



TYNE AND WEAR  
INTEGRATED TRANSPORT AUTHORITY



# Tyne and Wear Local Sustainable Transport





# Tyne and Wear Integrated Transport Authority

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**Our Ref: LSTF**

Date: 6<sup>th</sup> June 2011

Dear Sir,

## **Tyne and Wear Local Sustainable Transport Fund: Initial Proposals for Large Project**

The Tyne and Wear Integrated Transport Authority welcomes the opportunity to submit initial proposals for a large project to the Local Sustainable Transport Fund. This follows on from the submission of our Key Components Bid in April.

Our main objectives for the bid are as follows:

- improving sustainable access to key employment/growth sites;
- managing congestion on key corridors; and
- promotion of active and healthy travel, with a particular focus on cycling.

These objectives are consistent with the overall strategies and policies contained in the recently adopted Local Transport Plan for Tyne and Wear.

We believe our proposals will:

- benefit the economy by managing congestion, making journey times more reliable and predictable, and improving the accessibility of the main employment areas;
- reduce carbon emissions by increasing the proportion of journeys made by low-carbon sustainable modes;
- improve safety by addressing safety concerns in particular locations and by improving facilities for walking and cycling;
- improve air quality and reduce noise, as motorised journeys are replaced by more sustainable modes;
- deliver increased levels of physical activity with significant health benefits; and
- improve social inclusion, and access for the whole community to jobs, services and facilities.



# Tyne and Wear Integrated Transport Authority

## Continued

We have sought commitment and backing from a wide stakeholder group, who have expressed a willingness to engage with us in the development and delivery of our large project bid.

I commend these outline proposals to you on behalf of all members of the ITA. We look forward to being invited to prepare a detailed business case and working with you to meeting our objectives.

Yours sincerely,

Cllr Wood  
Chair of the ITA

## Local Sustainable Transport Fund - Application Form

### Applicant Information



TYNE AND WEAR  
INTEGRATED TRANSPORT AUTHORITY

#### **Local transport authority name(s)\*:**

Tyne and Wear Integrated Transport Authority (TWITA). Participating members: Gateshead Council, Newcastle City Council, North Tyneside Council, South Tyneside Council, Sunderland City Council and Nexus (Tyne and Wear Passenger Transport Executive)

#### **Senior Responsible Owner name and position:**

Mr Barry Rowland, Clerk to the ITA

#### **Bid Manager name and position:**

Dr Gary MacDonald, Chair of Tyne and Wear Joint Transport Working Group

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Strategic Housing, Planning and Transportation  
Newcastle City Council  
10<sup>th</sup> Floor, Civic Centre  
NEWCASTLE UPON TYNE  
NE1 8QN

**Website address for published bid:** <http://www.tyneandwearltp.gov.uk/lstf/>

### SECTION A - Project description and funding profile

#### **A1. Project name:**

An Active Future for Tyne and Wear

**A2. Headline description:**

This bid sets out a package of proven measures targeted on aiding economic recovery and reducing carbon emissions.

Our proposals address three key goals – improving sustainable access to key employment / growth sites, managing congestion on key corridors, and promotion of active and healthy travel, with particular focus on cycling – producing major benefits for the economy and the environment, as well as delivering improved accessibility, road safety, social inclusion and air quality.

The measures proposed encompass and build on our complementary Key Components bid, submitted in April, which addresses travel to schools. Taken together, we believe our overall package provides an attractive alternative to short-distance car trips.

**A3. Geographical area:**

Tyne and Wear covers the Local Authority districts of Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland.

**A4. Type of bid (please tick relevant box):****Large project bids**

Key component bid

Large project initial proposals      ✓

**A5. Total package cost (£m):**

£59.825m (this includes £10.860m for Key Components Bid already submitted).

**A6. Total DfT funding contribution sought (£m):**

£24.053m (this includes £4.904m for Key Components Bid already submitted)

**A7. Spend profile:*****Total package (including key components bid)***

£K	2011-12	2012-13	2013-14	2014-15	Total
<b>Revenue funding sought</b>	232	3,775	5,036	4,932	13,975
<b>Capital funding sought</b>	210	2,114	4,182	3,572	10,078
<b>Local contribution</b>	11,956	7,313	6,318	10,185	35,772
<b>Total</b>	12,398	13,202	15,536	18,689	59,825

### **Excluding Key Components Bid**

<b>£K</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
<b>Revenue funding sought</b>	0	2,836	3,934	3,801	10,571
<b>Capital funding sought</b>	0	1,674	3,757	3,147	8,578
<b>Local contribution</b>	8,650	6,443	5,428	9,295	29,816
<b>Total</b>	8,650	10,953	13,119	16,243	48,965

#### **A8. Local contribution:**

Over the four years, the full cost of our proposed package is £59,825,000 with a significant local contribution representing some 60% of the total. This includes the £5.956m already matched for the Key Components Bid.

The most significant contributions to our match funding over the four year period are as follows:

Integrated Transport Authority	£6.68m capital programme
LTP Plan Partners	£10.141m LTP capital programme
	£4.2 m corporate resource pool
Third Sector	£2.976m
Developer Contributions	£6.6m S106 works
Private Sector	£1.91m
Social Enterprise Companies	£0.41m

We will examine additional opportunities for match / in-kind funding from partner organisations at the detailed business case stage, if successful with this outline proposal.

The figures for local contributions are conservative and only include monies already received or available through approved or indicative funding allocations. Significant additional funding is expected to become available:

- Through Section 106 and other developer contributions in association with existing and future planning approvals; and
- From other sectors, such as public health. The major restructuring facing this sector has meant that only very limited, committed contributions can currently be included.

#### **A9. Partnership bodies:**

Our key partners include:

**Sustrans** – National sustainable transport charity – will help deliver active travel measures

**Living Streets** – National walking charity - will help deliver walking measures

**Public Transport Operators, including Stagecoach, Arriva, Go Ahead and DB Regio (Metro)** – will assist in delivery of public transport improvement and promotion measures

**Workwise North East**, a private sector partnership, will deliver measures in support of smarter working, including working from home.

**NHS North of Tyne, South Tyneside Primary Care Trust, Gateshead Primary Care Trust, Sunderland Teaching Primary Care Trust** – will support the delivery of this bid

**NE1** – the company behind one of the largest Business Improvement Districts in the UK, supports the bid

*A selection of letters of support from these (and other) bodies are attached in **Appendix A**.*

## **SECTION B – The local challenge**

### **B1. The local context:**

#### **Background**

Tyne and Wear comprises the five local authorities of Newcastle City Council, Sunderland City Council, Gateshead Council, North Tyneside Council and South Tyneside Council. These five authorities, together with Nexus, the local Passenger Transport Executive, collaborate on a joint Local Transport Plan, under the overall remit of Tyne and Wear ITA (TWITA).

Tyne and Wear is a largely urban area of circa 1.1 million people and 485,000 jobs, with a strong local identity and rich heritage, that has faced the challenge of developing new industries to replace traditional large employers and which currently has a heavy reliance on public sector employment. The need to strengthen and broaden the local economy is a key challenge but other major concerns are the requirement to meet carbon reduction targets and tackle high levels of deprivation and ill-health in some areas.

Delivering sustainable growth is fundamental to revitalising the local economy and creating a better quality of life. In addition, the partnership working and community involvement integral to our bid will also help to recapture community spirit and create a stronger society.

Tyne and Wear's economic growth depends on good accessibility, of goods to market and of people to jobs and services

*Wallsend Chamber of Trade*

Land use policy seeks to underpin our regeneration goals. This includes promoting recovery in local housing markets and building on the existing employment base of the



area, whilst maximising the use of brownfield sites. Concentrations of employment include traditional centres, particularly the urban core of Newcastle/Gateshead and Sunderland city centre; long-established employment centres such as trading estates; and modern business parks.

### **Growth Plans** (see *Appendix B2*)

Major employment sites in Tyne and Wear are clustered around the principle road network, in particular the main town and city centres and along the A1 and A19 trunk roads. Managing congestion is a growing challenge for Tyne and Wear on the key corridors serving these (see *Appendix B1*). The local business community is increasingly concerned at the threat traffic congestion on key routes poses to future regeneration and growth, a problem that will worsen as economic recovery generates an increase in traffic volumes. In some areas, and in response to existing pressures, developers have made considerable private sector investment in new public transport services and promotion of non-car travel to businesses.

Planned employment growth sites include River Tyne North Bank, Cobalt and Balliol Business Parks, Newcastle Science City and Stephenson Quarter, Jarrow Staithes, Monkton Fell, South Shields Riverside, Hebburn Riverside and Sunderland South Riverside (between the planned new Wear Bridge and the city centre) – as well as the centres of Newcastle, Gateshead, South Shields and Sunderland.

Local authorities in the region have designated a number of future housing growth sites, comprising:

**Gateshead:** MetroCentre, Gateshead Town Centre/urban core. The Council is also entering into a Joint Venture partnership with a housing developer to create 2400 new homes and regenerate a number of derelict sites across the borough for housing.

**Newcastle:** Newcastle Great Park, Scotswood, Walker and Gosforth

**North Tyneside:** Annitsford, Whitehouse Farm, Scaffold Hill, Wellfield and Shiremoor

**South Tyneside:** Cleadon Vale, Trinity South, Riverside Village and Hedgeley Court, Hebburn, and Monkton Fell (north)

**Sunderland:** Sunderland Central (south bank of the River Wear from the A19 up to and including the city centre), Sunderland South (a site to the west of Ryhope Village), and Coalfields (a number of smaller sites at Easington Lane, Hetton le Hole, and Houghton le Spring).

The future patterns of employment and housing growth described above pose particular challenges to the transport network in Tyne and Wear through:

- Increased congestion on key corridors. This will have implications for the prospects of promoting economic growth and cutting carbon emissions; and
- The need to provide effective sustainable access to peripheral employment areas. Again, this will be important in curbing congestion and supporting regeneration, as well as reducing carbon emissions.

In identifying which sites will be targeted for the initiatives set out in this bid, special attention will be given to the potential impacts arising from housing and employment growth sites, to ensure that future success in particular areas does not undermine wider economic vitality.

### **Local Transport Plan**

Tyne and Wear's third LTP<sup>1</sup> sets out how, in partnership with other agencies, transport policy can contribute to the delivery of sustainable growth, creating jobs and prosperity, while at the same time decarbonising transport, reducing its environmental impacts and encouraging new low carbon industries.

In support of the above, the LTP identifies both supporting regeneration and tackling carbon emissions as key themes for its strategy over the next 10 years, with an emphasis on improving public transport, walking and cycling. Widespread consultation with public and private sector stakeholders, and with the Third Sector, has revealed strong and consistent support for this approach. The Local Enterprise Partnership (LEP) for the North East recognises the importance of transport and connectivity for the area, identifying it as one of the main themes for the LEP to tackle<sup>2</sup>.

The Local Sustainable Transport Fund represents an ideal opportunity to build on and complement existing measures and investment programmes.

### **B2. Evidence:**

The main objectives of the Local Sustainable Transport Fund are of particular importance to Tyne and Wear because:

**Economic Growth** - The area suffers from persistently high levels of unemployment and deprivation, with the unemployment rate some 50% above the national average. Levels of public sector employment are also exceptionally high, at 27% in Tyne and Wear compared with the national average of 20% (see *Appendix B3*).

**Carbon Emissions** - In spite of relatively low car ownership levels, carbon emissions from transport are above the national average as a proportion of total emissions (see *Appendix B4*). There are also six Air Quality Management Areas that have been declared due to excessive levels of nitrogen dioxide (see *Appendix B5*).

In addition, the promotion of **active and healthy travel** (with a focus on cycling) is seen as of particular importance to the area. The 2010 Access to Tyne and Wear Study identified cycling levels as being the lowest in England in spite of typical journey lengths being well suited to cycling (see *Appendix B6*). Only 1.7% of people cycle to

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<sup>1</sup> Third Local Transport Plan For Tyne and Wear, Strategy 2011-2021 and Delivery Plan 2011-2014. Available at <http://www.tyneandwearltp.gov.uk/>

<sup>2</sup> North Eastern Local Enterprise Partnership – a proposal to the Secretaries of State for Business, Innovation and Skills and Communities and Local Government, December 2010.

work (see *Appendix B7*), though the recent trend is for growth in cycling. 10.3% of people walk to work.

The area suffers from poor levels of public health, obesity and life expectancy, with rates of cancer, heart disease, suicide, alcohol intake and obesity all much higher in the North East than the national average (see *Appendix B8*).

Furthermore, in comparison with the rest of the UK, Tyne and Wear currently has:

- A low level of car ownership (but it is rapidly growing). 36% of households have no car available but this is forecast to fall to 32% by 2021. The forecast increase in the total number of cars is over 65,000 or 14% (see *Appendix B9*);
- Serious problems with congestion at a number of key locations, particularly affecting main employment areas (see *Appendix B10 and the Tyne and Wear Congestion Reduction Plan<sup>3</sup>*); and
- A large number of relatively short journeys being made. 88% of journeys are less than 5 miles in length and 53% of these are currently made by car (see *Appendix B7*).

The above evidence points towards:

- Significant future increases in car use, and hence congestion. A review of economic prospects for the City Region identified traffic congestion on main routes as an increasing threat to future economic growth. Modelling work undertaken for the LTP suggested that average peak hour traffic speeds on the main radial routes will decrease by 15% in the next 10 years (see *Appendix B11*);
- Further increases in levels of carbon emissions and a failure to meet carbon reduction targets; and
- Reduced levels of physical activity with a consequent worsening in public health and obesity.

More positively, the high volume of short journeys being made suggests it should be possible for many of these to be carried out by more sustainable modes such as walking and cycling. It is addressing these short journeys that is the focus of this bid.

Furthermore, we have high levels of public transport use compared to the UK average. 23% of people travel to work by public transport (see *Appendix B6*). The region's integrated and well-used public transport network is a key asset and lends itself well to "Smarter Choices"-type promotional activities.

The above points demonstrate that there is potential to achieve a significant shift away from single-occupancy car use to other modes, provided they provide a high-quality travel experience supported by positive marketing. In particular, we will seek to promote greater public transport use for journeys of more than 5 miles.

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<sup>3</sup> <http://www.tyneandwearltp.gov.uk/documents/congestion-reduction-plan-2008/>

### **B3. Objectives:**

Based on the evidence outlined in B2 above, Tyne and Wear's third LTP has three main objectives:

- Promoting economic development and regeneration;
- Addressing climate change; and
- Supporting safe and sustainable communities.

The Plan focuses on measures to reduce the need to travel and to improve existing networks. Road safety continues to be a high priority and we are developing a new marketing strategy that will bring all our existing promotional campaigns together, under one cohesive brand. These schemes are underpinned by a number of major new investments, including Metro Re-Invigoration, the New Tyne Crossing, Smart Ticketing, UTMC and the region's continued development of Low-Carbon Vehicle Infrastructure.

Given fiscal constraints, the overall strategy of the LTP is to concentrate on improving sustainable travel options and making best use of existing networks, in order to deliver our key objectives of alleviating congestion, reducing carbon emissions and helping people move around the region more safely and sustainably.

This bid aims to enhance and support the main LTP goals outlined above. It represents an opportunity to build on our successes and to complement and enhance existing schemes, projects and initiatives which will deliver the objectives of this bid. In the light of the evidence outlined three key areas of activity have been identified as being of particular importance in meeting both LTP and LSTF objectives:

- Improving sustainable access to key employment/growth sites;
- Managing congestion on key corridors; and
- Promotion of active and healthy travel, with a particular focus on cycling.

To summarise our proposals:

- They will **benefit the economy** by managing congestion, making journey times more reliable and predictable, and improving the accessibility of the main employment areas;
- They will **reduce carbon emissions** by increasing the proportion of journeys made by low-carbon sustainable modes;
- They will **improve safety** by addressing safety concerns in particular locations and by enhancing facilities for walking and cycling;
- They will **improve air quality** and reduce noise, as motorised journeys are replaced by more sustainable modes;
- They will deliver **increased levels of physical activity** with significant health benefits;
- They will **promote social inclusion**, and access for the whole community to jobs, services and facilities.

## **SECTION C – The package bid**

### **C1. Package description**

The development of packages of measures to deliver our 3 key areas of activity identified above was considered against:

- Their potential effectiveness, based upon local or national information;
- Their ability to complement and add to the value of other programmes and measures, both within and outside of the LSTF package; and
- Their consistency with LSTF objectives.

The overall approach seeks to build on the proven success of the Sustainable Travel Demonstration Towns (STDT) initiative in basing action around packages of complementary and mutually supporting measures<sup>4</sup>. We also seek to extend existing measures which are already proving their worth in terms of outcomes and value for money in Tyne and Wear. Using our evidence base, we have developed deliverable packages relevant to identified local need and centred upon a core of proven measures which have been shown to work and which, taken together, will deliver significant economic benefits as well as reducing carbon emissions and promoting better accessibility, greater physical activity and a better quality of life.

This bid aims to provide an attractive range of sustainable travel options for business and the travelling public

CTC

### **Sustainable access to employment / growth sites**

Cobalt is committed to promoting and developing sustainable transport measures to its workforce of 10,000 people

*Highbridge Business Park, developers of Cobalt Business Park*

This initiative aims to make it easier and quicker to reach key employment sites by sustainable means. In part, it also addresses access to major trip generators in Tyne and Wear such as universities, colleges and hospitals. Particular focus is given to out-of-town business parks which generate a large number of short car trips. Proposals include:

- **[1]** Development and implementation of area based travel planning at key employment locations. This will build on existing partnership arrangements to develop and implement targeted packages of measures based on each area's needs and characteristics. For larger sites, dedicated travel plan co-ordinators will work with business in drawing up proposals for their areas. These will include the development of travel plan initiatives for individual organisations supported by measures such as local publicity/promotion and workplace personalised travel planning. These will be complemented by new and improved local bus services,

<sup>4</sup> The Effect of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report  
<http://www.dft.gov.uk/pgr/sustainable/smarterchoices/smarterchoiceprogrammes/pdf/summaryreport.pdf>

better pedestrian and cycle networks and on-site infrastructure (e.g. showers/changing facilities). An example of the package of measures associated with one such area at Team Valley is illustrated in Appendix C1A. Appendix C1B illustrates the relationship between Team Valley, MetroCentre and the strategic road network. At smaller employment sites, more limited packages based around improved information provision and minor infrastructure works will be implemented;

We encourage you to support this imaginative bid

*Team Valley Links Community Interest Company*

- **[2]** The promotion of sustainable access to local centres. The importance of local centres in providing employment is often overlooked. In addition, they have an important community role and are usually already highly accessible by sustainable means. Local auditing of sustainable transport provision and targeted promotion/management will provide the basis for measures to encourage use of such centres;
- **[3]** The provision of travel advisors and support via job centres. This will promote sustainable travel options to those returning to work, providing advice on travel options and meeting travel costs for those attending interviews and returning to work for a limited duration;
- **[4]** Promotion of smarter working, including working from home, as a means to reducing the overall need to travel. This will be carried out through the established 'Workwise' partnership which draws on private sector expertise in giving support and advice to business seeking to adapt to new ways of working; and
- **[5]** Independent travel training for those with learning disabilities. Training is provided at a dedicated facility to give such people the skills and confidence to use buses, Metro and other facilities to enable them to travel independently.

### **Managing congestion on key corridors**

Complementing the area-specific proposals outlined above, a number of more general measures are proposed aimed at reducing car dependence, particularly for short journeys, on the main travel corridors within the urban area. As with the previous Key Components bid based around travel to school the focus of these is on building on existing initiatives and investment, adding to the value of these in meeting LSTF objectives. Specific proposals include:

- **[6]** Expansion of the successful Car Club approach developed in Newcastle;

We look forward to working with Tyne and Wear ITA to make this proposal a reality  
*Carplus Trust*

- **[7]** Improved pedestrian/cycle access to public transport interchanges, building in particular on the major investment in renewal of the Metro system. This proposal includes provision of additional secure cycle parking and improvements to

pedestrian and cycle routes in the vicinity of the main public transport interchanges;

- **[8]** Smart Ticketing, in particular through the Nexus POP card, again building on major committed investment in smartcard technology as part of the North East Smart Ticketing, or NESTI, project. Additional funding through LSTF will allow earlier and more extensive promotion of smart ticketing, in particular in support of other LSTF themes such as travel to key employment areas; and
- **[9]** Travel information. Spending on UTMC similarly complements substantial investment already being made in development of a Tyne and Wear wide UTMC system. LSTF funding will provide for improved monitoring of journey times on the main transport corridors and better monitoring associated issues such as air quality, coupled with improved delivery of information direct to mobile phones. Development of real time public transport passenger information also builds on the UTMC project. It will allow the provision of real time information on bus and Metro services direct to mobile phones, along with the provision of dedicated displays in key interchanges.

#### **Promotion of active and healthy travel**

These measures will be complemented by a number of initiatives to promote walking and cycling to schools that were included in our earlier 'Key Components' bid. This initiative includes:

- **[10]** Improvements to cycle routes and cycle parking. In addition to existing LTP and other programmes, priority will be given to further investment associated with access to employment sites along major corridors in support of the other main themes outlined above;
- **[11]** Development of Active Travel Hubs at key locations. These will provide a broad based resource involving, for example, cycle parking, hire and repair, education, retail facilities and travel advice. They will also provide out-reach services to related initiatives such as area based travel planning;
- **[12]** Targeted community intervention to develop active travel. Based on an existing Big Lottery funded initiative already operational elsewhere in the North East this is a flexible package of measures targeting communities with greatest need, typically the most deprived areas with low car ownership and poor health. Measures include organised walks and rides, cycle training, cycle repair and bike recycling, GP exercise referrals, and affordable bike loan schemes. The programme has a strong element of local capacity building and relies on volunteers who are given accredited training as walk and ride leaders and cycle mechanics. The development of such measures will provide an economic boost for such areas, for example through development of local cycle repair or hire businesses. In addition it will build skills and confidence in the local community as well as improving the accessibility and affordability of travel to work for those within it;

I am very much aware of the benefits to health and wellbeing of increased cycling and walking

*David Crellin, Social Enterprise Manager, DePaul UK North East (DePaul UK is the UK's largest youth homelessness charity)*

- **[13]** Establishment of a Community Active Travel Fund. Stakeholder consultation has suggested that social enterprise business, voluntary and other groups together with other locally based organisations are a potentially fertile resource in terms of developing and implementing community based measures aimed at supporting active and healthy travel. It is proposed to create a dedicated fund which would allow such locally based groups and related organisations to bid for support for measures to increase active travel; and
- **[14]** Expansion of the successful Sustrans 'Route Rangers' volunteer programme to help maintain and improve walking and cycling routes.

### **Information and promotion**

**[15]** One of the conclusions from the Demonstration Towns initiative was that information and promotion were an essential element in underpinning the effectiveness of wider approaches. It is also recognised as one of the underlying themes in the Tyne and Wear LTP3. In order to ensure maximum effect this will be co-ordinated and targeted in support of the LSTF programme and other complementary activities.

Marketing and promotion of the programme presented within the bid will allow the benefits that can be gained from each separate initiative to be subject to a multiplier effect through creating greater awareness and impact of each element. Many of the elements of the bid support each other and there are opportunities to build on participation in one element to create greater outcomes from others.

All marketing for the LSTF package will be undertaken under the wider umbrella of the new branding for the Tyne and Wear LTP3. This is currently being designed to create a strong Tyne and Wear wide active travel brand which will support all the objectives set out in the LTP. Using this umbrella brand an LSTF communications and marketing plan will be created to ensure synergy between all the programme of activities and ensuring that work carried out meets not only the objectives set out in this bid but also those set out in the LTP.

I am impressed with the content of the LSTF bid

*Professor Margaret Bell CBE, Science City Professor of Transport and Environment, University of Newcastle*

Creating this synergy under one clear, strong and meaningful brand that all partners can buy in to and that has genuine meaning and impact with the travelling public in Tyne and Wear will create additional value for the project as a whole. It will result in higher awareness amongst the public of all the programmes within the project, allowing packages to be tailored better to individuals', groups' and communities' specific needs.



As part of this work, it is proposed to establish a Tyne and Wear Active Travel Forum, based upon the regional North East Active Travel (NEAT) consortium. This would identify and support health-based promotional activity which contributes to the three main LSTF bid themes above.

## C2. Package costs:

	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	232	939	1102	1131	3404
	Capital	210	440	425	425	1500
00. Key components bid	Local contribution	3306	870	890	890	5956
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	1075	1097	993	3165
	Capital	0	346	852	1297	2495
01. Sustainable access to main employment areas	Local contribution	5137	2854	2274	6983	17247
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	190	352	358	900
	Capital	0	255	440	455	1150
02. Sustainable access to local centres	Local contribution	2679	2038	1518	768	7003
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	60	110	150	320
	Capital	0	0	0	0	0
03. Job Centre travel advisors/back to work support	Local contribution	78	189	186	186	640
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	100	195	195	490
	Capital	0	25	50	50	125
04. Workwise	Local contribution	25	25	25	25	100
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	150	200	200	550
	Capital	0	0	0	0	0
05. Independent travel initiative	Local contribution	0	0	0	0	0
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	488	117	97	702
	Capital	0	0	0	0	0
06. Car clubs	Local contribution	45	65	85	105	300
07. Sustainable access to interchanges	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	0	0	0	0

	Local contribution	52	65	74	74	265
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	50	175	170	395
	Capital	0	0	0	0	0
08. Smart ticketing	Local contribution	0	70	70	70	210
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	100	160	95	355
	Capital	0	340	810	131	1281
09. Travel information	Local contribution	106	341	349	248	1044
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	0	0	0	0
	Capital	0	300	1200	1000	2500
10. Cycle Infrastructure Improvements	Local contribution	348	397	397	397	1540
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	157	289	298	744
	Capital	0	248	145	53	446
11. Active Travel Hubs	Local contribution	8	29	37	26	100
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	74	153	158	385
	Capital	0	21	19	19	59
12. Active travel in local community	Local contribution	76	114	128	128	445
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	100	500	500	1100
	Capital	0	0	0	0	0
13. Community active travel fund	Local contribution	27	31	36	36	130
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	17	36	37	90
	Capital	0	6	8	8	22
14. Community based route monitoring	Local contribution	45	123	125	125	417
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	200	400	400	1000
	Capital	0	0	0	0	0
15. Information / publicity / promotion	Local contribution	25	75	75	75	250
	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
	Revenue	0	75	150	150	375
	Capital	0	0	0	0	0
16. Project Management	Local contribution	0	25	50	50	125

<b>GRAND TOTAL</b>	<b>£k</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>Total</b>
Revenue		232	3775	5036	4932	13975
Capital		210	2114	4182	3572	10078
Local contribution		11956	7313	6318	10185	35772
<b>Total package value</b>		<b>12398</b>	<b>13202</b>	<b>15536</b>	<b>18689</b>	<b>59825</b>
<i>Total bid to DfT (excl Key Components bid)</i>		<i>0</i>	<i>4510</i>	<i>7691</i>	<i>6948</i>	<i>19149</i>

### **C3. Rationale and strategic fit:**

The range of proposals outlined in this bid provide linked and mutually supportive packages which target those journeys that evidence suggests have the greatest impact on improving the economy and cutting carbon. The overall aim is to provide a toolkit of measures that achieve a major reduction in short car journeys, not by coercion, but by enhancing the range of alternatives on offer, supported by an attractive marketing campaign. Our approach is very much in line with the DfT's White Paper *Creating Growth Cutting Carbon* published in January 2011.

The Sustainable Travel Demonstration Towns project identified the overall benefits of the package approach. It further recognised that an overall element of **information and promotion**, was an essential element in underpinning the effectiveness of wider approaches.

In terms of the **sustainable access to employment theme**, the aim is to develop individual, area based packages targeted at the established needs of employees working in the main employment areas (including city and town centres). For example at Team Valley (see Appendix C1A) measures to address deficiencies in existing bus links and the internal cycle route network are seen as particularly important.

We are writing to express our support for Tyne and Wear's LSTF bid  
*Nike (UK) Limited*

The above activities will support further growth in areas of key economic importance to Tyne and Wear, while cutting carbon emissions from transport. In addition action within this theme will be supported by action in relation to:

- *Local centres*, which act as similarly important employment centres, but which experience a distinct set of problems related to their future viability. Measures to promote greater access and use of these will cut carbon emissions by encouraging more shorter distance journeys using sustainable modes while supporting their renewal as centres of both local economic and community importance.
- *Smarter working*. This has been shown to have clear economic benefits for business through greater staff productivity, easier recruitment and retention and reduced accommodation costs. In addition fewer peak hour journeys will have a

positive impact on wider congestion problems and assist in reducing carbon emissions.

- *Independent travel training* will provide improved access to the job market for a disadvantaged section of the community. This will assist in reducing carbon emissions as the number of dedicated support journeys (typically currently undertaken by taxi) are reduced and support the economy by allowing individuals to be less reliant on benefits and provide a wider pool of labour for employers.

The **congestion on main corridors** theme seeks to build on the extensive previous investment along corridors made as part of the LTP Congestion Reduction Plan. It will provide a package of measures to upgrade sustainable travel options aimed at local communities (see *Appendix C2*).

Evidence indicates<sup>5</sup> that many people wish to reduce their car dependence, and also that much larger numbers of people change their travel habits each year, as a result of changing aspirations or circumstances, than overall trends would suggest. The aim is to help the large numbers of people in the general population who are considering changing the way they travel to choose more sustainable travel options, consistent with the 'Nudge' approach outlined in the DfT White Paper 'Creating Growth, Cutting Carbon'.

The Key Components bid explained how initiatives aimed specifically at travel to school could have an impact in terms of promoting growth while cutting carbon. Measures to improve travel information (through *UTMC* and *Real Time Information*) and *access to interchanges* will improve the attractiveness of public transport. This again will help tackle the key problem of congestion on these corridors which is an impediment to future economic growth and carbon reduction. Expansion of existing successful *Car Club* schemes will underpin this by providing a genuine and proven alternative to car ownership. These will lead to higher levels of sustainable transport use and fewer shorter car journeys, thereby addressing the key economic and environmental problem of congestion.

Measures to improve **active travel** are closely linked to both the *sustainable access to employment* and *congestion on main corridors* themes.

The development of community-based initiatives around active travel will further reinforce the link between other measures and local communities, enhancing their effectiveness and providing the basis for further developing awareness and extending the impact of such measures to more traditionally hard to reach groups. Action through targeted intervention and the proposed active travel fund will support the development of skills, businesses and attitudes which will have a direct bearing on active travel use, and thereby carbon emissions. Economic benefits will accrue as a result of improved health, particularly in deprived areas, with reduced demands on health services, reduced sickness levels, greater labour force participation and improved access to potential job opportunities.

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<sup>5</sup> Changing Travel Behaviour, ESRC Transport Studies Unit, University College London, 2004

We are very committed to promoting sustainable modes of travel and we have invested time and money into setting up an on-site Commuter Centre to distribute information and co-ordinate activities to promote walking, cycling, car sharing and public transport use.

*Quorum Business Park*

Additional investment in *cycle infrastructure* through improved routes and parking will be targeted on meeting the needs of the other themes, including the completion of missing links between main employment and housing growth areas. Similarly *Active Travel Hubs* will be focused on the major employment areas of city centres, route maintenance initiatives provide more limited support focused on the scope for community activity in developing and maintaining high levels of cycling. Again increased levels of active travel will have a direct impact on carbon emissions and support economic growth by contributing towards reduced congestion at key locations.

The main outcomes of this process will be:

- **Economic Growth** – as journey time reliability is improved, goods can move around more freely, less productive time is lost and employers have access to a larger and more mobile workforce
- **Reductions in Carbon Emissions** – as fewer car trips are made and traffic flows more freely
- **More Physical Activity** – as larger numbers of people walk or cycle
- **Greater Accessibility** – as employment sites become easier to access for those residents without cars

Additional benefits will include improved road safety, social inclusion, air quality and overall quality of life.

#### **C4. Community support:**

Following a workshop in April to inform the Key Components bid, two further events were held on 20 and 23 May 2011, to ensure that as many community related organisations as possible were informed about the LSTF, and involved in discussions about our bid submission. Organisations with a wide range of interests attended the event (see Appendix C3 for the list of invitees), including those representing: pedestrians, ramblers, cyclists, older people, young people, and people with disabilities, the Community Transport Association, Confederation of Passenger Transport, and the North East Combined Transport Activists Roundtable. Comments made have been given consideration in making this application.

Our engagement in respect of this bid has only just begun. We have been clear in all our contact with the public that this is the beginning, not the end, of the process to involve Tyne and Wear's residents in our proposals to support economic growth and

reduce carbon emissions through investment in sustainable transport. Stakeholders made it very clear at workshops that they agreed with, and supported, the key themes of our bid. They also made it clear that the importance of social inclusion should not be underestimated despite the focus on the economy and carbon.

Sustrans will be able to offer a range of in-kind services including considerable volunteer input into the delivery of this programme

*Sustrans*

We agree with this feedback, and recognise the importance of communities in the successful delivery of LSTF measures. To illustrate our commitment to inclusion, we will ensure that it is a key facet of the planning and delivery of our LSTF project (including the detailed business case). We will build on the strengths of existing active forums and representative groups (such as developers' forums and pro-cycling groups) while also inviting other members of the community to liaise with us. This process will continue while the outline proposal is considered. This will ensure that Tyne and Wear are able to fully represent and enjoy the support of employers, employees, and all other stakeholders throughout the creation of a detailed business case and subsequent delivery of the project.

The LAF believes that the development of sustainable travel as set out in the bid will bring major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods. As one of a wide range of local groups who were consulted in developing this bid, the LAF would be keen, if it is successful, to help to deliver it.

*Tyne and Wear Local Access Forum*

We have had 29 letters of support for this outline proposal (*Appendix 1*). This is in addition to those received for the Key Components Bid submitted earlier. If our proposal was to be progressed to detailed business case we are extremely confident we would be able to illustrate further support from across the private, public, and voluntary sectors, and from local areas across Tyne and Wear.

## **SECTION D – Value for money**

### **D1. Outcomes and value for money**

This proposal has been developed using the approach of the successful Sustainable Travel and Cycle Demonstration Towns as a model. These were based around the development of packages of mutually supporting measures to maximise overall effectiveness. Estimates of the cost of the Sustainable Travel Demonstration Towns programmes found that, on decongestion benefits alone (excluding health benefits etc.), the benefit:cost ratio was of the order of 4.5:1<sup>6</sup>.

<sup>6</sup> Soft measures, hard facts – the value for money of transport measures which change travel behaviour [http://www.erpho.org.uk/Download/Public/21632/1/Soft%20measures%20-%20hard%20facts\\_2011\\_final.pdf](http://www.erpho.org.uk/Download/Public/21632/1/Soft%20measures%20-%20hard%20facts_2011_final.pdf)

Evidence has been used to target measures on those areas in Tyne and Wear where action is most likely to be effective in cutting carbon whilst supporting economic growth. This has led to the identification of three main package themes described in section C1 above.

An independent review of our proposals suggests that, when fully completed, they can deliver the following key outcomes:

- Outline BCR for full package of measures = 13.81
- Total Car Trips removed from Congestion Corridors (Network) = 21,650 = 16% reduction in vehicle trips
- Total Vehicle Km's removed = 166,705

- Modal Split Breakdown

	Baseline	All Measures (implemented)
Car	53%	36%
Car Share	12%	14%
Train	1%	1%
Metro	9%	11%
Bus	15%	19%
Cycle	3%	6%
Walk	6%	13%

An assessment has been made of the carbon reduction using the DfT carbon calculator, see *Appendix D*. Medium forecast of combined package gives reduction from baseline of 21.75 kT CO<sub>2</sub> to 14.54 kT CO<sub>2</sub>.

## **D2. Financial sustainability:**

The projects have been identified with a view to maximising the likelihood of benefits and activities being sustained beyond the Fund period. In particular:

- The measures proposed are aimed at effectively addressing key problems associated with transport within Tyne and Wear. The benefits which accrue from these interventions will, in themselves, assist in changing attitudes as to the potential for achievement. As the advantages of such measures become more widely recognised so this should, in turn, affect local priorities for future action;
- In some cases the measures proposed are expected to become fully viable within the funding period. In this respect, LSTF funding will pump prime activity which is expected to then continue without the need for further public subsidy. Improved bus services, Car Clubs and Active Travel Hubs are all expected to become self financing by the end of the LSTF funding period;
- Most measures are scaleable in nature, meaning that they could be adapted to varying levels of funding;
- While the scale and availability of future resources is of necessity uncertain, the projects proposed are all highly consistent with local policy and so in a good position to compete for available funding in future;

- Many of the measures are already operating to some extent within Tyne and Wear, and as such are valued locally. The bid proposal is to expand these to enable a wider coverage of projects whose benefits are already well recognised;
- Some of the measures will help reduce the reliance on existing revenue streams. For example, Independent Travel Training will reduce the costly use of taxis to transport individuals with learning disabilities, which will consequently enable such funding to be reinvested in this programme;
- Some measures (in particular (5) and (12)) will lead to improved skills and confidence amongst individuals involved in programmes. This will mean that impacts on travel behaviour will be sustained even if individual programmes and activities are scaled back.

## **SECTION E – Deliverability**

### **E1. Implementation:**

The Tyne and Wear Integrated Transport Authority (TWITA) will be the body with overall responsibility for managing delivery of the bid. It will consider regular reports on progress in delivering the package, having particular regard to issues affecting the overall balance of the package, and their implications for delivery of the main policy aims and outcomes.

Senior management supervision of the programme will be carried out by the Tyne and Wear Joint Transport Steering Group, comprising Heads of Service from all six LTP Partners.

Operational and technical matters will be overseen by a Programme Board. This will include:

- Appropriate senior officers from Tyne and Wear districts;
- Representation from the main delivery partners in the bid (Sustrans and Living Streets);
- The Programme Manager.

The Programme Board will, in particular, have overall responsibility for:

- Reporting progress to TWITA;
- Identifying risks to effective delivery and ensuring appropriate corrective action;
- Monitoring spend, delivery of outputs, outcomes and ensuring appropriate evaluation frameworks are in place.

Day to day delivery of the package will be co-ordinated by the Programme Manager. He / she will maintain the information and monitoring systems needed to provide reports to the Programme Board and deal with day to day liaison, co-ordination and problems affecting the project. He/she will also act as the main point of contact with the Department for Transport.

The Governance arrangements outlined above are aimed at ensuring inclusive involvement in management of the project while maintaining organisational simplicity, clarity of responsibility and appropriate links to wider policy and programmes.



The figure in *Appendix E1* summarises our governance proposals.

## **E2. Output milestones:**

**Sustainable access to key employment / growth sites in Tyne and Wear** will be improved by, for example:

- The introduction of a Washington-Team Valley-MetroCentre bus service by September 2012;
- Progressing Get Moving Keep Moving by conducting travel surveys with employees, carrying out an audit of existing walking and cycling facilities, producing sustainable/active travel maps, setting up and co-ordinating Bicycle User Groups and providing personalised travel planning sessions;
- By December 2013 enhanced pedestrian and cycle routes will be introduced linking the TPCT to Howdon/Percy Main Metro stations to the north and Jarrow Metro/Bus station to the south, thus improving the cross-river link to the large employment sites and Cobalt Business Park on North Tyneside;
- Carrying out audits, training, promotion and improvements on cycle and pedestrian routes to local centres. This will take place at 5 local centres during 2012/13, 15 local centres during 2013/14 and 25 local centres during 2014/15;
- Guaranteeing free travel costs for interviews and for a defined period during new employment for 1,000 job seekers in 2012/13, 2,000 job seekers in 2013/14, and 2,500 job seekers in 2014/15; and
- Providing independent travel training in respect of walking and public transport use to students with special educational needs. 75 people will receive training in 2012/13, 100 people in 2013/14 and a further 100 in 2014/15.

**Congestion on key corridors** will be managed by, for example

- Expanding the Car Club network across Tyne and Wear. Targets for this are as follows: 218 new members and 3,060 Car Club bookings / trips made in 2012/13; 282 new members and 4,080 Car Club bookings / trips made in 2013/14; and 282 new members and 5,100 Car Club bookings / trips made in 2014/15;
- Issuing 7,500 POP smartcards for use on public transport in Tyne and Wear in 2013/14 and also in 2014/15;
- Having full coverage of Walkit.com across Tyne and Wear by Spring 2013;
- Ensuring there is UTMC Compliant Strategic VMS on all 16 key congestion corridors during 2013/14 and equipping 1,720 buses in Tyne and Wear with facilities to provide Real Time Information data by the end of 2014/15; and
- Cycle parking provision will be enhanced at all Metro stations and public transport interchanges by the end of the funding period. This will include the installation of cycle compounds at eight of the most important interchanges plus expenditure on signing/improving the routes to stations.

**Active and healthy travel** will be promoted in Tyne and Wear by, for example:

- Establishing Active Travel Hubs in Newcastle and Sunderland, providing services such as safe and secure cycle storage, changing rooms and lockers, guided walks and rides, cycle repair and advice, travel information, and supplying pool bikes to local businesses;
- Progressing community active travel by carrying out travel surveys with employees, auditing existing walking and cycling access and provision, and delivering a programme of community engagement activities for walking and cycling; and
- A package of up to 30 cycle infrastructure schemes will be delivered during the course of the project.
- In addition to the above measures, we intend to match-fund up to 100 sustainable transport schemes from SMEs and social enterprises during the duration of LSTF funding. We feel this will stimulate innovation in delivering our sustainable transport agenda, and assist in the long term financial viability in our overall package of measures.

An indicative programme is shown in *Appendix E2*.

### **E3. Summary of key risks:**

Risks to delivery of the project in general have been minimised through:

- Basing the project on established initiatives, many of which are already underway within Tyne and Wear;
- Use of experienced third party delivery partners where appropriate;
- Development of effective project management structures (see Section E1).

The table attached as *Appendix E3* provides a more detailed analysis of risks associated with the project and proposals for minimising these.

### **E4. Project evaluation:**

We would be delighted to co-operate with the Department for Transport in evaluating the benefits of the Fund programme.

**APPENDIX A: LETTERS OF SUPPORT**

**APPENDIX B: SUPPORTING EVIDENCE**

**APPENDIX C: ILLUSTRATIONS OF PACKAGE OF MEASURES and  
ORGANISATIONS INVITED TO LSTF WORKSHOPS**

**APPENDIX D: ASSESSMENT OF OUTCOMES**

**APPENDIX E: DELIVERABILITY**

## **APPENDIX A: LETTERS OF SUPPORT**

Letters of support have been received from (\* indicates received for submission of Key Components Bid):

- Arriva
- Capital Shopping Centres
- Carplus
- Cobalt
- CommonWheels
- Cyclists' Touring Club (CTC)
- DB Regio (Tyne and Wear Metro)
- Depaul Trust
- Gateshead Primary Care Trust (\*)
- Gentoo Group
- Go North East
- JDDK Architects
- Living Streets
- NE1 Business Improvement District Company
- Network Rail
- Network Ticketing Ltd
- Newcastle Primary Care Trust (\*)
- Newcastle University
- Nike (UK) Limited
- North East Chamber of Commerce (\*)
- North Tyneside Primary Care Trust (\*)
- North Tyneside Voluntary Organisations Development Agency
- Quorum Development Partners LLP
- RWE npower
- South Tyneside Primary Care Trust (\*)
- Stagecoach
- Sunderland Teaching Primary Care Trust (\*)
- Sustrans
- Team Valley Links Community Interest Company
- TUC
- Tyne and Wear Development Company (\*)
- Tyne and Wear Local Access Forum
- Tyne and Wear Third Sector Focus Group (Transport)
- Wallsend Chamber of Trade

Our Ref ME/LAM

6 June 2011

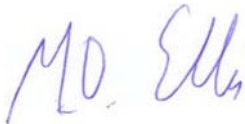
Jessica Anderson  
LTP Core Team Leader  
Newcastle Civic Centre  
Newcastle  
NE1 8QN

Dear Jessica

**RE: LOCAL SUSTAINABLE TRANSPORT FUND**

Arriva North East is pleased to support the Tyne and Wear authorities' main bid to the Local Sustainable Transport Fund. The LSTF bid will benefit a number of aspects relating to public transport, such as UTMC, real-time information, and walking and cycling to public transport interchanges. We believe that these projects will be widely beneficial to public transport in Tyne and Wear, and if your LSTF bid is successful, we will work with you and other partners to help deliver them.

Yours sincerely



**MARK ELLIS**  
Commercial Manager  
Arriva North East



www.cobaltpark.co.uk

### Tyne and Wear Local Sustainable Transport Fund bid

We are writing to express our support for Tyne and Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors, and promoting active travel (cycling and walking).

Tyne and Wear's economic growth depends on good accessibility, of goods to market and of people to jobs and services. This LSTF bid aims to provide an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. We believe this will significantly enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites. Walking and cycling journeys will become more straightforward, buses more reliable and freight movements made easier.

In addition, there will be major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods. A wide range of local groups have been consulted in developing this bid and, if successful, will help to deliver it, strengthening our local communities.

We recognise that this is only an outline proposal and that a detailed business case will be completed to satisfy Department for Transport (DfT) value for money criteria. If the DfT gives the opportunity to progress to a detailed business case we will be involved in the production of this business case and will further examine opportunities for match funding and volunteer / private sector support.

Cobalt is committed to promoting and developing sustainable transport measures to its workforce of 10,000 people. Cobalt already offers kick-start annual funding to the value of £300,000 to develop bus services to the park. Two full time Travel Co-ordinators are based in the heart of the park offering ticket purchase schemes, personal travel plans and free bike loan along with training and full support. A whole host of activities is organised throughout the year to promote active travel, health and wellbeing in the workplace.

We encourage you to approve this imaginative bid. By delivery of these measures, we can help to cut carbon, improve accessibility and deliver sustainable economic growth.

Adrian Hill  
Director of Highbridge Business Park Ltd  
Developers of Cobalt



North Tyneside Council



Northumbria Healthcare **NHS** Trust  
Plus Conference Centre





6 June 2011

Gary MacDonald  
Chair of Joint Transport Working Group  
Newcastle Civic Centre  
Barras Bridge  
Newcastle upon Tyne  
NE1 8PD

Dear Mr MacDonald

**Tyne & Wear Local Sustainable Transport Fund Bid**

We are writing to express our support for Tyne & Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors, and promoting active travel (cycling and walking).

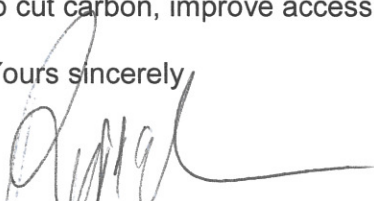
Tyne & Wear's economic growth depends on good accessibility of goods to market and of people to jobs and services. We believe this bid provides an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. We believe this will significantly enhance journey time reliability and improve accessibility to neighbourhood centres and employment sites. Walking and cycling journeys will become more straightforward and have improved interchange facilities with other transport, buses will be more reliable, freight movements made easier, and the benefits of metro reinvigoration promoted by wider sustainable travel initiatives.

In addition, there will be major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents, and cleaner, greener neighbourhoods. A wide range of local groups have been consulted in developing this bid and, if successful, will help to deliver it, strengthening our local communities.

We recognise that this is only an outline proposal and that a detailed business case will be completed to satisfy Department for Transport (DfT) value for money criteria. If the DfT gives the opportunity to progress to a detailed business case we will be involved in the production of this business case and will further examine opportunities for match funding and volunteer / private sector support, in addition to the support we are already providing.

We encourage you to approve this imaginative bid. By delivery of these measures, we can help to cut carbon, improve accessibility and deliver sustainable economic growth.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richard McClean', written over a light blue horizontal line.

**Richard McClean**  
Managing Director - DB Tyne & Wear Ltd

Metro Depot  
Cheswick Drive  
Gosforth  
Newcastle upon Tyne  
NE3 5DG

W: [nexus.org.uk/metro](http://nexus.org.uk/metro)

DB Regio Tyne and Wear Ltd operate Metro trains and stations on behalf of Nexus.

Registered Office:  
Great Central House, Marylebone Station,  
Melcombe Place, London NW1 6JJ.  
Company Registration Number: 06733214.

117 Queen Street  
Gateshead  
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NE8 2UA  
t: 0845 60 60 260  
f: 0191 4200225  
www.simplygo.com

31 May 2011

### **Tyne and Wear Local Sustainable Transport Fund bid**

We are writing to express our support for Tyne and Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors and promoting active travel (cycling and walking).

Tyne and Wear's economic growth depends on good accessibility, of goods to market and of people to jobs and services. This LSTF bid aims to provide an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. We believe this will significantly enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites. Walking and cycling journeys will become more straightforward, buses more reliable and freight movements made easier.

In addition, there will be major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods. A wide range of local groups have been consulted in developing this bid and, if successful, will help to deliver it, strengthening our local communities.

We recognise that this is only an outline proposal and that a detailed business case will be completed to satisfy Department for Transport (DfT) value for money criteria. If the DfT gives the opportunity to progress to a detailed business case we will be involved in the production of this business case and will further examine opportunities for match funding and volunteer / private sector support.

The Crosslink bus service, which would be run by Go North East, is a major part of the bid and would significantly improve access to employment in Team Valley from a wide area of Tyne & Wear. Working with local authorities and other partners we are confident that Crosslink will be financially sustainable in its own right at the end of the Fund period.

We encourage you to approve this imaginative bid. By delivery of these measures, we can help to cut carbon, improve accessibility and deliver sustainable economic growth.

Yours sincerely

**Chris Curtis**  
Business Development Manager  
Go North East





Paul Taylor  
Chairman Tyne & Wear LAF  
c/o Strategic Housing Planning &  
Transportation  
Newcastle City Council  
Civic Centre  
Barras Bridge  
Newcastle upon Tyne  
NE1 8PD

Telephone: 0191 211 6024

3 June 2011

Transport Policy Team  
Newcastle City Council  
Civic Centre  
Barras Bridge  
Newcastle

Dear Sir

### **Tyne and Wear Local Sustainable Transport Fund bid**

I am writing on behalf of the Tyne and Wear Local Access Forum (LAF) to express our support for Tyne and Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors, and promoting active travel (cycling and walking).

While most people will associate Local Access Forums with recreational access particularly in rural areas, the LAF has always promoted the utility use of area's rights of way network for access to work, health, retail and education facilities. A lot of positive work has already been done in this field by the five Tyne and Wear local authorities who jointly support the LAF. Although there is already a significant walking and cycle network in the area, the Rights of Way Improvement Plan which the LAF helped develop as part of Tyne and Wear's Local Transport Plan, identifies missing links in the network that need to be addressed, along with the need to promote sustainable travel over the network.

The LSTF bid aims to provide a range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. Based on experience of the use made of the current cycle and walking network to access work places in locations such as the Cobalt Business Park in North Tyneside and the Monkton Business Park in South Tyneside, the LAF feels that the LSTF bid will significantly enhance the use of sustainable modes. While the LAF's main focus is on non-motorised modes, we would also support the aim of the bid to enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites as it will lead to buses becoming more reliable and freight movements easier.


Gateshead Council, Newcastle, City Council, North Tyneside Council, South  
Tyneside Council and Sunderland City Council.

Working together for access improvements within Tyne and Wear

The LAF believes that the development of sustainable travel as set out in the bid will bring major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods. As one of a wide range of local groups who were consulted in developing this bid, the LAF would be keen, if it is successful, to help to deliver it. In particular we feel that our existing role as a statutory consultative body representing the needs of rights of way users, including walkers, cyclists, horseriders and disabled people, we would be well placed to take a significant role in the 'Active Travel Forum' which forms part of the bid.

While this is only an outline proposal and a detailed business case has to be completed to satisfy value for money criteria, the LAF would urge the Department for Transport to support this bid. The LAF believes that the proposed measures can help to cut carbon, improve accessibility and deliver sustainable economic growth in Tyne and Wear.

Yours sincerely

A handwritten signature in black ink that reads "Paul M. Taylor". The signature is written in a cursive style with a horizontal line underneath the name.

Paul Taylor  
Chairman  
Tyne & Wear Local Access Forum

Living Streets is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk.

Jessica Anderson  
Tyne and Wear LTP Team  
Regeneration Directorate  
Strategic Housing, Planning and Transport  
Newcastle City Council  
10<sup>th</sup> Floor, Civic Centre  
Newcastle upon Tyne  
NE1 8QN

3 June 2011

Dear Jessica,

### **Tyne and Wear Local Sustainable Transport Fund bid**

We are writing to express our support for Tyne and Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors, and promoting active travel (cycling and walking) to local centres. This bid builds on the firm foundation of strong local partnerships and track record of joint delivery by the partners including Living Streets. Our local supporters have also been consulted in developing this bid and are very supportive of the proposals.

Tyne and Wear's economic growth depends on good accessibility, of goods to market and of people to jobs and services. This LSTF bid aims to provide an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. We believe this will significantly enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites. Walking and cycling journeys will become more straightforward, buses more reliable and freight movements made easier.

In addition, there will be major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods.

We are looking forward to supporting the delivery of interventions, which will improve access to local centres, schools and employment, public transport by improving the walking environment and supporting businesses to encourage behaviour change.

We encourage you to approve this imaginative bid. By delivery of these measures, we can help to cut carbon, improve accessibility and deliver sustainable economic growth.

Yours sincerely,

Tony Armstrong



Chief Executive

**Living Streets**  
4th Floor, Universal House, 88–94 Wentworth Street E1 7SA  
Tel 020 7377 4900  
info@livingstreets.org.uk www.livingstreets.org.uk

Living Streets (The Pedestrians Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland), Company Limited by Guarantee (England & Wales), Company Registration No. 5368409



Gary MacDonald  
Chair of Joint Transport Working Group  
Newcastle Civic Centre  
Barras Bridge  
Newcastle upon Tyne NE1 8PD

6<sup>th</sup> June 2011

Dear Gary

### **Tyne and Wear Local Sustainable Transport Fund bid**

Thank you for the opportunity to contribute towards your application for the Tyne & Wear Local Sustainable Transport Fund bid. NE1 Ltd, as the company behind one of the largest Business Improvement Districts in the UK, is happy to write on behalf of its wide business and private sector membership to encourage acceptance of Tyne and Wear's Local Sustainable Transport Fund bid. We believe it fulfils the objectives of the Government's White Paper, Creating Growth, Cutting Carbon and the LSTF guidance.

Representing businesses of all varieties across the urban core of Newcastle we are only too aware of the importance of coordinated transport planning and the effect this has on maximising potential for economic growth and meeting carbon reduction commitments. Whether it is people, or goods, accessing employment or other opportunities it is important we make the most of localised sustainable travel while ensuring freight and economic goods can move easily between locations.

We believe this bid provides an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion.

In addition we anticipate there will be significant benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for residents and cleaner, greener neighbourhoods – of particular importance for the City Centre. A wide range of local groups have been consulted in developing this bid and, if successful, will help to deliver it.

We recognise, at this stage, this is an outline proposal and that a detailed business case must be completed to satisfy Department for Transport (DfT) value for money criteria. In the expectation that the DfT provides the opportunity to progress this to the next stage we look forward to our continued involvement as the business case is developed and the scope for match funding and volunteer / private sector support that this may bring.

These measures, in concert with other NE1 projects also designed to enhance Newcastle City Centre, will help create the conditions to cut carbon, improve accessibility and deliver sustainable economic growth.

We hope the DfT is able to approve this imaginative and important bid.

Yours,

{Original Signed}

Adrian Waddell  
Director of Operations

**Transport Operations Research  
Group (TORG)  
School of Civil Engineering and  
Geosciences  
Cassie Building  
Newcastle University  
Newcastle upon Tyne  
NE1 7RU  
5<sup>th</sup> June 2011**

**Strategic Housing, Planning and Transportation  
Environment and Regeneration  
Newcastle City Council  
NE1 8PD**

Dear Dr Anderson

**Tyne and Wear Local Sustainable Transport Fund bid**

It is with great pleasure I write on behalf of my colleagues at the School of Civil Engineering and Geosciences at Newcastle University in support for the Tyne and Wear's Local Sustainable Transport Fund, LSTF, bid. This is focused on improving sustainable access to employment and areas of growth, managing congestion on key corridors and pinch points, and promoting active travel (cycling and walking).

Fundamental to the vision for the Tyne and Wear is economic growth which, of course, depends on good accessibility for people to jobs, for the movement of goods and provision of efficient services. I am impressed with the content of the LSTF bid which aims to provide an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. Such an integrated approach, we believe is the key ingredient in delivering strategies that will have measureable impacts.

Certainly the proposals, we believe will significantly enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites. Walking and cycling journeys will become more natural and safe, buses more reliable and freight movements made easier.

In our quest to deliver Government targets for both climate change and air quality the way forward is to promote public transport, cycling and walking. These measures along with effective marketing to raise awareness are truly sustainable creating win-win strategies for cleaner, greener neighbourhoods with healthier environments (less tailpipe emissions) improved health for our residents (increase in physical activity), reduction of unproductive time (less congestion delaying goods, services and commuters) and consequential benefits to the local economy. Tyne and Wear will become an attractive place to locate businesses in the future.

In developing this LSTF bid a wide range of local groups have been consulted and these have demonstrated commitment, aspiration and passion to deliver sustainable futures for the next generation. Therefore, if this bid is successful, these groups will work together as a team to ensure delivery, and in turn this will certainly strengthen our local communities.



**THE QUEEN'S  
ANNIVERSARY PRIZES**  
FOR HIGHER AND FURTHER EDUCATION

**2005**

Whilst we recognise that at this stage this is an outline proposal we are confident that a detailed business case will be completed to satisfy the *value for money* criteria as defined by the Department for Transport (DfT). If the DfT gives the opportunity to progress to a detailed business case we will be involved in the production of this business case and will further examine opportunities for aligning our current, substantial research activity with the LSTF, and thus provide an evaluation platform to quantify the impacts and monitor performance against Government targets.

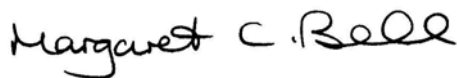
Recently Newcastle University has been awarded 'Framework Partner' status by the EPSRC. This award recognises the University's excellence with respect to EPSRC funding over the past three years, including our excellent grant application success rate of 47.9% and research income of £57.2m. In particular, the Transport Operations Research Group has performed consistently well in winning EPSRC funding becoming key players in the multi disciplinary, University collaborative Sustainable Urban Environment research programme funded by the EPSRC. Indeed TORG have attracted substantial funding in the first call, SOLUTIONS and FUTURES Role of Intelligent Transport Systems -Delivering sustainability and in the second call ReVISIONS and 4M, Measurement, Modelling, Mapping and Management: Shrinking carbon footprint.

Most importantly, in the recent, and final Call with a total of £6m, Newcastle were lead partners in a £2.5m award to research Self Conserving Urban Environments, SECURE. This was one of the four projects funded. SECURE is in collaboration with Loughborough, Sheffield and Exeter and will provide an evaluation platform for Transport and Urbanisation, Ecosystems services, micro-generation and use of energy in buildings. Indeed this research will carry out rigorous validation of a suite of models to deliver evidenced based carbon and air quality policies for individual urban areas but nested in the NE Region for 2011 (base case) and scenarios for 2016, 2030 and 2050.

In addition to SECURE, Newcastle University is hosting the GatesheadNewcastle UTMC Centre and with direct data access from UTMC considerably enhances our research capability also we are the lead evaluation partner in the TSB funded electric vehicle demonstration. We believe that by continuing and strengthening our involvement with the local authorities of Tyne and Wear, our research success will add value and provide substantial mutual benefit to our respective activities. It is anticipated that should the bid be successful more opportunities for projects for our PhD, MSc and undergraduate projects will be made possible.

We wish you success

Yours sincerely



Margaret C. Bell CBE, PhD, BSc, CMILT, MIHT  
Science City Professor of Transport and Environment



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ANNIVERSARY PRIZES  
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2005



Wheatsheaf  
Sunderland  
SR5 1AQ

T 0191 567 5251  
F 0191 566 0202

[stagecoachbus.com](http://stagecoachbus.com)



6<sup>th</sup> June 2011

**Tyne & Wear Local Sustainable Transport Fund bid**

I am writing to confirm our support for Tyne & Wear's Local Sustainable Transport Fund bid, which we understand focuses on improving sustainable access to key employment and growth sites, managing congestion on key corridors and promoting active travel (cycling and walking).

Over the past 8 years we have developed our local bus networks to simplify public transport both in terms of routes, timetables and fares, and invested heavily in new vehicles and technology designed to improve passenger experience and grow passenger volumes. Key to developing public transport further will be sustainable methods of reducing journey times and improving physical accessibility to key destinations, which we believe that this LSTF bid will be in a position to provide.

As you are aware Stagecoach as a company displays strong green credentials, a clear demonstration of which will be the imminent deployment of 26 ADL Enviro 400 Hybrid vehicles in Newcastle. We therefore welcome this bid from the environmental point of view as well since we feel it can lead to a further reduction in carbon emissions and general improvement in the health of the population.

We understand that this is an outline proposal and would expect to be fully involved in the development of a detailed business case should the opportunity be provided by DfT to submit this.

We hope that you will see fit to approve this outline proposal, thus giving the opportunity to develop something truly inspirational that will impact across Tyne & Wear by delivering sustainable benefits across environment, accessibility, and the economy.

Yours sincerely



Robin F. Knight  
Commercial Director

Stagecoach North East trades as:

Stagecoach in Newcastle, Stagecoach in South Shields and Stagecoach in Sunderland

Registered Office: Busways Travel Services Ltd., Daw Bank, Stockport, Cheshire SK3 0DU (Registered in England & Wales No. 2295227)

Stagecoach in Hartlepool and Stagecoach on Teesside

Registered Office: Cleveland Transit Ltd., Daw Bank, Stockport, Cheshire SK3 0DU (Registered in England & Wales No. 2546698)



Jessica Anderson  
LTP Core Team Leader  
Tyne and Wear LTP Team  
Regeneration Directorate  
Strategic Housing, Planning and Transport Newcastle City Council 10th Floor  
Civic Centre  
NEWCASTLE UPON TYNE  
NE1 8QN

6<sup>th</sup> June 2011

Dear Jessica,

### **Tyne and Wear Local Sustainable Transport Fund bid**

We are writing to express our support for Tyne and Wear's Local Sustainable Transport Fund bid, focused on improving sustainable access to key employment and growth sites, managing congestion on key corridors, and promoting active travel (cycling and walking).

Tyne and Wear's economic growth depends on good accessibility, of goods to market and of people to jobs and services. This LSTF bid aims to provide an attractive range of sustainable opportunities for business and the travelling public, supported by positive marketing and promotion. We believe this will significantly enhance journey time reliability and improve accessibility to our neighbourhood centres and employment sites. Walking and cycling journeys will become more straightforward, buses more reliable and freight movements made easier.

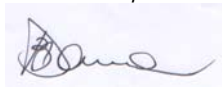
In addition, there will be major benefits for the environment, with a reduction in carbon emissions, as well as an increase in physical activity, resulting in better health for our residents and cleaner, greener neighbourhoods. A wide range of local groups have been consulted in developing this bid and, if successful, will help to deliver it, strengthening our local communities.

We recognise that this is only an outline proposal and that a detailed business case will be completed to satisfy Department for Transport (DfT) value for money criteria. If the DfT gives the opportunity to progress to a detailed business case we will be involved in the production of this business case and will further examine opportunities for match funding and volunteer / private sector support.

In addition to financially supporting your Key Components bid, Sustrans will be able to offer a range of in-kind services including considerable volunteer input into the delivery of your programme.

We hope this imaginative bid is successful. By delivery of these measures, we can help to cut carbon, improve accessibility and deliver sustainable economic growth in Tyne and Wear.

Your sincerely

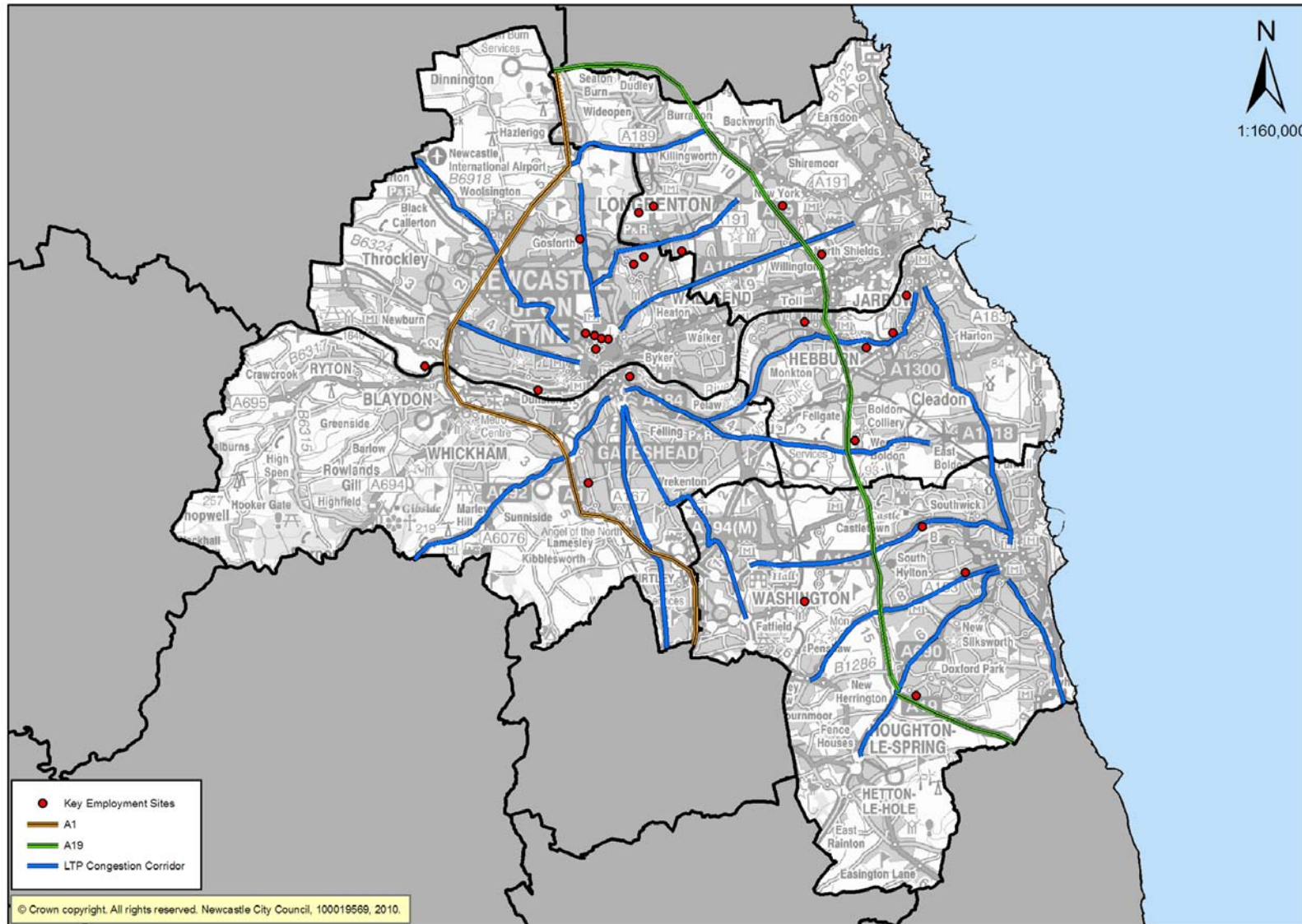


Bryn Dawson  
Regional Director

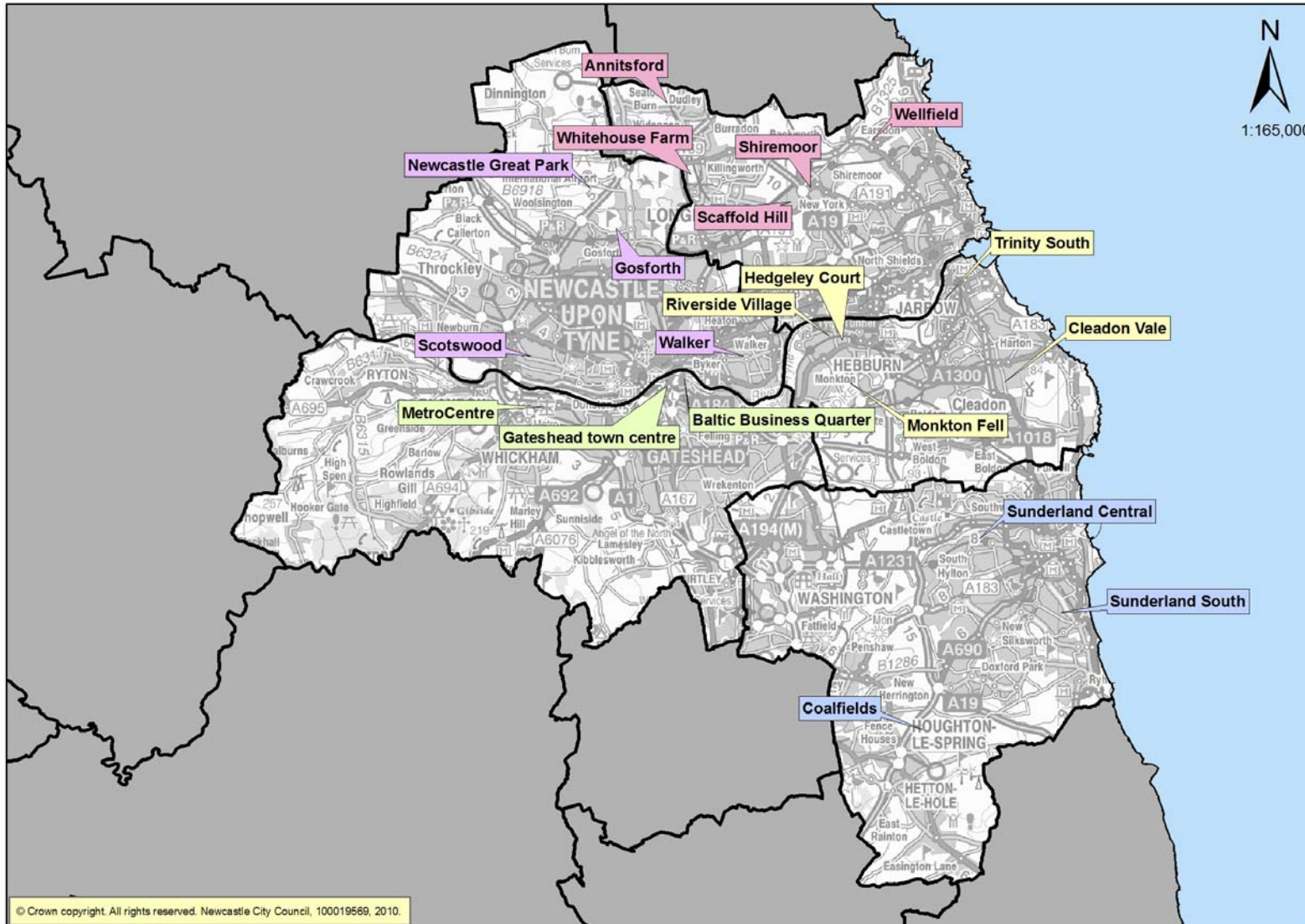
## **APPENDIX B: SUPPORTING EVIDENCE**

- B1) Map of congestion corridors / employment sites
- B2) Map of future housing growth sites
- B3) Public sector employment
- B4) Carbon emissions
- B5) Map of air quality management areas
- B6) Mode of travel to work
- B7) Journey lengths
- B8) Health
- B9) Car ownership
- B10) Map of weekday link speed comparison
- B11) Modelled changes in flow and speed 2005 to 2021

# B1: Map of congestion corridors and employment sites



**B2: Map showing future housing growth sites**



### B3: Public sector employment

Area	Employment (2008)			
	Private	Public	Total	% Public
Gateshead	69,400	23,000	92,400	25%
Newcastle	122,000	53,600	175,600	31%
North Tyneside	51,600	17,300	68,900	25%
South Tyneside	28,600	12,900	41,500	31%
Sunderland	90,600	28,600	119,200	24%
Tyne and Wear	362,200	135,400	497,600	27%
UK	21,088,600	5,403,300	26,492,900	20%

**Source:** 'Sub Regional Public and Private Sector Employee Job Estimates' (2008) <http://stats.berr.gov.uk/ppse/index.asp>

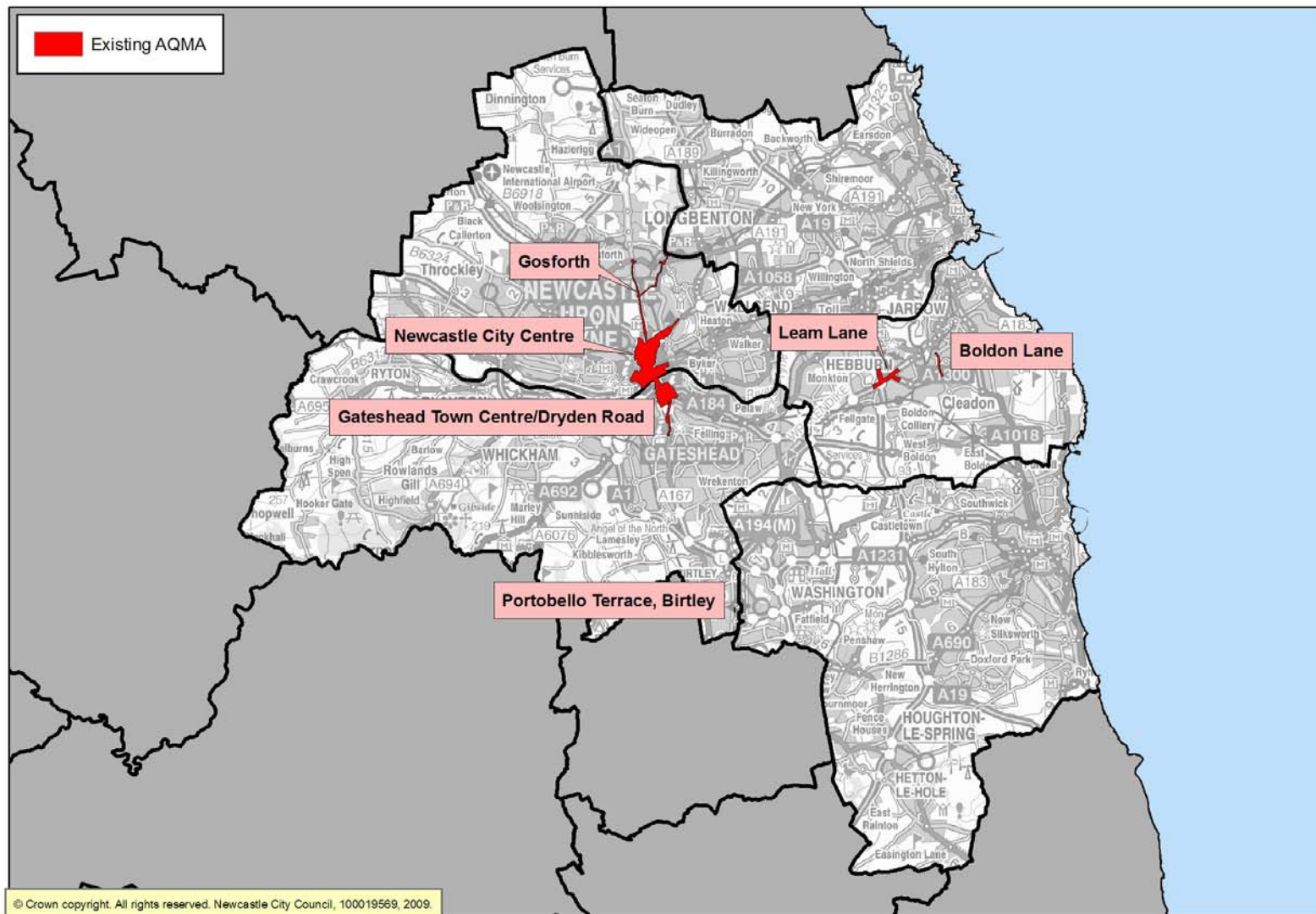
**B4: Carbon Emissions**

Area	Population (k)	Emissions (kt CO <sub>2</sub> )				Per capita from transport (t CO <sub>2</sub> )
		Industry	Domestic	Transport	Total	
Gateshead	191	642	462	471	1575	2.47
Newcastle	272	767	612	469	1848	1.73
North Tyneside	196	498	474	341	1313	1.74
South Tyneside	151	211	334	200	744	1.32
Sunderland	280	747	636	482	1864	1.72
Tyne and Wear	1089	2865	2518	1962	7345	1.80
UK	61398	178697	149317	102155	430170	1.66

**Source: NI186 (2008)** <http://www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx>



## B5: Map of Air Quality Management Areas



## B6: Journey lengths

### Average journey length

Length	Total
5 miles or less	88%
5 to 10 miles	9%
More than 10 miles	3%

### Journey length and mode

Mode	5 miles or less	5 to 10 miles	More than 10 miles
Car	52%	76%	86%
Public Transport	13%	18%	5%
Walk	31%	1%	1%
Cycle	1%	0%	0%
Taxi	2%	1%	1%
Other	1%	3%	7%
Total	100%	100%	100%

**Source:** Tyne and Wear Household Travel Survey



**B7: Mode of travel to work**

Mode	Tyne and Wear	North East	England
Car driver	53.7%	59.8%	60.5%
Car passenger	9.2%	9.9%	6.7%
Motorcycle	0.7%	0.7%	1.2%
Metro	5.2%	2.3%	3.5%
Train	1.2%	1.0%	4.7%
Bus	16.3%	11.9%	8.3%
Taxi	0.8%	0.7%	0.6%
Bicycle	1.7%	1.8%	3.1%
Foot	10.3%	11.0%	11.0%
Other	0.9%	0.9%	0.5%

**Source:** 2001 Census

## **B8: Health**

### **People in not good health**

Area	% population
Gateshead	13%
Newcastle	12%
North Tyneside	11%
South Tyneside	13%
Sunderland	13%
North East	12%
England	9%

**Source:** *Census 2001*

### **People with limiting long term illness**

Area	% population
Gateshead	24%
Newcastle	22%
North Tyneside	22%
South Tyneside	24%
Sunderland	24%
North East	23%
England	18%

**Source:** *Census 2001*

## Mortality rates

Area	Deaths per 100,000 population
Gateshead	661
Newcastle	687
North Tyneside	673
South Tyneside	572
Sunderland	703
North East	656
England	574

**Source:** Census 2001

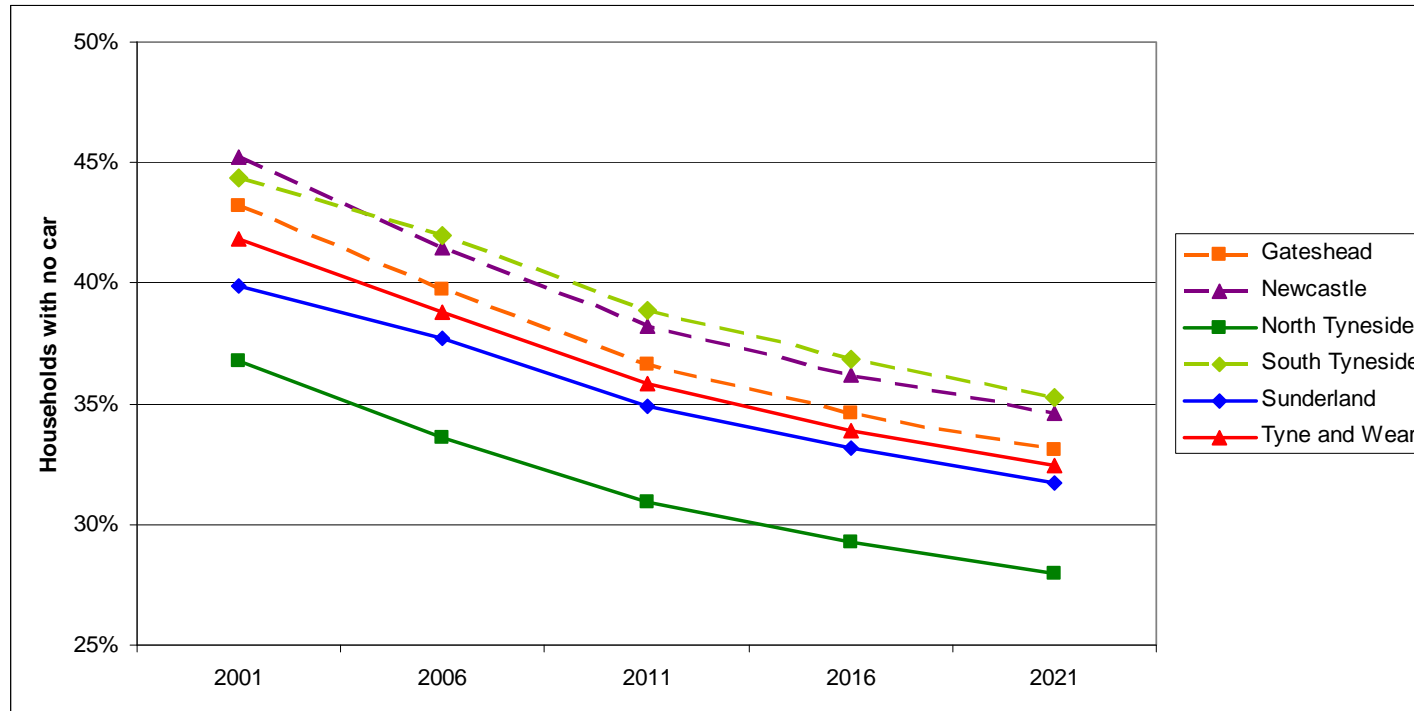
Strategic Health Authority	Admissions per 100,000 of population
North East	33
North West	12
Yorkshire and the Humber	24
East Midlands	46
West Midlands	15
East of England	12
London	29
South East Coast	18
South Central	8
South West	14
England	20

**Source:** NHS Information Centre

## B9: Car ownership

### Households without access to a car

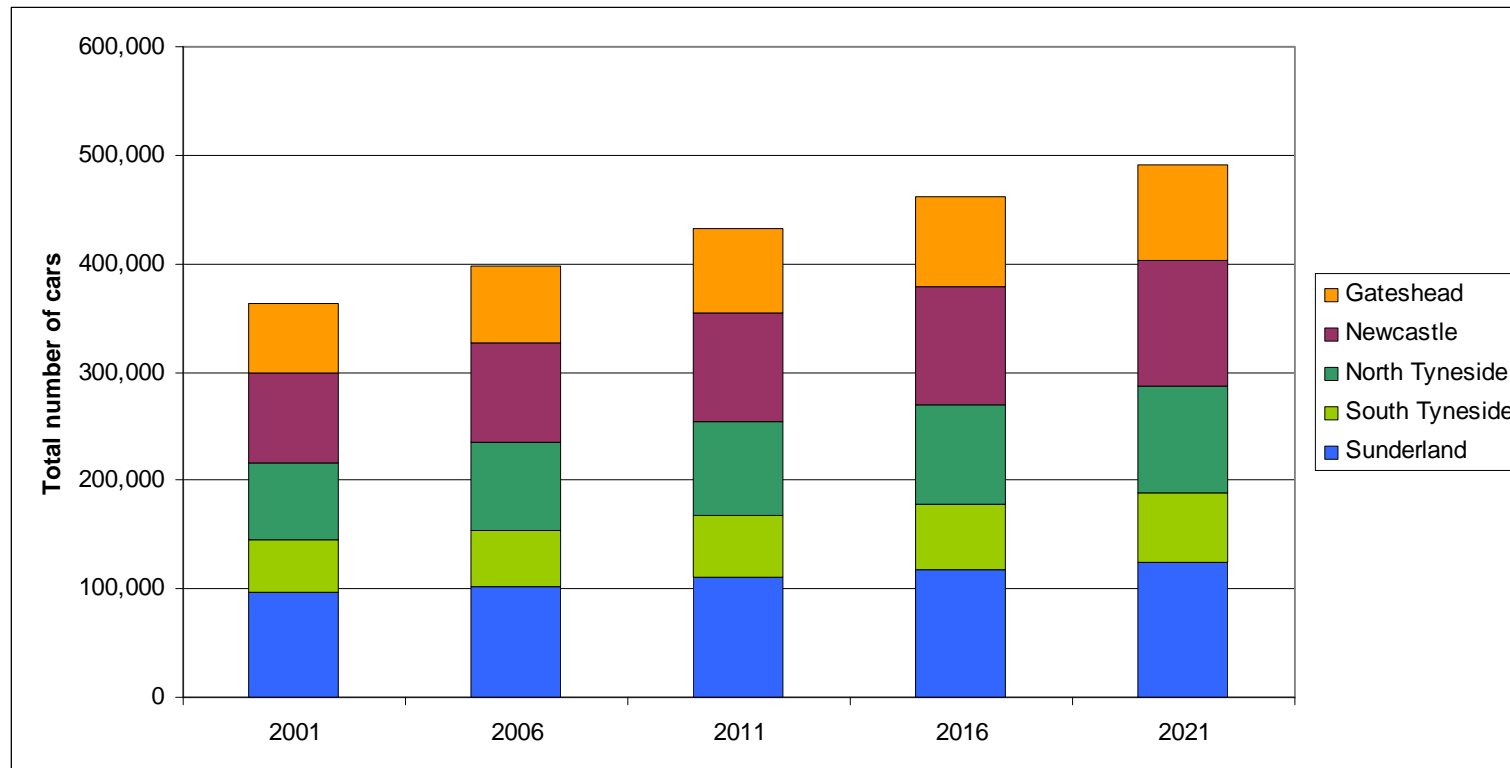
Area	Households with no car available				
	2001	2006	2011	2016	2021
Gateshead	43%	40%	37%	35%	33%
Newcastle	45%	42%	38%	36%	35%
North Tyneside	37%	34%	31%	29%	28%
South Tyneside	44%	42%	39%	37%	35%
Sunderland	40%	38%	35%	33%	32%
Tyne and Wear	42%	39%	36%	34%	32%



Source: Tempro v6.2 using dataset v5.4

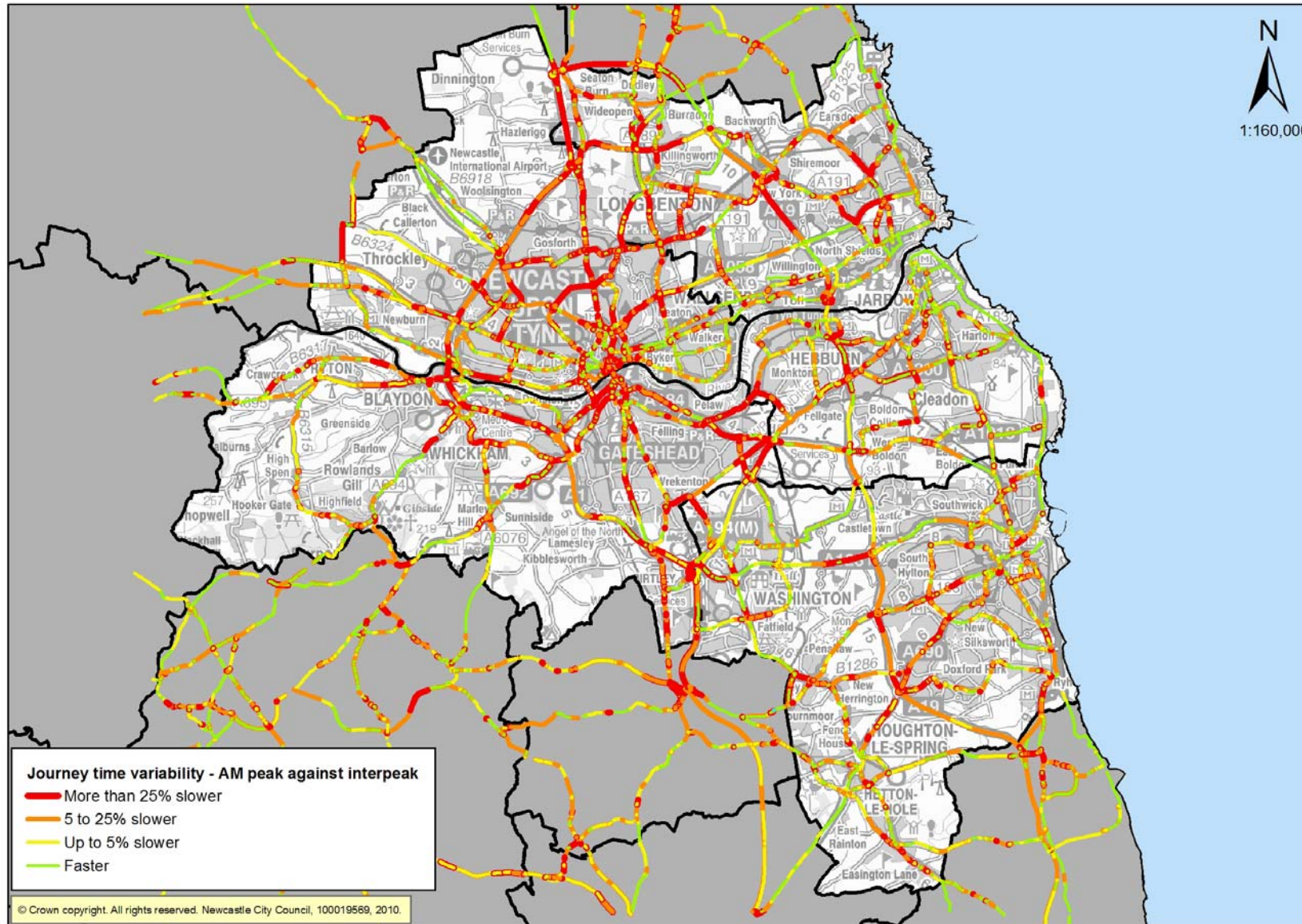
### Total number of cars

Area	Total cars				
	2001	2006	2011	2016	2021
Gateshead	64,398	71,070	77,351	82,669	88,350
Newcastle	82,033	91,596	101,127	109,083	116,614
North Tyneside	72,156	80,100	86,765	92,168	97,590
South Tyneside	48,520	51,816	56,391	59,930	63,664
Sunderland	96,066	102,434	110,845	117,821	124,960
Tyne and Wear	363,173	397,016	432,478	461,672	491,178



**Source:** Tempro v6.2 using dataset v5.4

### B10: Weekday link speed comparisons (Trafficmaster)



## B11: Modelled changes in flow and speed 2005 to 2021

### Absolute changes in flow and speed 2005 to 2021

Absolute Change 2005 to 2021	AM Peak		Inter Peak		PM Peak	
	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)
A1	1488	-20.6	1102	-22.2	1203	-22.4
A19	1772	-9.6	1842	0.1	2119	-8.2
Coast Rd.	1548	-14.3	1230	-12.1	1463	-18.6
Great North Rd	523	-6.4	441	-5.4	352	-5.5
West Rd./A69	-548	-0.9	-431	-2.0	-85	-2.6
A184 (Newcastle)	1054	-8.7	1007	-10.0	985	-7.4
Durham Rd. (Gateshead)	737	-9.4	1135	-7.5	761	-7.6
A184 (Sunderland)	625	-4.1	241	-3.7	301	-2.9
Chester Rd.	679	-5.5	922	-6.0	482	-4.7
Durham Rd. (Sunderland)	567	-6.2	349	-4.0	581	-5.0
Ryhope Rd.	-171	4.8	-347	5.6	-77	2.2
Average Radials	557	-5.6	505	-5.0	529	-5.8
Average All (incl. A19 and A1)	447	-4.7	425	-4.2	426	-4.4

**Source:** Tyne and Wear Transport Planning Model v3.1

### Relative changes in flow and speed 2005 to 2021

Relative Change 2005 to 2021	AM Peak		Inter Peak		PM Peak	
	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)	Max Flow (vph)	Avg Speed (kph)
A1	17%	-34%	14%	-31%	14%	-34%
A19	25%	-14%	34%	0%	35%	-12%
Coast Rd.	25%	-24%	26%	-16%	23%	-29%
Great North Rd	18%	-20%	20%	-14%	13%	-19%
West Rd./A69	-14%	-2%	-11%	-4%	-2%	-6%
A184 (Newcastle)	28%	-25%	35%	-23%	25%	-22%
Durham Rd. (Gateshead)	32%	-25%	72%	-18%	30%	-19%
A184 (Sunderland)	31%	-9%	14%	-7%	14%	-6%
Chester Rd.	20%	-15%	35%	-14%	15%	-11%
Durham Rd. (Sunderland)	20%	-14%	14%	-8%	20%	-11%
Ryhope Rd.	-11%	12%	-21%	13%	-4%	5%
Average Radials	17%	-13%	19%	-10%	16%	-13%
Average All (incl. A19 and A1)	15%	-12%	18%	-9%	14%	-11%

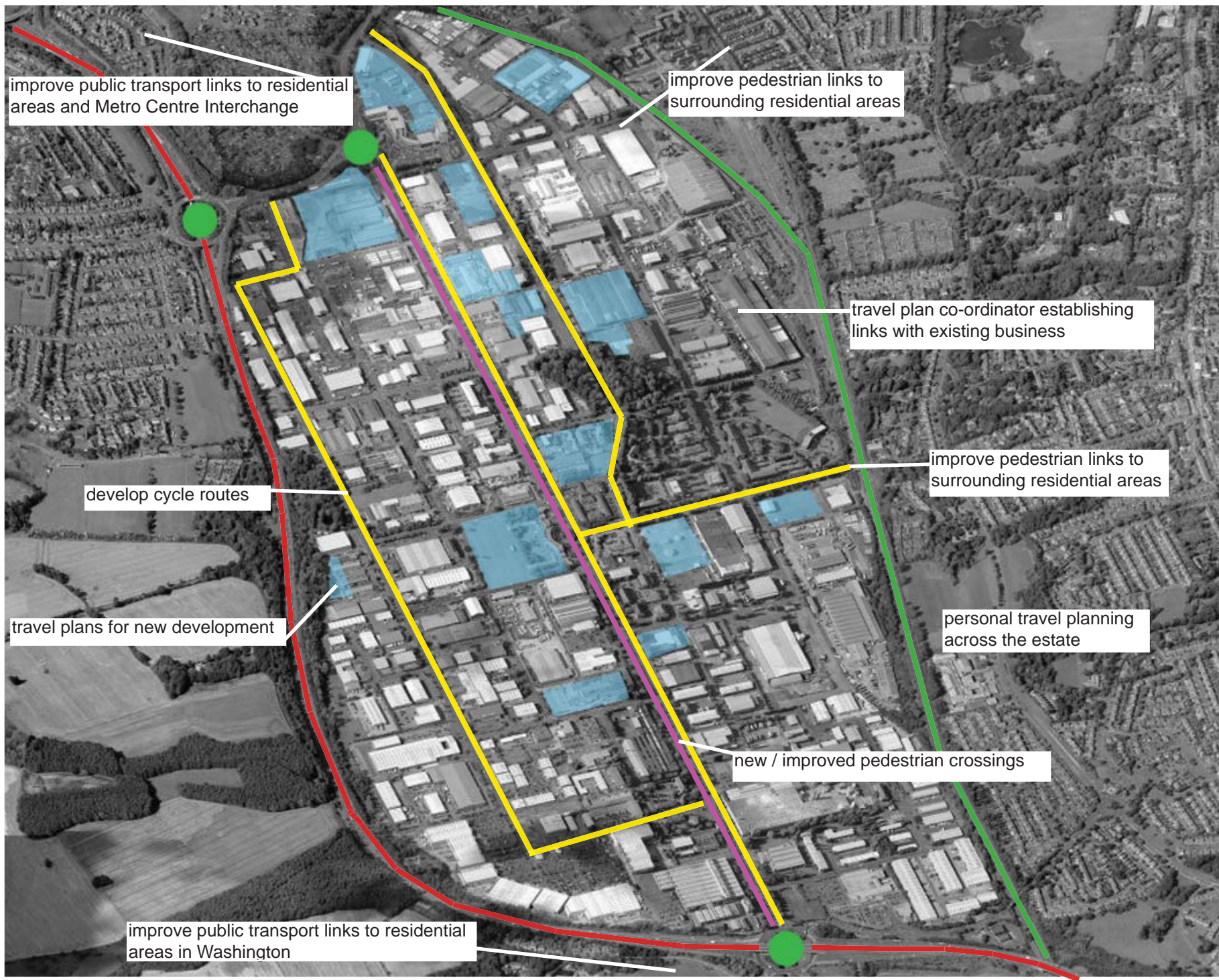
**Source:** Tyne and Wear Transport Planning Model v3.1








**APPENDIX C: ILLUSTRATIONS OF PACKAGE OF MEASURES and ORGANISATIONS INVITED TO LSTF WORKSHOPS**

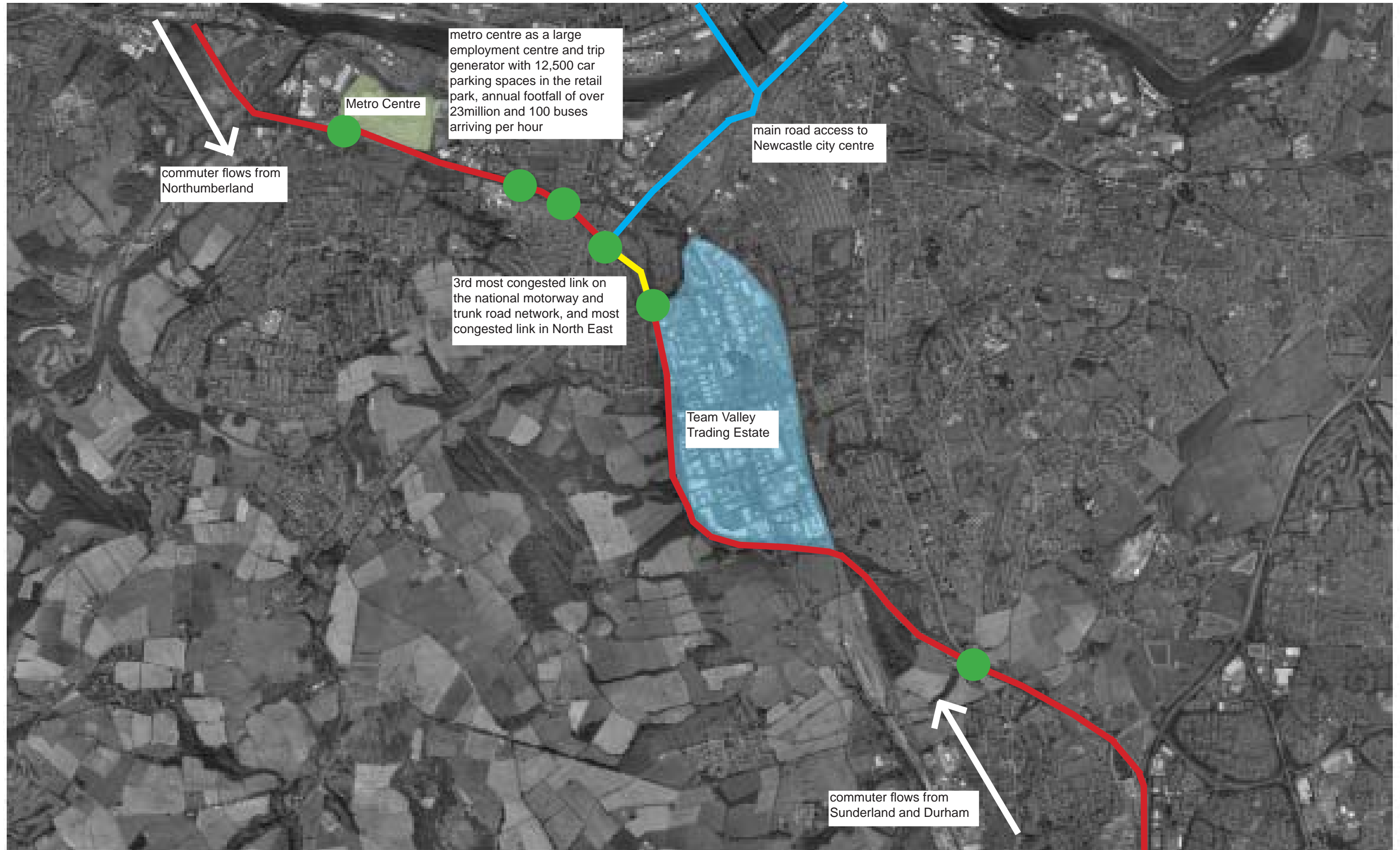
- C1A) Team Valley
- C1B) MetroCentre
- C2) Local centre
- C3) Organisations invited to LSTF workshops

### C1A: potential interventions at Team Valley Trading and Employment Estate



-  A1 Corridor - major congestion
-  Main estate roads  
- pedestrian severance  
- limited cycle network
-  Main bus routes
-  Major road junction  
- congestion on local road network
-  Development/regeneration proposals

C1B: IMPORTANCE OF IMPLEMENTING SUSTAINABLE ACCESS TO EMPLOYMENT SITE DUE TO PROXIMITY TO STRATEGIC ROAD NETWORK AND OTHER MAJOR TRIP GENERATORS



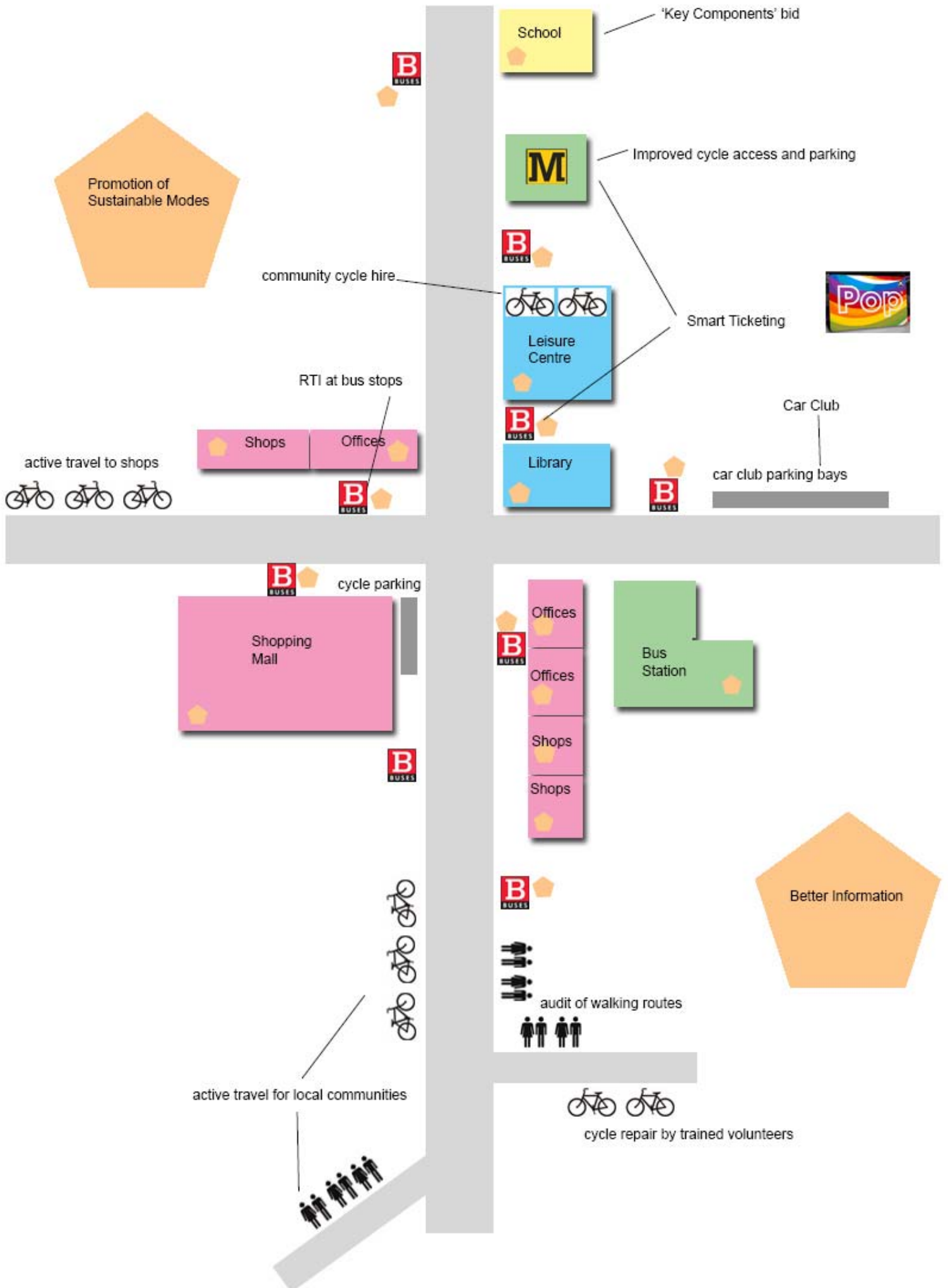
● junction approaching or over capacity in peak hours

— main road access to Newcastle city centre

— strategic road network - A1



## C2: POTENTIAL INTERVENTIONS IN 'ANY - TWITA - TOWN'



### **C3: ORGANISATIONS INVITED TO LSTF WORKSHOPS**

- Age UK / Older People's Forum
- Arriva North East (DB Regio)
- Arup
- British Cycling
- Business Link North East
- Capita Symonds
- CBI North East
- Clothier Lacey and Co (a public relations firm based in the North East)
- Cobalt Business Park Travel Co-ordinator
- Common Wheels
- Community Transport Association
- Community Transport Newcastle
- Compass Community Transport
- Confederation of Passenger Transport UK
- Connect (community transport in South Tyneside)
- Cyclists Touring Club
- Department for Transport
- Depaul UK (a charity for homeless people in the UK)
- East Coast Railways
- Elders Council
- Freight Transport Association
- Gateshead Access Panel
- Gateshead Council
- Go-Ahead North East
- Highways Agency
- Hopkirks Cycles
- Learning and Skills Council
- Living Streets
- Living Streets Tyneside Area
- Metro Centre: Capital Shopping Centres
- Motorcycle Action Group
- Mott MacDonald Limited
- Natural England
- NECTAR (North East Combined Activists Roundtable)
- Newcastle City Council
- Newcastle Cycling Campaign
- Newcastle Gateshead Initiative
- Newcastle Hospitals
- Newcastle Primary Care Trust / North Tyneside Primary Care Trust
- Newcastle University
- Newcastle Youth Parliament
- Nexus
- North East Chamber of Commerce
- North East Strategic Health Authority
- North Tyneside Coalition of Disabled People

- North Tyneside Council
- North Tyneside Youth Council
- Northern Rail
- Northumbria University
- NPower
- Older Peoples' Forum (North Tyneside)
- One North East
- Pentagon Partnership
- Public Health Group North East
- Quorum Business Park Travel Co-ordinator
- Ramblers
- Saddle Skedaddle
- South Tyneside Council
- Stagecoach
- Sunderland City Council
- Sustrans
- Team Valley
- Tyne and Wear City Region Partnership
- Tyne and Wear City Region Third Sector Transport Group
- Tyne and Wear Cycle Forum
- Tyne and Wear Integrated Transport Authority Policy Team
- Tyne and Wear Local Access Forum
- Tyne and Wear Local Transport Plan Team
- Tyne and Wear UTMC
- UK Land
- University of Sunderland
- Walk England
- Workplace Travel Plan Company
- WorkWise NorthEast

## **APPENDIX D: ASSESSMENT OF OUTCOMES**

## Appendix D.xls

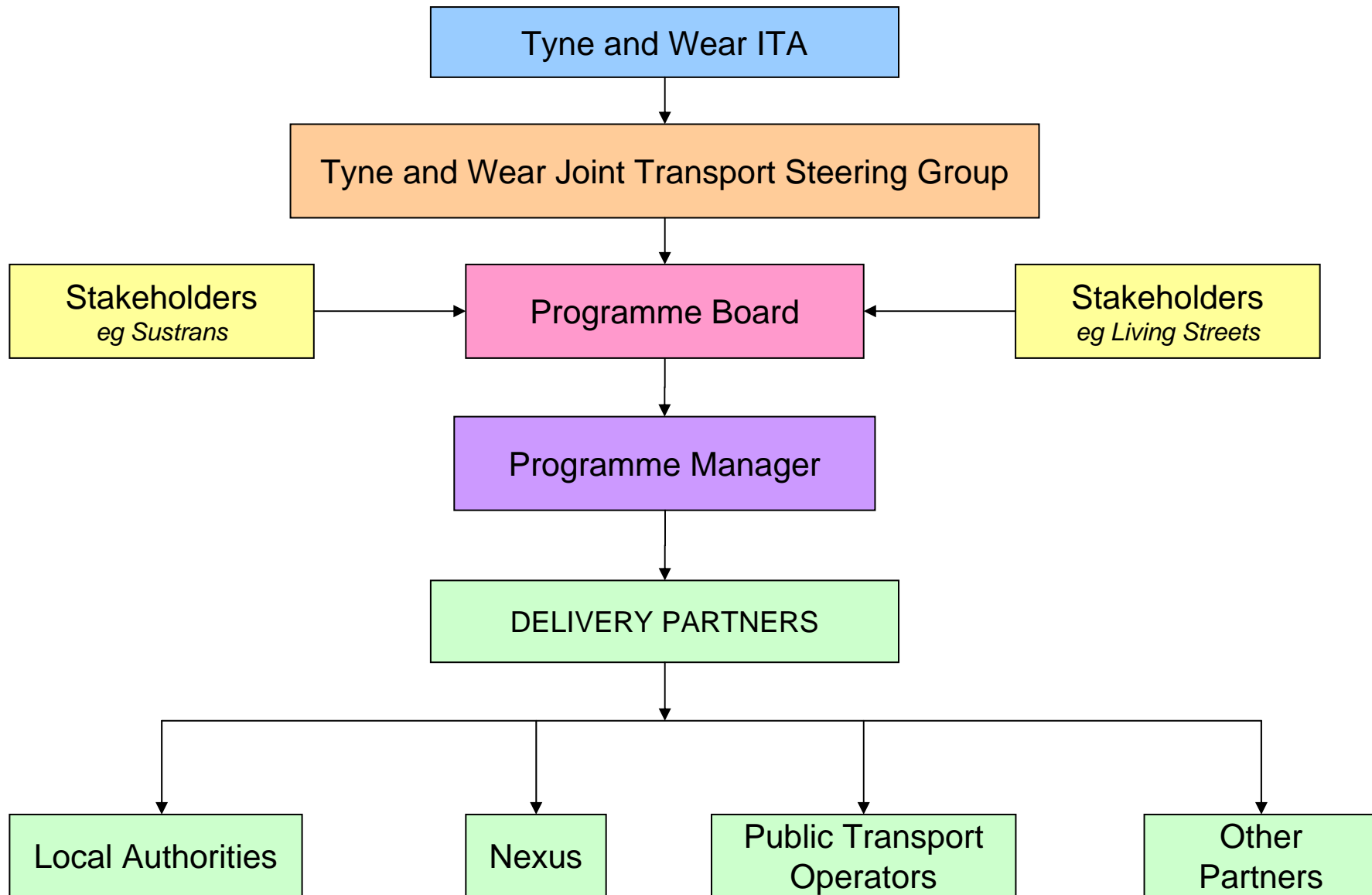
	kT CO <sub>2</sub>		
	Pre-intervention	Post-intervention	Change
Promotion of Active and Healthy Travel (Low Forecast)	21.75	18.69	-3.07
Promotion of Active and Healthy Travel (Medium Forecast)	21.75	16.80	-4.95
Promotion of Active and Healthy Travel (High Forecast)	21.75	16.05	-5.70
Managing Congestion on Key Roads (Low Forecast)	21.75	18.29	-3.47
Managing Congestion on Key Roads (Medium Forecast)	21.75	16.41	-5.35
Managing Congestion on Key Roads (High Forecast)	21.75	15.28	-6.47
Sustainable Access to Employment (Low Forecast)	21.75	18.42	-3.33
Sustainable Access to Employment (Medium Forecast)	21.75	16.54	-5.21
Sustainable Access to Employment (High Forecast)	21.75	14.66	-7.09
Combined Packages (Low Forecast)	21.75	15.48	-6.28
Combined Packages (Medium Forecast)	21.75	14.54	-7.22
Combined Packages (High Forecast)	21.75	13.53	-8.22



## **APPENDIX E: DELIVERABILITY**

- E1) Governance structure
- E2) Gantt chart of activity
- E3) Key risks

# E1: Governance Structure



**9&. TYNE AND WEAR SUSTAINABLE TRANSPORT FUND - MAIN BID**

**OUTLINE DELIVERY PROGRAMME**

ID	Task Name	Duration	Start	Finish	2, 2012	Qtr 3, 2012	Qtr 4, 2012	Qtr 1, 2013	Qtr 2, 2013	Qtr 3, 2013	Qtr 4, 2013	Qtr 1, 2014	Qtr 2, 2014	Qtr 3, 2014	Qtr 4, 2014	Qtr 1, 2015	Qtr 2, 2015
					May/June	Jul/Aug/Sep	Oct/Nov/Dec	Jan/Feb/Mar	Apr/May/June	Jul/Aug/Sep	Oct/Nov/Dec	Jan/Feb/Mar	Apr/May/June	Jul/Aug/Sep	Oct/Nov/Dec	Jan/Feb/Mar	Apr/May
1	<b>GOVERNANCE</b>	<b>956 days</b>	<b>Mon 05/09/11</b>	<b>Mon 04/05/15</b>	[Gantt bar]												
2					[Gantt bar]												
3	<b>00. Key components bid</b>	<b>932 days</b>	<b>Mon 05/09/11</b>	<b>Tue 31/03/15</b>	[Gantt bar]												
4	Inception	25 days	Mon 05/09/11	Fri 07/10/11	[Gantt bar]												
5	Training	30 days	Tue 01/11/11	Mon 12/12/11	[Gantt bar]												
6	Audits	200 days	Tue 13/12/11	Mon 17/09/12	[Gantt bar]												
7	Implemetation of Improvements	803 days	Wed 01/02/12	Fri 27/02/15	[Gantt bar]												
8	Publicity and Reinforcement	761 days	Tue 01/05/12	Tue 31/03/15	[Gantt bar]												
9	Monitor and Review	693 days	Wed 01/08/12	Fri 27/03/15	[Gantt bar]												
10					[Gantt bar]												
11	<b>01. Sustainable access to main employment areas</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
12	Recruitment	50 days	Mon 02/07/12	Fri 07/09/12	[Gantt bar]												
13	Training	30 days	Mon 27/08/12	Fri 05/10/12	[Gantt bar]												
14	Audits	200 days	Mon 08/10/12	Fri 12/07/13	[Gantt bar]												
15	Implemetation of Improvements	515 days	Mon 31/12/12	Fri 19/12/14	[Gantt bar]												
16	Reinforcement	275 days	Mon 03/03/14	Fri 20/03/15	[Gantt bar]												
17	Monitor and Review	515 days	Mon 08/04/13	Fri 27/03/15	[Gantt bar]												
18					[Gantt bar]												
19	<b>02. Sustainable access to local centres</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
20	Recruitment	50 days	Mon 02/07/12	Fri 07/09/12	[Gantt bar]												
21	Training	30 days	Mon 27/08/12	Fri 05/10/12	[Gantt bar]												
22	Audits	200 days	Mon 08/10/12	Fri 12/07/13	[Gantt bar]												
23	Implemetation of Improvements	400 days	Mon 31/12/12	Fri 11/07/14	[Gantt bar]												
24	Reinforcement	200 days	Mon 03/03/14	Fri 05/12/14	[Gantt bar]												
25	Monitor and Review	590 days	Mon 24/12/12	Fri 27/03/15	[Gantt bar]												
26					[Gantt bar]												
27	<b>03. Job Centre travel advisors/back to work support</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
28	Set up and appointment of key staff	60 days	Mon 02/07/12	Fri 21/09/12	[Gantt bar]												
29	Funding and Support	655 days	Mon 24/09/12	Fri 27/03/15	[Gantt bar]												
30	Monitor and Review	585 days	Mon 31/12/12	Fri 27/03/15	[Gantt bar]												
31					[Gantt bar]												
32	<b>04. Workwise</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
33	Funding and Support	715 days	Mon 02/07/12	Fri 27/03/15	[Gantt bar]												
34	Monitor and Review	640 days	Mon 15/10/12	Fri 27/03/15	[Gantt bar]												
35					[Gantt bar]												
36	<b>05. Independent travel initiative</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
37	Set up and appointment of key staff	60 days	Mon 02/07/12	Fri 21/09/12	[Gantt bar]												
38	Funding and Support	655 days	Mon 24/09/12	Fri 27/03/15	[Gantt bar]												
39	Monitor and Review	515 days	Mon 08/04/13	Fri 27/03/15	[Gantt bar]												
40					[Gantt bar]												
41	<b>06. Car clubs</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
42	Appoint Market Co-ordinator	60 days	Mon 02/07/12	Fri 21/09/12	[Gantt bar]												
43	Vehicle purchase and deployment	100 days	Mon 24/09/12	Fri 08/02/13	[Gantt bar]												
44	Infrastructure Works	130 days	Mon 31/12/12	Fri 28/06/13	[Gantt bar]												
45	Funding/Publicity/Support	630 days	Mon 17/09/12	Fri 13/02/15	[Gantt bar]												
46	Monitor and Review	625 days	Mon 05/11/12	Fri 27/03/15	[Gantt bar]												
47					[Gantt bar]												
48	<b>07. Sustainable access to interchanges</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
49	Audits	200 days	Mon 02/07/12	Fri 05/04/13	[Gantt bar]												
50	Implemetation of Improvements	470 days	Mon 31/12/12	Fri 17/10/14	[Gantt bar]												
51	Monitor and Review	400 days	Mon 16/09/13	Fri 27/03/15	[Gantt bar]												
52					[Gantt bar]												
53	<b>08. Smart ticketing</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
54	Funding and Support	715 days	Mon 02/07/12	Fri 27/03/15	[Gantt bar]												
55	Monitor and Review	520 days	Mon 01/04/13	Fri 27/03/15	[Gantt bar]												
56					[Gantt bar]												
57	<b>09. Travel information</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
58	Funding and Support	715 days	Mon 02/07/12	Fri 27/03/15	[Gantt bar]												
59	Monitor and Review	525 days	Mon 25/03/13	Fri 27/03/15	[Gantt bar]												
60					[Gantt bar]												
61	<b>10. Cycle Infrastructure Improvements</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
62	Audits	200 days	Mon 02/07/12	Fri 05/04/13	[Gantt bar]												
63	Implemetation of Improvements	470 days	Mon 31/12/12	Fri 17/10/14	[Gantt bar]												
64	Monitor and Review	470 days	Mon 10/06/13	Fri 27/03/15	[Gantt bar]												
65					[Gantt bar]												
66	<b>11. Active Travel Hubs</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
67	Set up Steering Group to manage Hub development	40 days	Mon 02/07/12	Fri 24/08/12	[Gantt bar]												
68	Secure and fit out new Hub premises	120 days	Mon 27/08/12	Fri 08/02/13	[Gantt bar]												
69	Promote Hub services to target audiences	640 days	Mon 15/10/12	Fri 27/03/15	[Gantt bar]												
70	Monitor and Review	440 days	Mon 22/07/13	Fri 27/03/15	[Gantt bar]												
71					[Gantt bar]												
72	<b>12. Sustainable access to local community</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
73	Recruitment	50 days	Mon 02/07/12	Fri 07/09/12	[Gantt bar]												
74	Training	30 days	Mon 27/08/12	Fri 05/10/12	[Gantt bar]												
75	Audits	200 days	Mon 08/10/12	Fri 12/07/13	[Gantt bar]												
76	Implemetation of Improvements	540 days	Mon 31/12/12	Fri 23/01/15	[Gantt bar]												
77	Reinforcement	290 days	Mon 17/02/14	Fri 27/03/15	[Gantt bar]												
78	Monitor and Review	500 days	Mon 29/04/13	Fri 27/03/15	[Gantt bar]												
79					[Gantt bar]												
80	<b>13. Community active travel fund</b>	<b>720 days</b>	<b>Mon 25/06/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
81	Establish fund / bidding rules	100 days	Mon 25/06/12	Fri 09/11/12	[Gantt bar]												
82	Invite bids, assess and award funds	100 days	Mon 12/11/12	Fri 29/03/13	[Gantt bar]												
83	Delivery	510 days	Mon 01/04/13	Fri 13/03/15	[Gantt bar]												
84	Monitor and Review	450 days	Mon 08/07/13	Fri 27/03/15	[Gantt bar]												
85					[Gantt bar]												
86	<b>14. Community based route monitoring</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
87	Sustrans appoint Route Rangers	200 days	Mon 02/07/12	Fri 05/04/13	[Gantt bar]												
88	Training	200 days	Mon 30/07/12	Fri 03/05/13	[Gantt bar]												
89	Maintenance etc.	645 days	Mon 08/10/12	Fri 27/03/15	[Gantt bar]												
90	Monitor and Review	595 days	Mon 17/12/12	Fri 27/03/15	[Gantt bar]												
91					[Gantt bar]												
92	<b>15. Information / publicity / promotion</b>	<b>715 days</b>	<b>Mon 02/07/12</b>	<b>Fri 27/03/15</b>	[Gantt bar]												
93	Funding and Support	650 days	Mon 02/07/12	Fri 26/12/14	[Gantt bar]												
94	Monitor and Review	520 days	Mon 01/04/13	Fri 27/03/15	[Gantt bar]												
95					[Gantt bar]												
96	<b>16. Project Management</b>	<b>956 days</b>	<b>Mon 05/09/11</b>	<b>Mon 04/05/15</b>	[Gantt bar]												
97	Management	956 days	Mon 05/09/11	Mon 04/05/15	[Gantt bar]												

## E3: DRAFT RISK REGISTER

No	Cause	Consequence	Risk Description	Owner	Inherent Risk			Dealing with the Risk	Residual Risk			Comments
					Impact A	Likelihood B	Risk Rating A x B		Impact A	Likelihood B	Risk Rating A x B	
<b>5</b>	<b>Strategic Risk</b>											
1	Developing new/untried initiatives	Failure to deliver planned outputs.	Development of schemes which have no precedent and no buy-in from stakeholders no evidence of successful implementation elsewhere	Programme Board	5	2	10	Use of established programmes and delivery agencies will minimise risk.  Use of experienced third party delivery partners and effective Project Management structures.  Comprehensive monitoring and project planning through effective project management structure. Where significant risk to overall delivery is identified a two stage process will be employed to manage risk: <ul style="list-style-type: none"> <li>A requirement on the partner to develop proposals for mitigating risk to project board;</li> <li>Review of project to determine potential alternative delivery models for achieving desired outcome.</li> </ul> Seek to evidence from quantified successful schemes elsewhere	5	1	5	
2	Failure to secure Key Component funding	Non successful bid of key component funding results in failure to deliver planned outputs of main scheme outputs.	Lack of success could result in no/little buy in from stakeholders and private sector investments.	Programme Board	5	3	15	Maximise Key Component Bid  Ensure that the full bid can be adapted so that reliance on the key component bid is minimal	5	1	5	
3	Change of Local Government Priorities	Change of LTP spending priorities, causing reduced funding.	Funding no longer available through the Local Transport Plan process or funding levels decreased.	Programme Board	5	2	10	Ensure that LTP/TWITA stay on course through development of a project charter that all relevant bodies sign up to. Obtain written evidence from Financial Chief Officer from each authority/stakeholder	5	1	5	
4	Change of National Government Priorities	Change in National spending priorities	Funding no longer available through the Local Sustainable Transport Fund process	Programme Board	5	3	15	Ensure a flexible proposal is developed which can be adapted to suit variance in funding  Development of an alternative funding strategy	5	1	5	
5	Changes in Land use Policy	Measures are incorrectly targeted	Incorrectly focussed resources and underutilised infrastructure, leading to non maximised carbon reduction	Programme Board	4	2	8	Consultation with the spatial planners of each authority to identify areas of significant development and ensure there are no significant development	4	1	4	

## E3: DRAFT RISK REGISTER

No	Cause	Consequence	Risk Description	Owner	Inherent Risk			Dealing with the Risk	Residual Risk			Comments
					Impact A	Likelihood B	Risk Rating A x B		Impact A	Likelihood B	Risk Rating A x B	
								proposals affecting the scheme delivery. Regular communication between authorities and programme manager to pick up early signs of change.				
6	Lack of planned Developments coming to fruition in Tyne and Wear area	Failure to deliver planned outputs	Reduction in planned local financial contributions	Programme Board	5	3	15	Two stage approach: 1 Majority of funding required for bid is already secured. 2 develop strategy to agree and consolidate allocations of S106 monies across Tyne and Wear	5	2	10	
7	Reduction in funding from Health Authority	Failure to achieve expected funding resource from Health Authority ultimately resulting in failure to deliver planned outputs Changes in health agenda could	Reforms in health services affect current live funding streams	Programme Board	5	2	10	Obtain written commitment from the health authority toward the bid and setting aside agreed funding levels.	5	1	5	
8	Carbon reduction targets not met	Bad press and PR in relation to proposed/achieved reductions	Lack of quantifiable benefits being set down at an early stage	Programme Manager	4	3	12	Agree relevant monitoring plan of action for Carbon Reduction to ensure that successful reductions of Carbon outputs are correctly quantified and represented.	4	2	8	
9a	Staffing issues relating to new posts identified for the project.	Failure to deliver planned outputs.	Inability to recruit appropriate staff	Programme Manager	5	3	15	Ensure robust job specifications are drawn up. Targeted recruitment campaign with realistic remuneration package.	5	1	5	
9b			Initial Mobilisation of staff as a coherent team	Programme Manager	4	2	8	Implement Leadership and Management Strategy. Regular Team meetings and knowledge sharing. Adequate training provided.	4	1	4	
9c			Insufficient resources for new staff	Programme Manager	5	3	15	Once staff numbers have been identified, suitable resources allocated and primed for arrival	5	1	5	
9d			Ineffectiveness due to lack on management/leadership during project	Programme Manager	5	3	15	Implement Leadership and Management Strategy. Regular Team meetings and knowledge sharing. Adequate training provided.	5	1	5	
9e			Reluctance from Local Authorities to employ full time/long term fixed contract staff to undertake the works	Programme Board / Programme Manager	5	3	15	Utilise long term framework contract for transfer of risk to private sector partners	5	1	5	
10a	Public Relations and Public Engagement Issues	Failure to deliver planned outputs	Inadequate coverage of key public audience	Programme Manager	5	3	15	Produce a Marketing and Communications Plan in advance as first priority of campaign. Proactive monitoring of PR activity so that any issues can be picked up early and action taken.	5	1	5	

E3: DRAFT RISK REGISTER

No	Cause	Consequence	Risk Description	Owner	Inherent Risk			Dealing with the Risk	Residual Risk			Comments
					Impact A	Likelihood B	Risk Rating A x B		Impact A	Likelihood B	Risk Rating A x B	
10b			Unfocussed campaign/no procedures for evidence of success	Programme Manager	4	3	12	Produce a Marketing and Communications Plan in advance as first priority of campaign. Proactive monitoring of successful outputs to include in PR publications.	4	1	4	
10c			Unsuccessful campaign due to Negative Press and negative PR.	Programme Manager	4	3	12	Produce Marketing and Communications Plan and ensure governance of plan is carried out to minimise the chance of negative press and PR.	4	1	4	
10d			Costs of promotion become unaffordable/overruns	Programme manager	4	3	12	Produce Marketing and Communications Plan and identify most suitable forms of Press/PR activity to reach target audience.	4	1	4	
11	Lack of member support	Delay or termination of individual scheme(s)	Due to political pressures, member in seat may have different outlook on benefits of project.	Programme Manager	4	2	8	Early and continued Members involvement and stakeholder engagement.	4	1	4	
12	Lack of interest from Schools in Projects	Delay or termination of individual scheme(s)	Lack of interest or commitment from schools could result in unsuccessful delivery of schemes	Programme Manager	5	3	15	Two stage process proposed to mitigate the chance of occurrence: <ul style="list-style-type: none"> <li>Reconsider promotional activity to ensure potential of measures is being effectively conveyed to schools</li> <li>Review balance of proposed spend between projects to determine potential for attaining improved outcomes from more popular projects</li> </ul>	5	1	5	

**RISK ASSESSMENT KEY**

Impact	
Prevents Project Delivery	5
Major impact on delivery of project	4
Significant impact on delivery of project	3
May result in delay to delivery of project	2
Minor impact to delivery of project	1

Likelihood	
Certain to occur	5
Very likely	4
May happen	3
Unlikely	2
Very unlikely	1

**RISK RATING**

<b>VERY HIGH Risk</b>	<b>20 - 25</b>	<b>Immediate action required</b>
<b>HIGH Risk</b>	<b>12 - 19</b>	<b>Urgent action required</b> , as soon as practicable and within two weeks at the latest
<b>MEDIUM Risk</b>	<b>8 - 11</b>	Keep under regular review and investigate further measures to reduce the risk
<b>LOW Risk</b>	<b>1 - 7</b>	Acceptable risk









## LTP TYNE AND WEAR

LTP Team at Freepost NT 623,  
Strategic Housing Planning and Transportation,  
Environment and Regeneration,  
Newcastle City Council,  
Civic Centre,  
Barras Bridge,  
Newcastle upon Tyne  
NE1 8PD

