Treasury's Green Book and Business Case Appraisal process. For transport interventions, this also includes supplementary and department guidance such as the Department for Transport's TAG appraisal guidance.
- We will ensure Value for Money (VfM) and transparency of transport interventions through the assessment of the Appraisal Summary Report (ASR), Outline Business Case (OBC), and Full Business Case (FBC), With the assessment proportionate to the scale of investment. Greater scrutiny and emphasis on VfM will be undertaken as interventions progress through the business case stages.

- The North East MSA will be responsible for ensuring that modelling and appraisal is sufficiently robust and fit for purpose for the intervention under consideration, and that it meets the guidance set out in TAG.
- VfM will be independently scrutinised on behalf of North East MSA as part of the appraisal process, either by expertise in house (but with responsibility sitting outside of the business area developing or promoting the business case), or via a commission to a specialist transport consultant, fully independent from the scheme promoters and with no involvement in the development of the scheme being appraised. There is a general expectation that all interventions must endeavour to achieve "high" VfM, where benefits are at least double the costs as set out in DfT guidance, at all stages of the approval process.

Business Case approvals will be taken in line with the Single Assurance Framework, including agreed delegations dependent on scale and level of capital draw down i.e., through our Head of Paid Service (Chief Executive) in consultation with either the Transport Advisory Board or Investment Programme Board.

## Summary

This section provides an overview of the risk management strategy and the key risks that have emerged from the development of the Delivery Plan risk register. The Delivery Plan Monitoring and evaluation framework was also outlined, which sets out how the delivery of the interventions within the Delivery Plan will be monitored, and the outcomes evaluated. Finally, the assurance process which describes how an intervention from the pipeline advances towards delivery was summarised.



# Section 8: Reporting and refreshing

## Methodology

This section sets out how we will ensure that our Mayor, Cabinet, and stakeholders are kept informed of the progress, development and delivery of the interventions included within the Delivery Plan and how new interventions will be captured and assessed.

## Capturing new Interventions and testing

New Interventions will continually emerge over time as a response to the changing needs of the region and its transport network, therefore the Delivery Plan pipeline provided in Annex E and summarised in Sections 5 and 6, will be maintained as a live programme, to ensure that developing propositions can be added at a later date, and interventions included within the pipeline can be amended as they develop over time.

Any intervention seeking entry into the pipeline will be assessed against the testing outlined in Section 3 and 4.

It is intended to host the Delivery Plan online, so that stakeholders can view real time updates on the progress of interventions, which will include schematics if applicable, key milestones, and any consultation opportunities. This will be investigated within the first year following the publication of the Plan. In addition as interventions are developed further engagement will take place in the design of those interventions by the representative scheme promoter.

## Reporting progress

Progress on the Delivery Plan will be reported through North East MSA Cabinet on a regular basis to ensure that Members are fully sighted of the advancement and delivery of interventions included within the Delivery Plan, regular progress reports will be published via the North East MSA website.

All interventions included within the Delivery Plan will be governed by the regionally agreed Single Assurance Framework, including reporting and decision-making requirements the North East

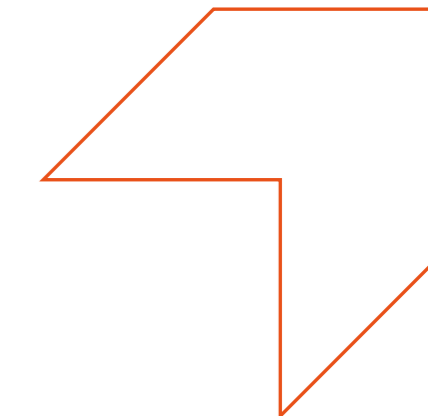
The outputs and outcomes of interventions included within the Delivery Plan will be monitored in line with the Monitoring and Evaluation Framework provided at Annex D and fed into our business intelligence department, as part of the continued monitoring process.





## Annex A: Glossary of Terms

Acronym	Definition
ATE	Active Travel England
ATF	Active Travel Funds
BSIP	Bus Service Improvement Plan
CIL	Community Infrastructure Levy
CRSTS	City Region Sustainable Transport Settlements
CRSTS1	The North East's CRSTS Programme for the first submission, covering 2024-2027 (other MCAs 2022-2027)
CRSTS2	The North East's CRSTS Programme for the second submission, covering 2027-2032
DfT	Department for Transport
EATF	Emergency Active Travel Fund
EP	North East Enhanced Partnership
EV	Electric Vehicle
EVCI	EV charging infrastructure
GBR	Great British Rail
GHG	Greenhouse Gas
ISA	Integrated Sustainability Appraisal
KRN	Key Route Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LUF	Levelling Up Fund
LVC	Land Value Capture
M&E	Monitoring and Evaluation



Acronym	Definition
MCA	Mayoral Strategic Authority
Metro	Overground and underground light rail rapid transit system serving Tyne and Wear (Newcastle, Gateshead, North Tyneside, South Tyneside, and Sunderland)
MHCLG	Ministry of Housing Communities and Local Government
MRN	Major Road Network
NBS	National Bus Strategy
NH	National Highways
NR	Network Rail
North East MSA	North East Mayoral Strategic Authority
NERMU	North East Rail Management Unit
Nexus	Body of North East MSA, which is responsible for aspects of public transport within Tyne and Wear including Metro and Ferry
SAF	Single Assurance Framework
s106	Section 106 agreements
SRN	Strategic Road Network, roads where National Highways are the highway authority.
TAG	Transport Analysis Guidance
TAMP	Transport Asset Management Plan
TCF	Transforming Cities Fund
TfN	Transport for the North
TRSE	Transport Related Social Exclusion
ULEV	Ultra Low Emission Vehicle
UTMC	Urban Traffic Management and Control
VfM	Value for Money
ZEBRA	Zero Emission Bus Regional Areas Fund
ZEV	Zero Emission Vehicle



## Annex B: Policy mapping and future scenario testing

### Policy mapping

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Planning journeys/informing users/supporting customers					
1) Information, help or assistance should be easily available and accessible to everyone before, during, and after a journey.	1	0	1	0	1
2) Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people.	2	0	1	0	1
3) The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	2	1	2	0	2

Key: -2 Significant Negative Effects -1 Minor Negative Effects 0 Neutral 1 Minor Positive Impacts 2 Significant Positive

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
<b>Ticketing and fares</b>					
4) Fares and tickets should be as simple and easy to use as possible.	2	1	1	0	2
5) People should be able to make a journey across the whole region, travelling between County Durham, Tyne and Wear, and Northumberland, incorporating bus, Metro, rail, and the Shields Ferry with ticketing products and payment methods which enable seamless travel.	2	1	2	0	2
<b>Reach and resilience</b>					
6) The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.	2	1	2	0	2
7) To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	2	1	2	1	1
8) Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network.	2	1	2	0	2

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
<b>Reach and resilience</b>					
9) There should be strong transport connectivity beyond our boundaries for both people and freight.	1	0	1	2	2
10) Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	1	2	2	0	1
11) The network should be able to deal with disruptions, accidents, and extreme weather more effectively.	0	1	1	0	2
12) Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	1	1	2	0	1
13) Charging infrastructure for zero emission vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	2	1	2	0	2
14) Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	1	1	1	2	2

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
15) There should be clear and effective channels through which to report harassment and violence against women and girls on the network.	2	0	1	1	1
16) Targeted action should be taken, and resources should be assigned, to preventing violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	2	0	1	1	1
17) Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	2	0	1	0	2
18) Roads should be made safer, with a specific focus on the most vulnerable users.	2	0	1	0	2
19) Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	0	1	1	0	2

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
20) The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.	2	1	2	0	1
21) The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	1	0	2	0	1
22) The North East should set the highest standards for a fleet of green public transport vehicles.	0	2	0	1	1
23) People should feel a sense of pride in the network and be keen to use it again.	2	1	2	1	1

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
<b>Connections between different transport types</b>					
24) The region should no longer consider different forms of transport as separate networks and should move to one integrated and highly interconnected network which people can travel through seamlessly making door to door journeys.	2	1	2	0	2
25) The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	1	1	2	0	2
26) There should be well co-ordinated public transport timetables and services which complement each other to enable seamless transfer from one type of transport to the next.	0	1	2	0	1
27) The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	1	0	2	0	1
28) Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys	1	0	2	0	1

Future scenario testing

Policy mapping - drivers				
Policy commitment	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
<b>Planning journeys/informing users/supporting customers</b>				
1) Information, help or assistance should be easily available and accessible to everyone before, during, and after a journey	1	1	1	1
2) Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people	1	1	1	1
3) The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	1	1	1	1

**Key:** 1 Means the objective is robust in the specified scenario  
 2 Means the objective needs modified in the specified scenario  
 3 Means the objective is redundant in the specified scenario

Policy mapping - drivers				
<i>Policy commitment</i>	<b>Just about managing</b>	<b>Digitally distributed</b>	<b>Prioritised places</b>	<b>Urban zero carbon</b>
<b>Ticketing and fares</b>				
4) Fares and tickets should be as simple and easy to use as possible.	1	1	1	1
5) People should be able to make a journey across the whole region, travelling between County Durham, Tyne and Wear, and Northumberland, incorporating bus, Metro, rail, and the Shields Ferry with ticketing products and payment methods which enable seamless travel.	1	2	1	1
<b>Reach and resilience</b>				
6) The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.	1	1	1	1
7) To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	1	1	1	1
8) Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network	2	2	1	1

Policy mapping - drivers				
<i>Policy commitment</i>	<b>Just about managing</b>	<b>Digitally distributed</b>	<b>Prioritised places</b>	<b>Urban zero carbon</b>
<b>Reach and resilience</b>				
9) There should be strong transport connectivity beyond our boundaries for other people and freight.	1	2	2	1
10) Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	2	1	1	1
11) The network should be able to deal with disruptions, accidents, and extreme weather more effectively.	2	2	1	1
12) Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	1	2	1	2
13) Charging infrastructure for zero emission vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	2	2	2	1
14) Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	1	2	1	2

Policy mapping - drivers				
<i>Policy commitment</i>	<b>Just about managing</b>	<b>Digitally distributed</b>	<b>Prioritised places</b>	<b>Urban zero carbon</b>
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
15) There should be clear and effective channels through which to report harassment and violence against women and girls on the network	1	1	1	1
16) Targeted action should be taken, and resources should be assigned, to preventing violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	1	1	1	1
17) Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	1	1	1	1
18) Roads should be made safer, with a specific focus on the most vulnerable users.	1	1	1	0
19) Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	2	1	1	1

Policy mapping - drivers				
<i>Policy commitment</i>	<b>Just about managing</b>	<b>Digitally distributed</b>	<b>Prioritised places</b>	<b>Urban zero carbon</b>
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
20) The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.	2	2	1	1
21) The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	1	1	1	1
22) The North East should set the highest standards for a fleet of green public transport vehicles.	1	1	1	1
23) People should feel a sense of pride in the network and be keen to use it again.	1	2	1	1
<b>Connections between different transport types</b>				
24) The region should no longer consider different forms of transport as separate networks and should move to one integrated and highly interconnected network which people can travel through seamlessly making door to door journeys.	1	1	1	1

Policy mapping - drivers				
Policy commitment	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
<b>Connections between different transport types</b>				
25) The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	1	1	1	1
26) There should be well co-ordinated public transport timetables and services which complement each other to enable seamless transfer from one type of transport to the next.	1	1	1	1
27) The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	1	1	1	1
28) Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys	1	1	1	1

## Annex C: Options assessment matrix

Score					
	-2	-1	0	1	2
<b>North East Local Transport Plan strategic theme</b>					
<b>A healthier North East</b>	Significant Negative impacts in relation to health	Minor Negative Impacts in relation to health	Neutral impact on health	Minor Positive Impacts in relation to health	Significant Positive Impacts in relation to health
<b>A better environment</b>	Significant Negative impacts in relation to the environment	Minor Negative Impacts in relation to the environment	Neutral impact on the environment	Minor Positive Impacts in relation to the environment	Significant Positive Impacts in relation to the environment
<b>A more inclusive economy</b>	Significant Negative impacts in relation to the economy	Minor Negative Impacts in relation to the economy	Neutral impact on the economy	Minor Positive Impacts in relation to the economy	Significant Positive Impacts in relation to the economy
<b>Criteria</b>					
<b>Deliverability within timeframe of the LTP (2040)</b>		Not deliverable within the timeframe of the Transport Plan		Deliverable within the timeframe of the Transport Plan	

Score					
	-2	-1	0	1	2
Criteria					
<b>Delivery risk</b>	Potential major risks e.g., in terms of contention, land requirement, TRO requirement and consultation.	Potential minor risks e.g., in terms of contention, land requirement, TRO requirement and consultation.	No known major risks to delivery.		
<b>Improving transport for the user</b>	Significant Negative Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Minor Negative Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Neutral Impact in relation to improving transport users' experience, safety, reliability, and inclusivity.	Minor Positive Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Significant Positive Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.
<b>Affordability</b>		No known source of funding available or upcoming within the timeframe of the Transport Plan	Currently no committed funding, but a source is or will be available within the timeframe of the Transport Plan	Funding source is in place	
<b>Value for money</b>	Value for Money which is Very Poor	Value for Money which is Poor	No Value for Money information available at present	Value for Money which is Low or Medium	Value for Money which is High or Very High
<b>Carbon reduction</b>		The intervention negatively impacts on carbon reduction	The intervention has no impact on carbon reduction	The intervention positively contributes to carbon reduction	The intervention positively contributes to carbon reduction and a Carbon Assessment has been undertaken

	Future scenarios		
	Score		
	1	2	3
<b>Just about managing</b>	The intervention is robust in the scenario of 'just about managing'	The intervention needs modified in the scenario of 'just about managing'	The intervention is redundant in the scenario of 'just about managing'
<b>Digitally distributed</b>	The intervention is robust in the scenario of 'digitally distributed'	The intervention needs modified in the scenario of 'digitally distributed'	The intervention is redundant in the scenario of 'digitally distributed'
<b>Prioritised places</b>	The intervention is robust in the scenario of 'prioritised places'	The intervention needs modified in the scenario of 'prioritised places'	The intervention is redundant in the scenario of 'prioritised places'
<b>Urban zero carbon</b>	The intervention is robust in the scenario of 'urban zero carbon'	The intervention needs modified in the scenario of 'urban zero carbon'	The intervention is redundant in the scenario of 'urban zero carbon'

The scoring matrix has three main sections: the LTP strategic themes, the set of criteria, and the future scenarios. The first three scores within the matrix are the LTP strategic themes, which were self-scored by the lead promoter within the intervention form. The Future scenarios are as shown in Annex C. The remaining criteria are expanded upon below and were developed alongside available guidance with our stakeholders to ensure that the Government and our wider objectives were also considered when scoring the interventions:

### Deliverability within timeframe of the Local Transport Plan (2040)

- This assesses whether the initiative is deliverable by 2040 or not and has a score of either -1 or 1. Any initiative scoring -1 would be deemed inappropriate for inclusion within this Delivery Plan but would remain within the wider pipeline. This considers the delivery risk, as described below.

### Delivery risk

- This assesses the potential level of delivery risk for each initiative, considering whether it is particularly contentious or novel. Particular risks considered include whether planning permission is required, if a considerable level of consultation is needed, and whether any third-party land is required. This is scored using the risks explicitly described by the promoters within the proforma, as well as our experience of potential delivery risks for certain scheme types.

### Improving transport for the user

- This assesses whether the initiative will provide an improvement to transport for the user, considering the LTP theme of integration. For example, this may consider whether an intervention is resulting in a mode of transport being improved in terms of reliability, frequency or ease of access, or a route is changed to become more direct or safer to use. This will also consider whether the intervention allows for improved integration with other modes of transport and other services.

### Affordability

- This assesses whether the initiative has a funding solution in place, does not have a funding solution but one is likely to be available within the timescales of the LTP (by 2040), or no funding source is available now or is likely to be available within the timescales. This considers a wider variety of funding sources, including known and upcoming competitive Government funding, devolution funding, and locally available sources.

### Value for money

- This assesses whether the initiative has any Value for Money (VfM) information available, and scores based on the VfM category. If no information is currently available, a score of zero is given, so the initiative is not penalised for this.

### Carbon reduction

- This assesses whether the initiative will contribute positively towards carbon reduction and scores the initiative higher if a carbon reduction assessment has also been completed.

## Annex D: Monitoring and Evaluation (M&E) Framework

### 1. Overview

This document sets out a framework and the principles by which the Delivery Plan will be monitored and evaluated. It is vital to set out these principles from the offset to ensure that data collection can be aligned with the objectives and Key Performance Indicators (KPIs) within the Local Transport Plan and Delivery Plan. It also sets a baseline for the interventions within the Delivery Plan as they are further developed and implemented, ensuring a consistent and cohesive approach.

### 2. Key principles

The three key principles of the M&E framework are as follows:

- **Accountability** – this is critical for any public body to demonstrate value for money from public funds and for the accurate recording of benefits of the interventions delivered in our region.
- **Reporting compliance** – implementing high-quality monitoring and evaluation processes will allow us to offer more detailed reporting to our stakeholders, including to Government departments where required for grant funding awards. This will also help expand our evidence base for further developing our pipeline and when accessing competitive funds.
- **Developing best practice** – through monitoring and evaluation we can ascertain the types of interventions that work well in our region to meet the needs of the people in our region as well as reaching the KPIs set out within the Transport Plan, ensuring we achieve our objectives.

These principles should be considered at both the Delivery Plan level and on a scheme-by-scheme basis, to ensure that there is cohesion in the approaches used.

### 3. Data requirements

There are a variety of approaches that can be used for the monitoring and evaluation of the Delivery Plan and the subsequent programmes and initiatives within it. The region has a wealth of data sources that we can draw from to monitor the KPIs within the LTP (section X), alongside a few national datasets.

For individual interventions, there are a variety of local data sources and tools that can also be used to obtain location or intervention-specific outcomes, for example pedestrian and cycle counters, air quality monitoring sensors, and public opinion surveys.

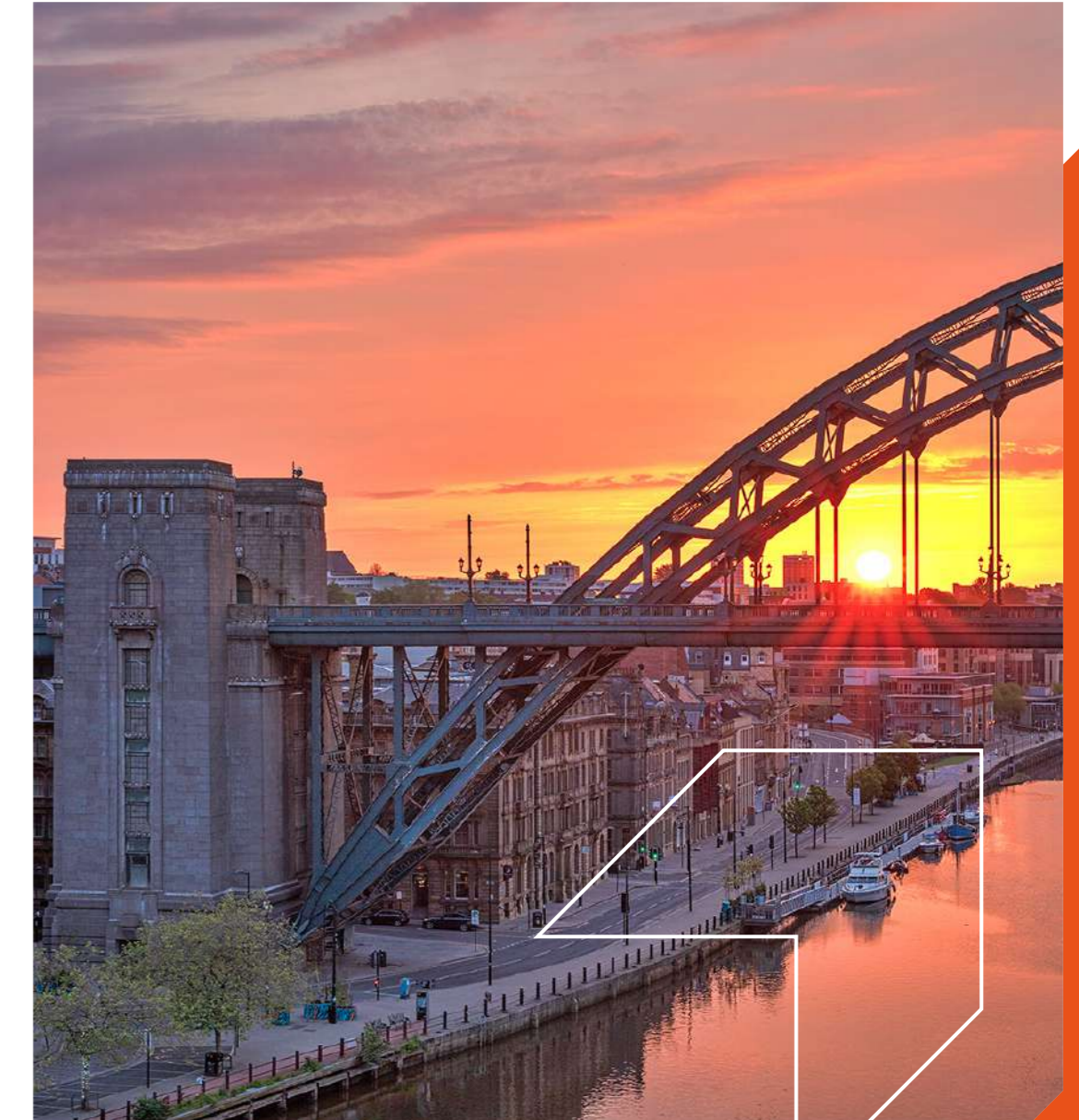
The following table summarises these KPIs, and the data sources used to determine the baseline at a LTP level, which can also be monitored to determine whether these have been achieved. This is further supplemented where possible by the potential data sources on an intervention basis, which could be used to demonstrate how individual elements of the Delivery.

KPI (Direction of Travel)	Baseline Data Source (Transport Plan level)	Baseline Year	Data Sources (at an intervention level)
<b>Sustainable travel</b> (Increase the percentage of journeys made by walking, wheeling, cycling, and public transport as a percentage of total journeys in our region.)	National Travel Survey	2022	Potential for additional localised travel surveys if appropriate
<b>Public Transport Accessibility</b> (Increase the percentage of households that have access to a hospital, GP, secondary education, a town centre and 10,000 jobs within 45 minutes using public transport.)	Public Transport Accessibility Model	2024	
<b>Climate Action</b> (Decrease annual CO <sup>2</sup> emissions per Capita created by transport.)	Department for Business, Environment, Innovation and Skills	2021	Local air quality monitoring sensors to the intervention
<b>Air Quality</b> (Decrease mean hourly reading of NO <sup>2</sup> and PM <sub>2.5</sub> )	National Automatic Urban and Rural Network (AURN) sites and locally managed automatic monitoring sites	2022	Local air quality monitoring sensors to the intervention
<b>Network Performance</b> (Increase percentage of vehicles using the KRN and SRN travelling at least 85% of speed limit.)	Inrix traffic data	2022	
<b>Road Safety</b> (Significantly decrease the number of people killed or seriously injured amongst North East road users.)	TADU killed or seriously injured 3 year rolling average	2020-2022	
<b>Road Safety</b> (Significantly decrease number of slight casualties amongst North East road users.)	TADU slightly injured 3 year rolling average	2020-2022	
<b>Uptake in ZEVs</b> (Increase proportion of Percentage of all licensed vehicles in the region (excluding HGVs) that are ZEV.)	Department for Transport & Driver, Vehicle and Licensing Agency	2022	Monitoring usage of EV chargers – existing and new in the vicinity of a new intervention

A mixture of quantitative and qualitative data will be important to develop a full picture of the impact of the implementation of the Delivery Plan. A variety of tools will be used to monitor and evaluate the KPIs and the performance of the individual interventions. These will be dependent on the KPI/intervention and the data source available.

#### 4. Reporting progress

Progress on the Delivery Plan will be reported to North East CA's Cabinet on a regular basis to ensure that Members are kept up to date with the delivery of the initiatives set out within the Delivery Plan, and the progress on the KPIs within the Transport Plan.





## Annex E: Delivery Plan Interventions

### NE Transport Pipeline - Headline Priorities

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
Making Transport Safer and more accessible for women and girls and other vulnerable groups	North East Mayoral Strategic Authority	Development of a Package of safety, security and accessibility measures in the public transport network, making transport safer for women, girls and other vulnerable groups developed with initial revenue delivery and longer-term capital delivery through CRSTS 2.	£300,000	Behaviour Change
Metro Gateline Upgrades and Improvements	Nexus	Improved gatelines at stations on the network to include remote monitoring.	£2,500,000	Metro
Making Bus Infrastructure more accessible, safer and a higher standard	North East Mayoral Strategic Authority	Tranche 1: Safe and accessible bus infrastructure. Tranche 2: Upgrading regionwide bus infrastructure to an agreed standard.	£5,000,000	Bus and Last Mile
Integrating the timetabling of services and onward journey information	North East Mayoral Strategic Authority	Actions to manage and integrate timetabling, working towards a fully integrated public transport network with short term information provision.	N/A	Information, Ticketing and Technology
Accessibility Audits and Training	North East Mayoral Strategic Authority	Review of the physical accessibility of the network with an emerging action plan and the delivery of a training programme for staff across transport delivery and operations.	£100,000	Behaviour Change

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
Supported Travel Enhancements Phase 1 package in Tyne and Wear.	Northumberland County Council	Supported Travel Schemes provided by Nexus on average provide £5.72 of Social Value for each journey completed. Enhancing and/or expanding the current schemes will support more individuals across the region and make travel safer for women and girls.	TBD	Revenue
Rail Reform including North East Rail Partnership	North East Mayoral Strategic Authority	Work with GBRTT and other rail industry stakeholders to progress agreement of rail partnership with GBR (once established), giving the NE greater influence over the rail network.	N/A	Heavy Rail
Measures to enhance Bus passenger experience	North East Mayoral Strategic Authority	Continue Community Bus Partnerships, inclusive of ambassadorial programmes and funding for local improvements and initiatives raised through them.	TBD	Bus and Last Mile
Supporting, maximising and enhancing existing bus routes and key services	North East Mayoral Strategic Authority	Protecting existing routes and key services and delivering enhancements to the network to deliver greater frequency and accessibility across the network.	£35,527,912	Revenue
Travel Safe partnership	North East Mayoral Strategic Authority	Establishment of a Travelsafe Partnership with Transport Operators.	TBD	Revenue
Transport Inclusion - Safety	North East Mayoral Strategic Authority	Short term measures to improve safety at stations across the Metro, Bus and Rail Network working with Northumbria Police and the British Transport Police.	£1,000,000	Revenue

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Connections between different transport types</b>				
Connected stations (phase 1)	North East Mayoral Strategic Authority	Connecting stations via public and sustainable means. Delivering an uplift in EV charging and enhanced active travel links. Phase 1 is provided by CRSTS 1 funding, Phase 2 will be developed for future funding opportunities.	£6,000,000	Heavy Rail
Bike and Ebike Hire Programme	North East Mayoral Strategic Authority	Development of a regional bike hire programme that is affordable to help people cycle who aren't able to own/afford a bike. Integrated as part of the region's sustainable transport network. Hubs will be located at strategic points around the region (transport interchanges, employment sites, town and city centres, residential areas).	TBD	Active Travel
Mobility Hubs	North East Mayoral Strategic Authority	Delivery of Mobility Hubs as a trial across the region to inform subsequent offer, focused on last mile connectivity.	£1,500,000	Behaviour Change
National Highways Partnership	North East Mayoral Strategic Authority	Partnership with National Highways to ensure collaboration and the effective management of the Strategic Road Network.	N/A	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Planning journeys/Informing users/Supporting Customers</b>				
Bus Reform	North East Mayoral Strategic Authority	Investigate options for Bus Reform.	£8,500,000	Bus and Last Mile
Delivery of Education based Sustainable transport opportunities	North East Mayoral Strategic Authority	Delivery of a range of transport initiatives to support access to education.	£100,000	Active Travel
Active Travel Champion	North East Mayoral Strategic Authority	Commencing a walking and cycling ambassadorial programme.	£300,000	Active Travel
Fares communication and promotion	North East Mayoral Strategic Authority	Ensuring passengers get value for money through the most appropriate fare with an awareness raising exercise.	£20,000	Information, Ticketing and Technology

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Reach and resilience of infrastructure</b>				
North Shields Ferry Landing	Nexus	Relocation of the Ferry landing on the north bank of the Tyne to tie in with the regeneration of the fish quay area.	£14,500,000	Ferry
Electric Vehicle Charging Network	North East Mayoral Strategic Authority	Starting the delivery of the largest electric vehicle charging network in the country. This project will install approx. 200 EV chargers across the North East. The location of the charging points will be determined through an enabling study, and sites will be chosen based on the requirement for the charging infrastructure to be easily accessible to a range of different users. (Phase 1 is delivered through CRSTS focused on filling gaps in the network with Phase 2 being developed thereafter).	£4,600,000	Decarbonisation
Residential Electric Vehicle Charging	North East Mayoral Strategic Authority	The expansion of our EV charging network focusing on residential areas where there is a lack of off street parking. Initial forecast of the delivery of over 1200 charging points.	£15,800,000	Decarbonisation
Delivering improved all user connections to Blyth	Northumberland County Council	Delivery of a relief road for Blyth which will create additional radial capacity for Blyth, reducing congestion, improving bus journey time reliability, and creating the space for high quality segregated cycle corridors identified through the Local Cycling and Walking Infrastructure Plan for the town.	£46,000,000	Road
<b>Ticketing and fares</b>				
New payment technologies for Metro (EMV)	Nexus	Delivery of contactless solutions on Metro to be delivered by 2027 to allow tap on tap off payment mechanisms.	£10,000,000	Information, Ticketing and Technology
Supported Travel Enhancements	North East Mayoral Strategic Authority	Subsidised fares to 2027.	£40,000,000	Revenue

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2032</b>				
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
Railway Assets Review	North East Mayoral Strategic Authority	Commission a study into the assets of the railway to improve conditions for local rail operations including their accessibility, achievement of objectives and potential delivery models including opportunities, costs and risks (would include looking at public control of stations).	N/A	Heavy Rail
Making Transport Safer and more accessible for women and girls and other vulnerable groups	North East Mayoral Strategic Authority	Delivery of a Package of safety, security and accessibility measures on the public transport network, making transport safer for women, girls and other vulnerable groups developed with initial revenue delivery and longer-term capital delivery through CRSTS 2.	£99,770,000	Behaviour Change
<b>Connections between different transport types</b>				
Connected Stations including Cycle parking and EV charging and Digital Connectivity (Phase 2)	North East Mayoral Strategic Authority	Connecting stations via public and sustainable means. Delivering an uplift in EV charging and enhanced active travel links.	£30,000,000	Active Travel
Bike and Ebike Hire Programme	North East Mayoral Strategic Authority	Delivery of a regional bike hire programme that is affordable to help people cycle who aren't able to own/afford a bike. Integrated as part of the region's sustainable transport network. Hubs will be located at strategic points around the region (transport interchanges, employment sites, town and city centres, residential areas).	TBD	Active Travel
Refurbishing Heworth Interchange bus station	Gateshead Council	Remodelling of Heworth Interchange at a surface level improving connections for buses into and out of the interchange.	£10,500,000	Bus and Last Mile

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2027</b>				
<b>Connections between different transport types</b>				
Bus Reform	North East Mayoral Strategic Authority	Implement findings of Bus Reform. Costs will be fully defined following scheme development.	TBD	Bus and Last Mile
Enhancing the supply and quality of Public Transport passenger information	Nexus	The scheme will deliver enhanced public transport information via a range of means utilising digital and physical means integrating with recent investments.	£16,000,000	Information, Ticketing and Technology
Delivering more accessible Public Transport Information at stations	Nexus	The NE has existing Visual equipment around the region in the form of Passenger Information Displays at stations and selected stops. This will be upgraded and expanded with additional forms of audio and visual technology to maximise information for all groups in society, including wayfinding, customer and real time information.	TBD	Information, Ticketing and Technology
Sustainable travel projects including school streets	North East Mayoral Strategic Authority	Further active Travel and sustainable transport promotion within schools.	£5,000,000	Behaviour Change
Access to Active Travel Equipment scheme	North East Mayoral Strategic Authority	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. Ensuring people have the means to travel sustainably.	£140,000	Active Travel

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2032</b>				
<b>Reach and resilience of infrastructure</b>				
Metro Essential renewals (post 2025)	Nexus	A fully costed 10 year asset management replacement plan. Prioritised so most urgent work done first. Allows for long term approach to capital funding. Inclusive of £5m for track improvement works at Howdon.	£255,000,000	Metro
Tyne and Wear Metro Re-Signalling	Nexus	A new signalling system for Tyne and Wear Metro, to replace the current, outdated system to allow Metro to continue to operate safely, linking with capacity enhancements and expansion of the Metro network.	£413,000,000	Metro
Rail Extensions Phase 1 - Washington connected by Metro	North East Mayoral Strategic Authority	Extending the Tyne & Wear Metro to Washington using the Leamside Line alignment from Pelaw to Washington, with a new section of track south of the Viaduct then connecting to the former Durham-Sunderland Railway alignment to join the existing Metro network at South Hylton.	£900,000,000	Heavy Rail
Ferryhill station and Sedgefield Parkway	Durham County Council	Reopening of Ferryhill Station and a new parkway at Sedgefield creating link to Teesside and safeguard future Leamside Line aspirations or a Tyne-Tees route.	TBD	Heavy Rail
Upgrades to Seaton Burn/Fisher Lane A1/A19 Junctions	National Highways	Interim upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
Upgrades to Moor Farm Junction	National Highways	Interim upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2032</b>				
<b>Reach and resilience of infrastructure</b>				
Bowburn Relief Road	Durham County Council	Reducing the pressure on J61 of the A1(M) and reduce traffic volumes through Bowburn village to facilitate further employment development to the south west of Bowburn village adjacent to the site of the Amazon warehouse and Integra 61. A relief road to bypass the A177 at Bowburn is proposed to intercept traffic travelling between the A688 and the A177 (in both directions).	£26,000,000	Road
A194 White Mare Pool comprehensive junction solution	South Tyneside Council	Interim solution or a fully comprehensive junction solution that has been developed to mitigate concerns with congestion, road safety and air quality. Will achieve the corporate objectives and those of others, including National Highways.	£50,000,000	Road
Murton Gap Delivering the New Metro station in North Tyneside	North Tyneside Council	Development of new station on the Northern Metro loop, and associated infrastructure/ equipment, linked to key sites in the North Tyneside Local Plan (Murton Gap).	£12,000,000	Metro
Future extensions for the Northumberland Line	Northumberland County Council	Improving accessibility to South East Northumberland by rail through additional stations and investigating extensions. Exploring connections to Blyth and Butterwell.	Funding External	Heavy Rail
North East active travel network	North East Mayoral Strategic Authority	Delivering a fully joined-up and region-wide active travel network for walking wheeling and cycling, linking together existing parts of our active travel networks, parks and greenspaces. Designed to a consistent standard with a strong, identifiable brand. Investments will be targeted to extend benefits of existing schemes and existing spaces. Working closely with the community and wider stakeholders to deliver appropriate interventions.	£100,000,000	Active Travel
Film Studio enabling infrastructure	Sunderland City Council	Additional highway infrastructure to accommodate growth. New road layouts, junctions and public transport infrastructure will be required.	£10,000,000	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2032</b>				
<b>Ticketing and fares</b>				
Comprehensive ticketing and information package	North East Mayoral Strategic Authority	"Sponsoring the delivery of a comprehensive cross modal ticketing, information and planning services solution built in partnership with authorities and operators. Building on work with EMV and Pop 2.0. the project will deliver a single smart transport payment system, real time mapping and will be delivered in phases.	£8,000,000	Information, Ticketing and Technology
Subsidised Fares package	North East Mayoral Strategic Authority	Builds on the Supported Travel Enhancements in Phase 1. Options to be considered include free travel for under 18's across the network and those leaving care and Travel passes for bus / metro for those getting back into work or training. (Indicative costs provided based on delivery to date).	£40,000,000	Revenue
<b>Delivery by 2040</b>				
<b>Safety, especially of women and girls, and other improvements in service quality</b>				
Tyne Valley journey time improvements	Great British Railways	Improving local rail conditions reducing end to end journey times to be more competitive with car based journeys.	Funding External	Heavy Rail
Next Generation Stations programme - upgrading our interchanges	North East Mayoral Strategic Authority	Next generation stations and interchange upgrades programme. A package of upgraded and new interchanges, stations and stops assimilated in partnership with promoters and Operators to test and trial design and technology solutions.	TBD	Bus and Last Mile

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2040</b>				
<b>Reach and resilience of infrastructure</b>				
Major upgrade to the East Coast Mainline	Great British Railways	Major upgrade via East Coast Main Line to include provision for a 7th path for high speed passenger services.	Funding External	Heavy Rail
Reopening the Leamside Line	Great British Railways	Delivery of the Leamside Line to provide capacity relief to the East Coast Mainline and local connectivity benefits.	Funding External	Heavy Rail
Upgrades to Seaton Burn/Fisher Lane A1/A19 Junctions	National Highways	Long term upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
Upgrades to Moor Farm Junction	National Highways	Long term upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
A19 junction improvements and capacity upgrades in North Tyneside, South Tyneside, Sunderland and County Durham	National Highways	Incorporates: - A19-A193 Howdon interchange signalisation; - A19 junction and on-line improvements between Killingworth interchange and Coast Road/Silverlink interchange - A19/A1056 Killingworth - Bridge improvements at Hylton - Jarrow - Lindisfarne Improvements	Funding External	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2040</b>				
<b>Reach and resilience of infrastructure</b>				
A69 route improvements	National Highways	A69 route improvements to improve safety and network performance including potential dualling and/or climbing lanes and targeted junction improvements west of Hexham (including the B6351 Hexham west junction).	Funding External	Road
Sunderland Station capacity improvements and track layout improvements	Sunderland City Council	Indicative proposal to reopen the second island platform and increase the number of tracks running through the station to four and increasing National Rail services calling at Sunderland Station.	£50,000,000	Heavy Rail
Durham Coast Line (route upgrade and service improvements)	Great British Railways	Durham Coast Line (route upgrade and service improvements) to facilitate local rail connectivity to Darlington and York.	Funding External	Heavy Rail
Delivery of East Gateshead Station	Gateshead Council	Station to serve Gateshead centre and Quays.	£20,000,000	Heavy Rail
New Metro Stations	Nexus	Develop new stations, in line with Metro expansion corridors to improve access and connectivity to the system. A programme of these will be developed in line with Metro demand studies.	£79,000,000	Metro

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Delivery by 2040</b>				
<b>Reach and resilience of infrastructure</b>				
Improvements in zero carbon public transport options	North East Mayoral Strategic Authority	Securing funding and considering alternative funding and finance options to support the greater roll out of low emission vehicles and vessels, incorporating electric, gas and hydrogen solutions. This package focuses specifically on Bus.	£50,000,000	Decarbonisation
Metro and Local Rail Enhancements (Phase 2)	North East Mayoral Strategic Authority	Local Rail Enhancements package for the existing rail network delivering improvements to existing network, to enhance frequency, punctuality and deliver journey time savings.	£2,500,000,000	Heavy Rail
Riverside Sunderland Low level Pedestrian bridge	Sunderland City Council	A moveable or opening non motorised user bridge at the lower level of the River Wear at Riverside Sunderland.	£30,000,000	Active Travel
Investigating new Strategic River Crossings within the region	North East Mayoral Strategic Authority	Delivery of new river crossings to support resilience of structures.	£40,000,000	Road
Delivering Northern Powerhouse Rail (East West Connectivity) in Full	Great British Railways	Improvement connectivity and journey time between the North East, West Yorkshire and North West through the delivery of Northern Powerhouse Rail in full.	Funding External	Heavy Rail
Completing the A1 Dualling to Scotland	National Highways	Completion of the dualling of the A1 from Morpeth north into Scotland.	Funding External	Road

### Transport Pipeline 2025-2027 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Connections between different transport types</b>					
CA24	Customer Experience Strategy and delivery of measures to support an integrated network	North East Mayoral Strategic Authority	To help our residents and visitors undertake integrated journeys we need an integrated transport network which meets users' needs and is attractive. A integrated transport network which is simple and easy to use, affordable and gets people to where they need to be will key in encouraging people to travel sustainably where possible, freeing up the road network for essential journeys that need to be made by car or van. This customer support strategy will set out measures to support customers at each stage of their journey, from the point of deciding to travel right through to arriving at their end destination and a series of first phase measures that will be invested in.	£5,050,000	Behaviour Change
DU32	Baths Bridge - Create an active mode link across the Wear linking residential, employment and education sites.	Durham County Council	Replace the footbridge over the Wear for pedestrians and cyclists.	£6,500,000	Active Travel
GA26	Mobility Hubs	Gateshead Council	Across the funding period will install 5 multi-modal mobility hubs, strategically integrated into the public transport network.	£1,500,000	Behaviour Change
GA31	MetroGreen Intermediate schemes	Gateshead Council	Facilitating development in the area action plan area of Metro Green through sustainable transport improvements.	£10,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Connections between different transport types</b>					
GA39	Traffic monitoring infrastructure	Gateshead Council	There is an established need for data collection and monitoring of vehicular traffic and the use of active modes across the North East. This requires counters to be installed and maintained at strategic points on the network. These counters regularly need to be updated and renewed.	£500,000	Active Travel
NE09	Connected Communities	Newcastle City Council	Delivery of community based active travel opportunities.	£20,000,000	Active Travel
NE11	Central Newcastle - Walking, Cycling and Public Transport improvements	Newcastle City Council	Investment in public transport, walking and cycling to enable a zero carbon central Newcastle.	£25,750,000	Active Travel
NO17	Recreational cycle network development in Northumberland	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.	£3,000,000	Active Travel
NO19	Blyth to St Mary's Active Travel Scheme	Northumberland County Council	Delivering a segregated high quality active travel route from Blyth to the North Tyneside border.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Connections between different transport types</b>					
NO20	Connected Stations - Delivery of elements in Northumberland	Northumberland County Council	1. Bedlington - Bus connectivity, sympathetic to the LUF walking and cycling corridor. 2. Station signage - All stations, improved signage for onward connectivity, details on bus connections, walking and cycling routes. 3. Morpeth and Hexham - Brompton e bike storage. 4. Cycle storage - Morpeth, Prudhoe, Haltwhistle. 5. Station facilities audit - Station audits, a research study.	£5,000,000	Heavy Rail
NT03	Delivery of the transport elements of the North Shields Fish Quay Plan	North Tyneside Council	Improve sustainable links between Fish Quay, town centre and active travel routes and complement wider regeneration.	£10,000,000	Active Travel
NT06	Improving Wallsend town centre public realm delivery and improve accessibility for all users	North Tyneside Council	Improve public realm and accessibility in the Wallsend town centre area, building on earlier regeneration work.	£6,965,400	Active Travel
NT14	Coastal Connectivity Visitor Economy Area Plan	North Tyneside Council	Extension of high quality active travel links and public realm enhancements linking to local district and town centres.	£7,000,000	Active Travel
NX21	Callerton Park and Ride Extension	Nexus	Expand Car park and improve all facilities.	£4,200,000	Park and Ride

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Connections between different transport types</b>					
ST01	Improved Cycling Links to Tyne Pedestrian Tunnel	South Tyneside Council	Improved connections on both the South and North side of the Tyne Pedestrian Tunnel.	£2,000,000	Active Travel
ST15	Micro Mobility Hub	South Tyneside Council	Delivery at South Shields Interchange of a 16 bay automated bike hire machine.	£300,000	Active Travel
ST20	South Shields Town Centre Active Travel Route	South Tyneside Council	The proposed route would provide a direct and dedicated route over 1.4km between the Ferry Landing to the South Shields Foreshore along King Street providing seamless access to South Shields Town Centre, Public Transport Interchange and Ferry Terminal. This is in addition to providing access for the proposed South Tyneside college relocation into the Town Centre.	£2,989,471	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA02	Regionwide behaviour change package and campaign	North East Mayoral Strategic Authority	An initial package focused on support more sustainable and integrated travel - Funded on an annual basis - funding references 5 years of funding.	£7,500,000	Revenue
CA10	Regional Transport Model and Monitoring package	North East Mayoral Strategic Authority	Development of a regional transport model for analysis and decision making together with monitoring tools.	£500,000	Information, Ticketing and Technology
CA16	Improved mapping and promotion of the Active Travel network	North East Mayoral Strategic Authority	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. Also includes a common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach.	£1,150,000	Active Travel
CA17	Integrating health and transport planning with active travel prescriptions	North East Mayoral Strategic Authority	A clear action plan for initiatives between the NHS, Public Health Directors and the North East MSA including spend to save initiatives.	£50,000	Active Travel
CA29	Regionwide Infrastructure Mapping Application	North East Mayoral Strategic Authority	Deliver a Regional infrastructure and asset map which enables connectivity solutions to unlock further strategic growth sites (housing and employment) to be realised. This will include an online platform to enable local trade, deliveries and international exports.	£250,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA44	North East active travel partnership board	North East Mayoral Strategic Authority	The creation of this Board will provide a strategic steer on the direction of Active Travel in the region.	N/A	Active Travel
CA45	Accessibility Forum	North East Mayoral Strategic Authority	The creation of an EV Infrastructure accessibility Forum, including local stakeholders and disability groups. This scheme will make sure those with disabilities and mobility issues are heard when developing the public charging network.	N/A	Road
CA46	EV Partnership Steering Group	North East Mayoral Strategic Authority	Setting up an EV Partnership group with the public/private sector and Distribution Network Operators (DNOs) to support, build, and grow the EV charging infrastructure across the North East.	N/A	Decarbonisation
CA52	Active Travel Infrastructure Design Training	North East Mayoral Strategic Authority	Active travel route infrastructure design training for local authority officers and members	£20,000	Active Travel
CA53	Work-based Sustainable Travel Programme	North East Mayoral Strategic Authority	Working with businesses regionwide to ensure employees and employers have the tools and information to travel sustainably. Including staff travel surveys, personalised travel planning with staff, cycle training, transport hubs, cycle maintenance, work champions, work sustainable travel competitions, business accreditation awards, promotional activities, etc.	£20,000	Behaviour Change
CA57	Influence the National NPPF Transport Working group to integrate transport	North East Mayoral Strategic Authority	Delivering change in ensuring positive approaches to the NPPF when it comes to the integration of transport	N/A	Behaviour Change

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA59	North East Travel Plan Accreditation Scheme		Travel plan accreditation scheme, where businesses are encouraged to have an up-to-date travel plan in place, where they can evidence the measures in the travel plan they have accomplished. Can be based on gold, silver and bronze standards (or similar) with some sort of incentive (such as funding to provide on site cycle parking facilities, press coverage, etc.	TBD	Revenue
CA60	Regionwide Travel behaviour change: EV campaign	North East Mayoral Strategic Authority	Creation of a behaviour change team within North East MSA, a regional promotional campaign for EV, EV charge points, public transport and active travel, and a gamification pilot. Also includes fares marketing, school journey planning education, Travel Plan accreditation and travel planning bond.	£100,000	Revenue
CA63	Real Time Passenger Information Screen replacements	North East Mayoral Strategic Authority	RTPI screen upgrade / new screen roll out programme.	£1,000,000	Information, Ticketing and Technology
DU01	DCC Network Resilience	North East Mayoral Strategic Authority	Digitising all countywide TROs in line with government DfT aspiration.	£400,000	Information, Ticketing and Technology
DU08	Durham Digital Twin	Durham County Council	Utilise data collection technology including cameras and traffic signals to improve public transport reliability and air quality and reduce congestion and environmental impact.	£5,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
GA28	School Streets within Gateshead	Gateshead Council	Seeking to support Active Travel as the preferred means of travel to school - reducing growing traffic congestion around schools which adversely impacts road safety, air quality and health.	£1,000,000	Active Travel
GA32	Tyne Bridge Sustainable Maintenance (Interim Measures)	Gateshead Council	Sustainable transport measures associated with the Tyne Bridge restoration works.	£6,500,000	Active Travel
ST07	Delivery of School Streets in South Tyneside	South Tyneside Council	Delivery of a range of transport initiatives to support children going back to school with a particular focus on reducing car trips and improving the environment.	£750,000	Active Travel
ST19	Traffic Signal Improvements in South Tyneside along Strategic Corridors	South Tyneside Council	Traffic Signal Improvements in South Tyneside along Strategic Corridors Locations include the following - A185 / Jarrow Slake / Port of Tyne - Jarrow, A185 - Station Road - Hebburn, Station Road / Glen Street - Hebburn	£1,000,000	Maintenance
SU36	Social Prescription for Active Travel	Sunderland City Council	Expansion of the self-funded Active Travel Prescribing project carried out in the city.	£5,000,000	Behaviour Change
UTMC01	Bus Priority and Urban Traffic Management and Control (UTMC) System	Newcastle City Council	The UTMC operates within Tyne and Wear and Durham and requires maintenance to ensure it can continue to meet the needs of the region in managing the signals across the network and delivering bus network improvements in respect of punctuality and reliability.	£2,500,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA07	Fund replacement and upgrade of existing EV infrastructure	North East Mayoral Strategic Authority	Plug funding gap to replace and or upgrade EV legacy equipment.	£600,000	Decarbonisation
CA35	Creation of a North East road and highways strategy for all users	North East Mayoral Strategic Authority	Create a regionwide road strategy and road safety strategy for the Strategic, Major and Key Road networks.	£50,000	Road
CA36	Increasing Strategic Maintenance budgets	North East Mayoral Strategic Authority	Secure additional strategic highways maintenance budget harnessing technology to monitor, deliver targeted improvements to keep the network operating smoothly for all.	£60,000,000	Road
DU05	Bishop's Gateway	Durham County Council	Create a link road from A688 to Jocks Bridge which will facilitate parking associated with tourism events.	£9,500,000	Road
DU22	A690 Stabilisation	Durham County Council	Planned: Maintain the A690 from Gilesgate Roundabout to A1(M), a key commuter route into and out of the City. The structural integrity of the A690 is currently a risk as ongoing and increasing land movements threaten A690 failure. To address this problem, the delivery of vital ground stabilisation works are proposed to maintain network resilience and safeguard this key route serving Durham city, a route which connects Durham City with the A1(M) and is the only east-west vehicular crossing over the River Wear.	£17,985,000	Maintenance

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU24	Electrification of P&R fleet	Durham County Council	Durham City currently suffers from poor air quality as defined by the Council's Air Quality Management Area and linked Air Quality Action Plan. To address this problem and reduce vehicle emissions within the city, it is proposed to convert Durham County Council's Park & Ride bus fleet from diesel to electric.	£5,000,000	Decarbonisation
DU27	Bishop Auckland Active Mode and Public Realm improvements.	Durham County Council	Create and improve an active travel route from West Auckland to Bishop Town Centre routing through the town centre, passing multiple key employment and retail areas.	£5,000,000	Active Travel
GA02	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.	£3,000,000	Active Travel
GA08	Highway structures major maintenance	Gateshead Council	Major maintenance works to highway structures across Gateshead.	£5,000,000	Maintenance
GA12	High Spen to Greenside cycle route	Gateshead Council	Provision of off road shared use path between High Spen and Greenside alongside Spen Lane to provide sustainable transport routes in the outer west.	£700,015	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
GA17	Derwent Cycle Route Improvements	Gateshead Council	Various cycle improvements linked to housing development in west Gateshead. This scheme will look to create a LTN 1/20 compliant cycle lane directly beside the A694, filling in the gap in Route 14 between Burnopfield Road and Thornley View.	£394,865	Active Travel
GA21	Road network maintenance including on unclassified roads	Gateshead Council	Unclassified roads make up over 85% of the overall road length in Gateshead, with a total of 782 kilometres to be maintained. This is a maintenance package.	£5,000,000	Maintenance
GA27	Birtley town centre active travel improvements	Gateshead Council	Provision of walking and cycling facilities up to LTN 1/20 standards.	£7,499,112	Active Travel
GA29	Askew Road West cycleway	Gateshead Council	Askew Road (between the Redheugh Bridge junction and the junction with West Central Route) is presently urban dual carriageway. The scheme would repurpose one of the carriageways for use as a dedicated two way cycle route with the other side being converted to standard single way carriageway in either direction.	£4,000,000	Active Travel
NE15	Delivery of local walking and cycling improvements across Newcastle	Newcastle City Council	Investment in top priority LCWIP routes and junctions.	£37,539,000	Active Travel
NE16	Coast Road	Newcastle City Council	Consideration of the potential for active and sustainable solutions on the Coast Road.	£16,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
NO03	Critical rural road maintenance Programme (countywide)	Northumberland County Council	To repair and strengthen key roads underpinning the rural and regional economy including access to key tourist destinations (Hadrian's Wall World Heritage site, Northumberland National Park including International Dark Skies Park), timber extraction and quarrying.	£10,000,000	Maintenance
NO13	Northumberland LCWIP	Northumberland County Council	Capital investment targeted at improving the walking and cycling networks in the 12 main towns of Northumberland. Proposed schemes will vary from town to town and would involve physical segregation of road users; traffic calming and road safety measures; providing dropped kerbs and tactile paving and improved crossing facilities, essentially improving the safety and convenience of walking and cycling and supporting a shift in the way we travel.	TBC	Active Travel
NT01	Improvements to key sustainable routes in North Tyneside	North Tyneside Council	Sustainable improvements at various locations on key strategic sustainable routes within the borough.	£20,000,000	Active Travel
NT13	Improvements to public realm and infrastructure for cycling, walking, wheeling and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside.	North Tyneside Council	Improvements to public realm and infrastructure for cycling, walking, wheeling and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside.	£5,630,417	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
NT16	Highway and structural maintenance work to address the maintenance backlog	North Tyneside Council	Expand delivery of highway and structural maintenance works to stabilise the highway maintenance backlog	£5,000,000	Maintenance
ST02	Highway Maintenance Resurfacing Backlog in South Tyneside	South Tyneside Council	The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required.	£5,000,000	Maintenance
ST03	Commercial Road Multi-Modal Corridor Improvements	South Tyneside Council	Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside.	£2,500,000	Road
ST04	A185 upgrade to support the Port of Tyne	South Tyneside Council	Congestion relief at Howard Street at A19 entry. This will improve severe congestion at the A19/Tyne tunnel especially during peak times.	£25,000,000	Road
ST05	A19 Southbound Lane Gain / Lane Drop	South Tyneside Council	Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP.	£10,000,000	Road
ST06	A185 / Howard Street Multi Modal Corridor Improvements	South Tyneside Council	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements.	£2,500,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	South Tyneside Council	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	£3,500,000	Road
ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	South Tyneside Council	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements.	£1,000,000	Road
ST11	A194 Multi-Modal Corridor Improvements	South Tyneside Council	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be to local at multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	£3,500,000	Active Travel
ST12	A1018 Multi-Modal Corridor Improvements	South Tyneside Council	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility or sustainable transport.	£5,000,000	Active Travel
ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn	South Tyneside Council	This scheme will complete the upgrade of NCN1 from South Shields to Sunderland. Focussing specifically on a section through Whitburn. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NT16	Highway and structural maintenance work to address the maintenance backlog	North Tyneside Council	Expand delivery of highway and structural maintenance works to stabilise the highway maintenance backlog	£5,000,000	Maintenance
ST02	Highway Maintenance Resurfacing Backlog in South Tyneside	South Tyneside Council	The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required.	£5,000,000	Maintenance
ST03	Commercial Road Multi-Modal Corridor Improvements	South Tyneside Council	Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside.	£2,500,000	Road
ST04	A185 upgrade to support the Port of Tyne	South Tyneside Council	Congestion relief at Howard Street at A19 entry. This will improve severe congestion at the A19/Tyne tunnel especially during peak times.	£25,000,000	Road
ST05	A19 Southbound Lane Gain / Lane Drop	South Tyneside Council	Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP.	£10,000,000	Road
ST06	A185 / Howard Street Multi Modal Corridor Improvements	South Tyneside Council	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements.	£2,500,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	South Tyneside Council	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	£3,500,000	Road
ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	South Tyneside Council	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements.	£1,000,000	Road
ST11	A194 Multi-Modal Corridor Improvements	South Tyneside Council	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be to local at multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	£3,500,000	Active Travel
ST12	A1018 Multi-Modal Corridor Improvements	South Tyneside Council	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility or sustainable transport.	£5,000,000	Active Travel
ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn	South Tyneside Council	This scheme will complete the upgrade of NCN1 from South Shields to Sunderland. Focussing specifically on a section through Whitburn. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST16	Major Highway Structural Maintenance Improvements (Heugh Street, Newcastle Road, Jarrow Slake)	South Tyneside Council	Significant Capital Investment is required to ensure that the Bridge Assets are maintained to the expected requirements.	£15,000,000	Maintenance
ST18	National Cycling Network - Route 14 Improvements	South Tyneside Council	This scheme will complete the upgrade of NCN14 from South Shields to Gateshead. Focussing specifically on a section through Hebburn and Jarrow. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£3,500,000	Active Travel
SU01	"Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction	Sunderland City Council	The scheme consists of improvements to the A1231 between the north bridgehead of the Northern Spire Bridge (Sunderland Strategic Transport Corridor Phase 2) and the junction with the A19, developing interface improvements with the Highways England network. This will include upgrading of existing roundabouts with traffic signals and the creation of additional capacity at the current A19/A1231 junction. The scheme will also add new provision for non-motorised users.	£29,000,000	Road
SU03	St Michael's Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety	Sunderland City Council	Removal of congestion pinch point on St Michaels Way, providing journey time saving and congestion relief.	£2,900,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU09	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth	Sunderland City Council	To deliver a 4.23 km route, comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	£3,000,000	Active Travel
SU10	SSGA to Ryhope Village Cycle Route	Sunderland City Council	Potential for a high-quality connection between SSGA/Ryhope and Hendon/City Centre, with scarcely interrupted journeys and exit points to key junctions along the route; Wide new road with long straight sections lends itself to dedicated cycle Lane provision; South end of this route taps into the eastern end of the major housing development of the city including doorstep market to the South of Saint Nazaire Way, and Cherry Knowle housing development; This link runs parallel to the rural coastal band of South Sunderland, which includes the 'England Coast Path' National Trail on the Durham Heritage Coast.	£2,200,000	Active Travel
SU25	Inner Ring Road Western Section St Michael's Way/ Chester Road Junction	Sunderland City Council	Remodelling of the existing junction and replacement with a new signalised junction utilising C-ITS technology which will link to adjacent junctions with new bus priority lanes and new, improved crossing facilities for non-motorised users.	£4,300,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
SU26	Inner Ring Road Western Section Park Lane Interchange Entrance from Stockton Road	Sunderland City Council	<p>The scheme provides bus priority on a key corridor approaching Park Lane Interchange. The scheme will include a new signalised junction and improved approaches which will improve journey time consistency for all users.</p> <p>The scheme will improve access for non-motorised users by providing new crossing facilities.</p> <p>The new access and route into the Interchange will lead to the removal of buses on heavily pedestrianised areas in the city centre which will improve safety and should lead to increased footfall in the city centre.</p>	£4,680,000	Bus and Last Mile
SU31	Improving Strategic Cycle Networks in Sunderland - Ryhope Road Strategic Cycle Route	Sunderland City Council	A 2.12km section of fully segregated cycleway linking the Grangetown area to the south and the city centre to the north.	£4,700,000	Active Travel
SU32	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth Phase 2	Sunderland City Council	To deliver a 924m route, connecting the proposed comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	£800,000	Active Travel
SU34	Wearmouth Bridge Major Maintenance	Sunderland City Council	<p>Project to maintain the Wearmouth Bridge.</p> <p>Includes the shared footway/cycleway on Wearmouth Bridge is in poor condition due to high volume of pedestrians and cyclists. To encourage use and to improve safety standards a full resurface of both sides is required.</p>	£15,000,000	Revenue

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
CA03	Bus Priority Infrastructure	North East Mayoral Strategic Authority	Including 17 strategic bus corridors bus priority measures package as identified through the North East Bus Priority Measures Study.	£20,000,000	Bus and Last Mile
CA11	Hotspot funding to improve conditions for active travel users on the network	North East Mayoral Strategic Authority	Identify and Sponsor a hotspot fund to quickly react to changing demands on the network and progress against any design faults.	£1,400,000	Active Travel
CA19	Coach Action Plan	North East Mayoral Strategic Authority	Developing a coach action plan.	£30,000	Bus and Last Mile
CA28	Innovation Challenge Fund for Smart Places	North East Mayoral Strategic Authority	Creation of an innovation challenge fund to develop and trial smart place applications with SMEs, start-ups and social enterprises.	£250,000	Information, Ticketing and Technology
CA62	Active Travel Design Review Panel	North East Mayoral Strategic Authority	The set up and running of a design review panel for the Combined Authority - to review all active travel scheme designs, ensuring they align with the latest guidance and ensuring "design for all" is considered.	£20,000	Active Travel
DU19	Stanley Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£1,500,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
GA20	A195 Bus Lane in East Gateshead.	Gateshead Council	The bus lane is on a section of the A195 Lingey Lane providing the main bus connection between IAMP/Follingsby and Heworth Interchange.	£2,383,436	Bus and Last Mile
GA42	Modelling, surveys and analysis	Gateshead Council	Need for robust data and modelling to inform scheme identification and development.	£500,000	Revenue
NE08	Scotswood Road Bus Priority	Newcastle City Council	Bus lanes and priority for Scotswood Road in conjunction with any new strategic crossing in the West.	£1,000,000	Bus and Last Mile
NO08	New Blyth Bus Station	Northumberland County Council	Construction of a new fit for purpose Bus Station and associated facilities.	£6,000,000	Bus and Last Mile
NO15	Enhanced service between Berwick and Newcastle	Northumberland County Council	The proposal is for a new hourly service to serve stations between Newcastle and Berwick-upon-Tweed on the East Coast Mainline.	£15,790,000	Heavy Rail
NO18	Average speed camera initiative	Northumberland County Council	Improving road safety for pedestrians and cyclists by reducing excessive speeding.	£200,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
NT05	Coast to Airport through train - Metro service	North Tyneside Council	Operate through Metro services.	TBC	Revenue
NX04	Regent Centre Interchange Upgrade	Nexus	The preferred scheme will see the existing multi-storey car park will be updated, refurbished and repurposed for a wider range of uses. This will involve making the building brighter and safer for all users, and focusing on improved facilities for cyclists, Blue Badge users and EV users. The facility will be promoted to offer local park and ride facilities for people using retail and leisure facilities along Gosforth High Street which is an area with poor local air quality. The bus station will benefit from removal of the overbearing entrance canopy and from new shelters and information provision. The Metro station elements of the scheme will improve the user experience for all customers.	£8,000,000	Metro
NX09	Upgrade and refurbishments of bus infrastructure including stations and stops, systemwide	Nexus	Comprehensive renewal of existing assets and provision of new assets where identified as being required to make bus travel safer and more attractive for new and existing users. This to include major refurbishment and improvement works at Wallsend bus station.	£20,000,000	Bus and Last Mile
ST14	The Nook Strategic Junction Improvements	South Tyneside Council	Delivery of strategic junction improvements to benefit public transport and active travel users, at a key congested junction.	£5,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
SU28	Chester Road (A183) Bus Corridor Improvements Springwell Road Junction	Sunderland City Council	Improvement of an existing section of Chester Road (A183) to the east of the A19. Provides journey time saving and facilitates access to the A19 and city centre promoting development and economic growth in the area. Scheme includes signalisation of junctions and construction of direct access to regeneration sites. Provide Public Transport and Cycle priority at junctions.	£5,000,000	Bus and Last Mile
SU39	Sunderland Station Central Entrance.	Sunderland City Council	Central Entrance to Sunderland station delivered to connect with Sunderland Riverside.	£12,684,051	Heavy Rail

### Transport Pipeline 2028-2032 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Connections between different transport types</b>					
CA23	Demand Responsive Micromobility Transport trials	North East Mayoral Strategic Authority	Innovation - Demand Responsive Transport - investigating and testing micromobility solutions with New forms of last mile connectivity integrated into our transport network.	£4,311,500	Information, Ticketing and Technology
CA39	Park and Rides	North East Mayoral Strategic Authority	Proposed package of strategically placed, Park and Ride sites to make it easier for people to join the bus and rail network. Sites will be identified by LAs in both suburban and rural areas and will act as hubs for connections between new Demand Responsive Services including secure cycle parking and the wider bus network.	£3,500,000	Bus and Last Mile
DU10	Placemaking proposals countywide	North East Mayoral Strategic Authority	Place based schemes in settlements countywide to improve active travel.	£40,000,000.00	Active Travel
DU37	Pop up P&Rs	Durham County Council	Improving or creating small car parks near key residential areas, close to public transport infrastructure to encourage the 'last miles' into the City via bus.	£5,000,000.00	Park and Ride
DU40	Secure cycle parking across the DCC building sites	Durham County Council	Improving the cycle storage offer at DCC buildings cross the County.	£1,000,000.00	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
DU41	Bus priority pinch points	Durham County Council	Undertake a detailed design and cost plan for public transport pinch points across the County as identified in coordination between bus operators and DCC public transport.	£5,300,000.00	Bus and Last Mile
GA25	Park and Ride	Gateshead Council	Continued congestion through central Tyneside caused by traffic accessing the key employment, shopping and leisure opportunities in the area. Three potential bus-based P&R schemes are identified in the Council's Local Plan and also promoted by the Council through the BSIP process.	£20,100,000	Bus and Last Mile
GA34	Liveable neighbourhoods	Gateshead Council	Addressing a lack of alternatives to car use for certain communities to access essential services.	£1,000,000	Active Travel
GA36	Riverside Park transport improvements	Gateshead Council	Improving access to Riverside Park by improving the connectivity and environment for active travel and improving permeability by bus, with stops and to make this a destination.	£1,000,000	Active Travel
GA37	Gateshead Quays (masterplan outcome measures and active travel infrastructure)	Gateshead Council	Further transport infrastructure is required in the Quays area to support the regeneration of the area.	£5,000,000	Active Travel
NE17	Sustainable permanent mitigations for the Tyne Bridge	Newcastle City Council	Access arrangements at Cowhill, Jesmond, New Bridge Street and Pilgrim St for Buses, cyclists and pedestrians.	£3,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
NX13	Cycle Parking & Hubs at Nexus sites	Nexus	A network of secure cycle lockers that are smart enabled across Metro stations, bus interchanges and rail stations. Development of a series of secure cycle hubs at public transport interchanges/Metro stations.	£5,000,000	Active Travel
SU30	Riverside Sunderland footbridge approach improvements	Sunderland City Council	New footbridge over a ravine to form a closer link with Sheepfolds developments and the Stadium of Light area. New connecting cycle links from the near Wear footbridge to Newcastle Road and the Dame Dorothy Street cycle route (under construction).	£4,200,000	Active Travel
SU33	Mobility Hubs in Sunderland	Sunderland City Council	To provide mobility hubs at a proportionate scale in underland city centre, Sunderland North, Sunderland West, Washington and Coalfields areas.	£5,500,000	Behaviour Change
SU35	St Mary's Boulevard - Bus Priority and Pedestrian movements	Sunderland City Council	A number of new developments are planned or in the process of delivery on the Riverside Sunderland site. To reduce severance for pedestrians between the city centre and the Riverside Sunderland site it is proposed to realign the existing St Mary's Boulevard to a more pedestrian friendly arrangement. Rationalisation of traffic on Cumberland Street.	TBC	Active Travel
SU42	International Advanced Manufacturing Park Non Motorised User Package	Sunderland City Council	New active travel infrastructure to connect to existing routes.	£6,000,000	Active Travel
SU43	West Wear Street subway removal	Sunderland City Council	Removal of existing subway and new pedestrian and cycling facilities.	£4,000,000.00	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA32	Upgrades to the two Urban Traffic Management Control Centres for command and control of the network	North East Mayoral Strategic Authority	Upgrades to the two Urban Traffic Management Control systems to: integrate and link with neighbouring areas and National Highways.	£2,000,000	Road
CA42	School Streets Development and Delivery across the region	North East Mayoral Strategic Authority	School Streets as an initiative is supported within the NE Transport Plan and active travel strategy as a means of providing safer, cleaner environments outside of the school encouraging uptake in sustainable journeys.	£10,000,000	Active Travel
DU33	Sustainable Travel to Education	Durham County Council	Ensuring safe access to education via physical safety improvements and supported travel enhancements.	£2,500,000	Active Travel
DU38	Chester le Street ITS/ light touch SCOOT	Durham County Council	Linking signalised junctions with SCOOT infrastructure to include a bus priority provision.	£4,000,000	Information, Ticketing and Technology
NE07	Newcastle Smart Corridors	Newcastle City Council	North East Smart Corridors: upgrade to arterial corridors to Tyneside which would incorporate active traffic control with ANPR. Potential to integrate with air quality sensors to have innovative traffic control and public transport priority.	£13,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
NT17	Improve Public Transport Connectivity in the North West of the Borough	North Tyneside Council	Working with the North East MSA, Nexus & the bus operators to review how bus services are delivered in the region and identify opportunities for improved links and connections which would provide regular and affordable services to residents in the North West of the Borough enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.	TBC	Bus and Last Mile
Reach and resilience of infrastructure					
CA22	Transport and Future Energy Solutions across the region	North East Mayoral Strategic Authority	A regional energy package focused on generating energy on our transport assets, depots, stops and stations.	£1,000,000	Decarbonisation
CA25	Freight opportunities expansion	North East Mayoral Strategic Authority	Assessment of opportunities to expand rail freight opportunities in region including creation of region's first Strategic rail Freight Interchange.	N/A	Heavy Rail
CA33	Addressing Severance of the Road network through targeted approaches	North East Mayoral Strategic Authority	Targeted approaches to reduce the severance of the road network. Linked to severance and active travel initiatives look to undertake a review of crossing facilities and a package of Designated Fund measures.	£20,000,000	Road
CA34	Integrate taxi services with other public transport provision	North East Mayoral Strategic Authority	Integrating taxi services with other public transport provision.	£50,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA37	Freight consolidation	North East Mayoral Strategic Authority	Freight consolidation to reduce duplicated road miles and promote alternatives road freight distribution.	£120,000	Road
CA38	Increased Lorry Parking and Servicing opportunities across the region	North East Mayoral Strategic Authority	Work with Highways England to study the need for more service provision, including lorry parking, on or adjacent to the region's Strategic Road Network.	N/A	Road
DU02	Bus Rapid Transit Corridors in Durham	Durham County Council	A series of Bus priority corridors across the county including the A167, 692 and 694 and connecting communities incl Weardale.	£275,000,000.00	Bus and Last Mile
DU03	Durham Development Management Innovation	Durham County Council	An innovation approach to looking at development management proposition.	£1,750,000.00	Revenue
DU04	DCC Highways Decarbonisation	Durham County Council	Proposals to deliver priority measures such as park and ride and access to active travel.	£10,000,000.00	Decarbonisation
DU07	Network Resilience	Durham County Council	Improving network resilience through targeted investment in highway capacity.	£8,000,000.00	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU09	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)	Durham County Council	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)  'Capacity and road safety measures at the junction, also linking to TVCA's MRN bid. Measures to mitigate queueing back onto the A1(M) from the southbound off slip. Also to reduce congestion on the eastbound approach to the junction. Road safety measures at the right turn pocket to Bradbury Services. The congestion largely relates to commuting towards Teesside.	£10,000,000.00	Road
DU10	Active mode connectivity , public transport reliability and capacity improvements at A693 Stanley	Durham County Council	The proposal focuses on improvements to the A693/Oxhill and A693/Asda junctions. The junctions adjoin the Stanley A693 Bypass, which is a 40-mph dual carriageway, through the town. The A693 links North West Durham (including the settlement of Consett) and the A1M (J63) at Chester-Le- Street, offering a key west to east link. A693 from Oxhill signal junction to Asda roundabout, which would be signalised and include a pedestrian phase across roundabout, negating use of subways. Includes active travel linking to C2C route.	£19,250,000.00	Road
DU12	Strategic Road Network Improvements in County Durham	Durham County Council	Supporting the investment in National Highways infrastructure countywide.	£23,250,000.00	Road
DU03	Durham Development Management Innovation	Durham County Council	An innovation approach to looking at development management proposition.	£1,750,000.00	Revenue

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU13	Junction 63 (A1M) capacity improvements	Durham County Council	Improve capacity on the northbound merge and southbound diverge lanes at J63, Chester Le Street to safeguard future developments and to reduce the impact on surrounding DCC highway network. Regional benefits.	£8,500,000.00	Road
DU15	Toft Hill and High Etherley Bypass	Durham County Council	Create a new bypass between The Smiths Arms and High Etherley by re-routing the A68 and creating a new bypass to divert large HGV % of traffic away from Toft Hill Village bringing environmental benefits in terms of air, noise, dust and vibration.	£24,000,000.00	Road
DU17	Electrification of DCC Small Bus operator fleets	Durham County Council	Working with wider regional schemes to deliver electrification of fleets.	£20,000,000	Decarbonisation
DU18	Belmont to Newton Hall Cycle Route and Green Corridor	Durham County Council	Cycling route improvements via Belmont Viaduct, linking North and east Durham employment sites.	£27,000,000.00	Active Travel
DU25	Bishop Auckland EV Charging Station	Durham County Council	EV charging opportunity relating to visitors.	£2,500,000	Decarbonisation
DU29	A167 Durham City Capacity Improvements	Durham County Council	SCOOT - A167 and A690 UTMC roll out on all approaches and ITS on all approaches as well as pedestrian cycle crossing connectivity.	£12,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU34	Durham City Park Ride Expansion	Durham County Council	Extend Durham City's offer for P&R including a potential new site.	£15,000,000	Park and Ride
DU36	North West Durham active mode improvements.	Durham County Council	Improved active mode connectivity in North West Durham.	£12,000,000	Active Travel
DU39	Bishop Auckland Attraction Electric Bus	Durham County Council	Fleet of electric buses to connect tourism sites.	£2,000,000.00	Decarbonisation
EX13	Autonomous vehicle tests on the strategic network	National Highways	Autonomous vehicle tests on the strategic network.	Funding External	Information, Ticketing and Technology
EX14	Enhancing the Electric Vehicle offer on the strategic road network	National Highways	Enhancing the EV offer on the strategic road network.	Funding External	Road
EX16	A66 Dualling	National Highways	Dualling of the A66 between Scotch Corner and Penrith.	Funding External	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
GA01	Future of Gateshead Bridgeheads	Gateshead Council	To address active travel, bus and vehicle routing for river crossings.	£2,000,000	Active Travel
GA03	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, this scheme relates to the remediation of the Flyover/Viaduct A167 and associated regeneration.	£100,000,000	Road
GA40	Access to Tyne Marshalling Yards	Gateshead Council	To address potential active travel and road access issues or the Tyne Marshalling Yard.	£5,000,000	Active Travel
GA27	Birtley town centre active travel improvements	Gateshead Council	Provision of walking and cycling facilities up to LTN 1/20 standards.	£7,499,112	Active Travel
GA09	Gateshead Local Cycling and Walking investment proposals	Gateshead Council	Corridor upgrades for walking, wheeling and cycling.	£31,704,000	Active Travel
GA10	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.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
GA13	Upgrading the National Cycle Routes in Gateshead	Gateshead Council	Upgrading of NCN cycle routes to meet current standards.	£2,500,000	Active Travel
GA15	A195 Follingsby Roundabout Improvements	Gateshead Council	Improvements to ensure access for all users to the employment area at Follingsby, including potential future park and ride.	£10,500,000	Road
GA18	New Bridges to remove severance	Gateshead Council	New Bridges over key motorway / A road infrastructure.	£5,000,000	Road
GA19	Small Scale Highways Improvements / Junctions	Gateshead Council	Measures are aimed at relieving existing problems on the network associated with existing junctions. These will provide benefits to general traffic, but are targeted at relieving identified problems for bus operation and also cycle and pedestrian movement.	£1,000,000	Road
GA22	EV Charging Improvements	Gateshead Council	Provision of convenient EV charging facilities in car parks owned by Gateshead Council.	£1,000,000	Decarbonisation
GA33	Albany Road widening and active travel	Gateshead Council	Increased capacity to ensure the safe and efficient flow of vehicular traffic to and from the new arena complex. This scheme specifically makes provision for pedestrians and cyclists with segregated facilities along the length of the road.	£900,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE02	Maintenance to Urban Core Distributor Route and all user improvements	Newcastle City Council	Package of maintenance and junction improvements to roads on the Urban Core Distributor Route.	£20,000,000	Maintenance
NE03	Ponteland Road Corridor sustainable and housing improvements	Newcastle City Council	Upgrades to junctions on key roads to West of Newcastle in order to enable development.	£7,350,000	Road
NE04	Scotswood Bridgehead accessibility improvements in Newcastle	Newcastle City Council	Upgrades to northern end of Scotswood Bridgehead.	£4,200,000	Road
NE05	Rotary Way junction upgrade and cycling improvements	Newcastle City Council	Investment and upgrade around the A1-Rotary Way-Great North Road junction to enable local plan development.	£12,000,000	Road
NE06	Newcastle Station: Enhanced capacity and Links	Newcastle City Council	Investment to unlock the potential around Newcastle Central Station, including access improvements to Stephenson Quarter (Southern Entrance).	£45,000,000	Heavy Rail
NE10	Skinnerburn Road Maintenance	Newcastle City Council	Structural Maintenance scheme on Skinnerburn Road.	£12,000,000	Maintenance

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE12	Flood and Climate Resilience (Newcastle citywide)	Newcastle City Council	Maintenance of highway structure, gullies and culverts to provide greater resilience to climate change.	£6,000,000	Maintenance
NE13	A696/A167 and Airport Junction upgrade	Newcastle City Council	Improvements to junctions to account for growth at Airport and nearby housing sites.	£5,000,000	Road
NO06	Delivering improved all user connections on this route (A1068 Fisher Lane) between South East Northumberland and Tyne and Wear	Northumberland County Council	The scheme involves the upgrading of the remaining single carriage section of the A1068 Fisher Lane (approximately 1 mile) to dual carriageway standard between the C366 Blagdon Lane and the A19 Seaton Burn junction, a segregated cycleway from Seaton Burn to Cramlington linking to the new development areas, cycleways and a new roundabout at the A1068/Blagdon Lane junction, removing a congestion pinch point on this key strategic route into Tyne & Wear, improving cycle provision, bus journey time reliability and access at the A1068/Blagdon Lane junction.	£9,000,000	Road
NT02	River Tyne Economic Corridor (NEIZ) Enabling Works	North Tyneside Council	Works to improve and enable connectivity between key sites along the River Tyne Economic Corridor, relieving pressure on the highway network and improving highway resilience and capacity.	£4,750,000	Road
NT04	A191 all user improvements	North Tyneside Council	Improvements for all users in the A191 corridor in North Tyneside.	£2,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NT08	Local sustainable routes in North Tyneside	North Tyneside Council	Improvements within town and district centres to deliver a package of improvements for walking, wheeling, 'last mile' cycling and public realm in town centres.	£3,000,000	Active Travel
NT09	A193 Wallsend Road Bridge deck replacement and repairs	North Tyneside Council	A193 Wallsend Road bridge replacement.	£5,000,000	Road
NT15	Weetstlade Bridge – major concrete repairs and re-waterproofing	North Tyneside Council	Major maintenance, principally concrete repairs and re-waterproofing.	£2,000,000	Maintenance
NX07	Car Park Maintenance Programme	Nexus	Park and Ride and car park maintenance and improvements are key components of the recovery plans to attract customers back and to forge new markets. 'Consideration to extending park and ride facilities at multi-modal interchanges across the North East region. Not just limited to metro stations, but also bus / train stations.  With improvements required at Hebburn, Tyne Dock, East Boldon and Fellgate within South Tyneside.	£28,000,000	Park and Ride
NX11	Creating Electric Vehicle charging points across Nexus car parks	Nexus	Proactively identify site suitable for charging points and install a comprehensive network, aligned to the wider regional strategy.	£5,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NX12	Installing Solar panels at Nexus infrastructure	Nexus	A comprehensive, integrated programme of PV installations across the Metro network at locations of maximum efficacy and where power can be best redistributed for Nexus' use.	£1,100,000.00	Decarbonisation
NX23	Howdon Viaduct	Nexus	Replace the current track support system with a ballasted construction. Ensure the viaduct is suitably strengthened to accommodate the additional loading of ballast and concrete sleepers.	£18,500,000	Metro
RTS01	North East Traffic Signals Resilience and Decarbonisation	Newcastle City Council	Delivering the latest signal technology across the North East. 1/ Climate change targets have lead to Tungsten Halogen (TH) lamps used in the traffic signals industry becoming obsolete. This will eventually lead to equipment becominwwg obsolete. 2/ To reach net zero targets, more energy efficient systems will be deployed.	£20,000,000	Road
ST17	Mill Lane Metro Station	South Tyneside Council	This scheme, subject to design and business case will provide a new Metro Station at Mill Lane.	£25,000,000	Metro
ST21	A185 Strategic Transport Corridor Jarrow through to Gateshead Boundary	South Tyneside Council	This scheme will focus on the A185 between Jarrow / Hebburn Town Centres and the Gateshead Boundary. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	£5,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST22	A184 Strategic Transport Corridor Sunderland Boundary through to Testo's Roundabout	South Tyneside Council	This scheme will focus on the A184 between the boundary with Sunderland through to Testo's Roundabout. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	£5,000,000	Active Travel
ST23	Jarrow Road / Port of Tyne Flood Alleviation Scheme	South Tyneside Council	This scheme will focus on the A194 between the Arches Junction / Jarrow Road through to West Way junction. Proposals will hopefully see an upgrade in the highway drainage systems to assist with the outflow water and to consider an attenuation tank to deal with excess rainfall during extreme weather events.	£10,000,000.00	Maintenance
SU02	A690 all user highway improvements including at North Moor Lane Barnes Gyrotory Grindon Lane and B1286 junction	Sunderland City Council	To provide bus priority measures, improve journey times and reliability, and reduce junction delays.	£20,000,000	Bus and Last Mile
SU06	Continued improvements to access the IAMP area including off-road cycle facilities to accommodate expected increase in traffic and stimulate economic development (IAMP Infrastructure Phase 2)	Sunderland City Council	Additional highway infrastructure to accommodate growth. New road layouts, junctions and public transport infrastructure will be required.  Road bridge over the A19 may be required depending on modelling outcomes.  Road bridge over Leamside line may be needed to facilitate growth to the north west of the site.	£35,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU08	Upgrading existing traffic signals in Sunderland	Sunderland City Council	Deliver modern, intelligent, networked equipment and design, there would be substantial gains in efficiency for highway users by reduction of delays/stopping/speed alterations. Additionally, modern LED aspects use substantially less energy, leading to reduced revenue costs as well as measurable carbon savings.	£7,500,000	Information, Ticketing and Technology
SU12	Active Travel Improvements in Sunderland - Route 2 - Newcastle Road	Sunderland City Council	Segregated Cycle lane from Wearmouth Bridge Northern Bridgehead travelling along A1018 Newcastle Road towards boundary with South Tyneside	£6,500,000	Active Travel
SU13	Active Travel Improvements in Sunderland - Route 3 - West (Barnes Park Greenway)	Sunderland City Council	Two- way cycle route heading into city centre from the west, starts to the east of the A19 and runs through residential areas and schools. Upgrade of existing facilities. Includes new street lighting and CCTV. Downgrade speed limits and reconfigure road layout on Springwell Road.	£11,500,000	Active Travel
SU14	Active Travel Improvements in Sunderland -Route 4.1 - SSGA to Spire Bridge	Sunderland City Council	Narrow traffic lanes and repurpose existing footway to provide segregated uni directional cycle facility with floating bus stops. Road roundabout layouts to be reconfigured to provide continuous cycle facilities along the route.  Tie into proposed active travel scheme on European Way.	£4,500,000	Active Travel
SU15	Active Travel Improvements in Sunderland - Route 4.2 - Route 3 to South Hylton Metro	Sunderland City Council	Two way cycle route connecting Route 3 from the south to South Hylton Metro station to the north.	£4,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
SU16	Active Travel Improvements in Sunderland - Route 5.1 - SSGA Link to Nissan IAMP	Sunderland City Council	Widening existing tracks where applicable, improving the route adjacent to the A19 and a new access to an improved crossing point over the River Wear.	£8,500,000	Active Travel
SU17	Active Travel Improvements in Sunderland - Route 5.2 - NC70 to North	Sunderland City Council	New Cycle route in residential area connecting National Cycle Network Route 70 in the south to Route 5.1 and Route 3 to the north.	£4,000,000	Active Travel
SU18	Active Travel Improvements in Sunderland - Route 6 - West Link Hetton to Nissan/IAMP	Sunderland City Council	Widening existing tracks where applicable, combined with new routes improving the route adjacent to the from Hetton Town Centre, through Houghton le Spring and an improved crossing point over the River Wear into Washington and onwards towards Nissan/IAMP.	£16,000,000	Active Travel
SU24	Sunderland Inner Ring Road Western Section St Mary's Boulevard / St Michael's Way roundabout Junction improvements	Sunderland City Council	Removal of congestion pinch point on St Michaels Way, providing bus priority on route to Park Lane Interchange, journey time saving for all users.	£7,250,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
SU27	Sunderland Inner Ring Road Western Section - Esplanade Gyratory	Sunderland City Council	The scheme intends to replace the existing gyratory with a new two-way system with new crossing points, new footways installed and existing footways widened. A new bus priority lane will be included for southbound buses leaving Park Lane Interchange.	£5,320,000	Bus and Last Mile
SU40	Queen Alexandra Bridge Maintenance package	Sunderland City Council	Major maintenance project to maintain the bridge.	£22,000,000.00	Road
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
DU16	Bus CCTV in Durham (onboard)	Durham County Council	Delivering safety improvements through onboard CCTV working with wider regional schemes.	TBC	Bus and Last Mile
DU20	Consett Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£11,000,000	Bus and Last Mile
DU21	Peterlee Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£9,000,000	Bus and Last Mile
DU35	Newton Aycliffe bus station and surface car park	Durham County Council	Demolish existing MSCP and replace with a bus station and surface level car park in the town centre.	£17,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
DU42	Bus stop improvements: County wide (road markings refresh, replace timetable casings)	Durham County Council	Improve the bus stop infrastructure along various routes and corridors across the County.	£2,500,000.00	Bus and Last Mile
EX04	Small scale local rail reliability measures networkwide	North East Mayoral Strategic Authority	Through line of route improvements plans implement small scale improvements to improve service reliability.	N/A	Heavy Rail
EX12	Addressing the severance of major infrastructure working with infrastructure providers	National Highways	Addressing the severance of major infrastructure working with infrastructure providers 1b) Continuing to mitigate the impacts of major infrastructure schemes through a clear package of designated fund schemes.	Funding External	Road
GA23	Bus Service Improvement Plan Corridor Improvements in Gateshead	Gateshead Council	Bus Priority on identified corridors as included in the BSIP.	£4,225,000	Bus and Last Mile
GA35	Stella Road bus lane in Blaydon	Gateshead Council	Bus priority measures around Blaydon.	£1,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
GA38	Bus priority measures in Gateshead	Gateshead Council	This project will provide bus priority infrastructure in locations throughout Gateshead and extends the BSIP programme.	£5,000,000	Bus and Last Mile
GA41	Speed Management Interventions in Gateshead	Gateshead Council	Speed management interventions at a series of locations (nature of interventions and locations to be determined in accordance with the Council's Speed Management Plan).	£4,000,000	Road
NO05	Cramlington Station improvements	Northumberland County Council	Infrastructure improvements required to facilitate improved frequency of service from station and better station facilities.	£250,000	Heavy Rail
NO07	New Alnwick Bus Station	Northumberland County Council	Construction of a new fit for purpose Bus Station and associated facilities.	£4,000,000	Bus and Last Mile
NT11	Killingworth underpass	North Tyneside Council	Provision of route crossing the A19 to better link strategic housing development into the local transport network.	£14,500,000	Active Travel
NX01	Gateshead Interchange Refurbishment	Nexus	Demolition of the whole interchange site and the redevelopment of a bus station on a smaller footprint, redesigned to address safety and security limitations, new retail, office and accommodation space, reconfiguration of the Metro station to make better use of the space and create better integration between public transport and the retail.	£34,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
NX02	Upgrading Heritage Stations on Tyne and Wear Metro	Nexus	Upgrading of Cullercoats, Whitley Bay, Monkseaton and West Monkseaton Metro stations with a distinctive historical lineage dating back to the North Eastern Railway/LNER.	£2,000,000	Metro
NX03	Monument Metro Station Refurbishment	Nexus	Redesign and expansion of the station footprint, including improved accessibility, greater connectivity with the public realm, integration with adjacent leisure and retail, new leisure and retail opportunities. Improved step free accessibility, improved passenger facilities.	£10,000,000	Metro
NX08	Small Metro Station Upgrades systemwide	Nexus	Comprehensive station refurbishment, improving the customer experience, including information and waiting facilities, addressing accessibility and where necessary installation of gatelines.	£9,000,000	Metro
NX24	Four Lane Ends Interchange redevelopment	Nexus	Redevelop the full site to maximise the available space. This would help fully utilise the interchange as key P&R site for both Metro and Bus.	£12,000,000	Metro
NX27	Byker Station Refurbishment	Nexus	Comprehensive station refurbishment to include modern, secure and welcoming station facilities for all customers. Along with reviewing current commercial unit to explore opportunities for creating a community asset within the station.	£3,000,000.00	Metro
SU29	A183 Royalty Junction	Sunderland City Council	Removal of the existing gyratory layout for buses to allow two-way movement for public transport.	£3,500,000	Bus and Last Mile

### Transport Pipeline 2033-2040 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
CA31	Regional Autonomous Vehicles testbed	North East Mayoral Strategic Authority	Increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed.	£1,000,000	Information, Ticketing and Technology
CA51	Unified open data for regional transport	North East Mayoral Strategic Authority	A unified open data operation for regional transport so it is fully accessible to all and do data provided for different types of transport is in a similar format.	N/A	Information, Ticketing and Technology
DU06	Mobility Hubs & Last Mile Connectivity in Durham	Durham County Council	Supporting last mile connectivity via a series of mobility hubs across the county.	£14,000,000	Bus and Last Mile
DU31	East Durham Masterplan	Durham County Council	Improvements in and around Horden, Peterlee and Murton.	£20,000,000	Active Travel
GA04	Blaydon station to town active travel link	Gateshead Council	Potential improvements at Blaydon rail station.	£12,000,000	Active Travel
GA11	Bill Quay pedestrian link to a future Metro Station	Gateshead Council	Pedestrian link from Gullane Close in Bill Quay to proposed Metro Station at Mill Lane.	£100,000	Active Travel
NX20	Ferry - Royal Quays Landing study	Nexus	To explore a Ferry Landing at Royal Quays.	£14,000,000	Ferry

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA27	Transport Maintenance	North East Mayoral Strategic Authority	Continued transport maintenance funding and targeting decarbonisation solutions and maximising technology for asset management includes maintenance for active travel measures.	£600,000,000	Revenue
CA70	Reopening of Stillington Line to passenger services towards Teesside	North East Mayoral Strategic Authority	Stillington Line to enable passenger services between NE and Tees.	N/A	Heavy Rail
DU26	Urban Active Mode Routes identified in Local Cycling and Walking Investment Plans	Durham County Council	Delivery of core improvements to active travel routes.	£200,000,000	Active Travel
DU30	Rural Active Mode Improvements in Durham	Durham County Council	Delivery of rural priorities for active travel.	£50,000,000	Active Travel
DU28	Inter-Urban Active Mode Routes	Durham County Council	Connecting towns and Durham City together through active travel improvements.	£126,000,000	Active Travel
DU43	Barnard Castle Local Traffic Improvements	Durham County Council	Measures in and around Barnard Castle, discouraging non essential traffic away from the Town Centre bringing associated environmental, road safety, and air quality benefits to the Town.	£30,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU44	West Auckland Bypass	Durham County Council	Potential second phase of Toft Hill scheme from Spring Gardens to A68.	£27,000,000.00	Road
EX06	A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63)	National Highways	Requires further studies but looking at capacity improvements on the A1 between Barton and Chester le Street.	Funding External	Road
EX15	Ensuring targeted investment in digital connectivity when making physical alterations to works	DfT	Ensuring targeted investment in digital connectivity when making physical alterations to works.	Funding External	Information, Ticketing and Technology
EX17	Freight Gauge Clearance	Great British Railways	Freight gauge clearance - Work closely with Great British Railways and private sector to improve line speeds along freight routes.	£10,000,000.00	Heavy Rail
GA07	West Tyneside cycle route (bridge over ECML)	Gateshead Council	New bridge over East Coast Main Line between Chowdene and Team Valley.	£10,000,000	Active Travel
GA16	New Derwent Walking and Cycle Crossing at Metrogreen	Gateshead Council	New crossing of River Derwent at Metro Green.	£10,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE01	Airport access upgrades to facilitate housing growth and the onward success of the airport	Newcastle City Council	Development of a link road to Newcastle Airport between A696 and Brunton Lane, to enable development of Newcastle Airport Enterprise Zone and Newcastle housing sites. Exploration of the extension of active travel infrastructure to Callerton and additional connectivity to Kenton.	£15,000,000	Road
NE14	New PT Route delivered to the West of Newcastle	Newcastle City Council	New Westbound public transport from Central Station/St James.	£40,000,000	Metro
NO01	Facilitating growth of Ponteland and addressing congestion	Northumberland County Council	The A696 is part of the Primary Road network in Northumberland. The scheme objectives are to provide an alternative route for through traffic including heavy goods vehicles thus reducing delay to traffic through the village.	£80,000,000	Road
NO09	Facilitating the growth of Newbiggin and Ashington, improving public and active travel routes, capacity and addressing congestion	Northumberland County Council	Road network improvement scheme - provision of a new link road between Newbiggin and Ashington.	TBC	Road
NO10	Facilitating the growth of Morpeth, improving public and active travel routes, capacity and addressing congestion	Northumberland County Council	Limited east west connectivity through Morpeth resulting, specifically in capacity constraints at A197/A192 Mafeking roundabout. This has a significant impact on journey time reliability on what is a key strategic bus route.	TBC	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NO11	Facilitating the growth of Cramlington, improving east west public and active travel capacity and addressing congestion	Northumberland County Council	Proposed route consists of two separate lengths of road the north of the town centre which would complete the link from Station Road roundabout in the west to the B1505 or A189 Spine Road in the east. This can link into the existing extensive network of cycle connections across the town.	TBC	Road
NO12	Facilitating the growth of Cramlington, improving public and active travel capacity and addressing congestion	Northumberland County Council	Road network improvement scheme- provision of a new link road at Lancastrian Road Cramlington.	TBC	Road
NO14	Belford Station	Northumberland County Council	The proposal is to construct a new station to serve the village of Belford and the surrounding catchment area of north Northumberland.	£14,070,000	Heavy Rail
NT12	New rail station on East Coast Main Line - North West of North Tyneside	North Tyneside Council	Provision of a rail station on the East Coast Main Line in the North West of North Tyneside, and associated infrastructure.	TBC	Heavy Rail
NX16	South Shields Ferry Landing Renewal and Replacement of both vessels	Nexus	Renewal of the South Shields ferry landing, replacement of the Pride of the Tyne with an ultra-low/zero emissions vessel, longer-term replacement of Spirit of the Tyne or retrofitting to ensure improved environmental performance.	£20,000,000	Ferry

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
SU05	Kier Hardie Way All user improvements	Sunderland City Council	As above, intervention has not been fully finalised as of Spring 2024. However the intention is to convert the A1290 Kier Hardie Way running from the Camden Street gyratory in the west to the junction with the A1018 in the east into a dual carriageway.	£50,000,000	Road
SU07	Queen Alexandra Bridge (A1231) / Camden Street Gyratory improvements. To provide congestion relief and bus priority	Sunderland City Council	Removal of gyratory system and replaced with a new two-way system between Wessington Way and Kier Hardie Way. Improvements to non-motorised user route that runs adjacent to the route.	£6,000,000	Information, Ticketing and Technology
SU19	"Inner Ring Road Eastern Section Southern bridgehead Junction	Sunderland City Council	Remove roundabout and install new signalised junction to accommodate changes in traffic flows and use.	£10,500,000	Bus and Last Mile
SU20	Inner Ring Road Eastern Section High Street West junction	Sunderland City Council	New signalised junction with dual carriageway approach.	£6,000,000	Bus and Last Mile
SU21	Inner Ring Road Eastern Section Borough Road Junction	Sunderland City Council	New signalised junction with dual carriageway approach.	£6,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
<b>Reach and resilience of infrastructure</b>					
SU22	Inner Ring Road Eastern Section Hendon Road/ Lawrence Street junction"	Sunderland City Council	New signalised junction with dual carriageway approach.	£4,000,000	Bus and Last Mile
SU23	Inner Ring Road Eastern Section - A1018 / A1231 Junction	Sunderland City Council	Replacing existing roundabout at A1018/A1290 junction with a new signalised junction with bus priority and new crossing facilities for non-motorised users. Increase lane width on approaches.	£6,000,000	Bus and Last Mile
<b>Safety, especially of women and girls, and other improvements in service quality</b>					
CA04	Short term Timetabling amendments Introducing earlier and later local rail services systemwide	North East Mayoral Strategic Authority	Delivering timetable amendments to deliver greater connectivity including first and last train and bus times to ensure they meet user needs. To consider revenue subsidy requirements, probable costs from impacting overnight engineering works.	N/A	Heavy Rail
EX11	Local rail Diesel fleet replacement - regional	Great British Railways	Support Northern in bid to secure funding for carbon zero fleet.	Funding External	Heavy Rail



**North East  
Mayoral**  
Strategic Authority

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