



North East Transport Plan 2021-2035

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

Your consultation feedback and our response

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Background

The North East Transport Plan sets out the transport priorities for our region up to 2035 and has now been adopted by the Joint Transport Committee. We've worked with our seven local authorities and Nexus (the Tyne and Wear Passenger Transport Executive) to coordinate this collection of 'game-changing' projects and we're excited to share our vision for the future.

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

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

The North East Transport Plan sets out the transport priorities for our region up to 2035. It has now been adopted by the Joint Transport Committee as the successor to the previous Local Transport Plans for Durham, Northumberland and Tyne and Wear. We've worked with our seven local authorities and Nexus (the Tyne and Wear Passenger Transport Executive) to coordinate this collection of 'game-changing' projects and we're excited to share our vision for the future.

The Integrated Sustainability Appraisal (ISA)

The role of an ISA is to assess the extent to which the policies in the Plan will help achieve wider environmental, economic, social and cultural objectives. The accompanying ISA has therefore been a core part of the development of the Draft North East Transport Plan and was intended to provide a thorough assessment of the proposed objectives, policies and investment plans for strategic transport in the region, as well as identifying any potential areas for improvement in sustainability performance. The ISA has been produced to the same timescales as the North East Transport Plan.

How we told you about the consultation

In order to reach out to as many people as possible, a multi-channel approach was used, including:

- posts on Transport North East social media channels – Facebook and LinkedIn
- digital advertising through Google and Facebook;
- media activity;
- information and an online survey were made readily available via transportnortheast.gov.uk;
- a dedicated consultation telephone hotline and email address was in operation throughout the consultation;
- virtual consultation events held via Zoom (an equivalent of local meetings in town and village halls);
- leaflet drops to 30,000 homes across the region;
- newspaper adverts across eight regional newspapers;
- Targeted e-mails via Primary Times and Bdaily;
- a six-week radio campaign across three local radio stations; and
- e-mails to key stakeholders.

We worked with local authorities and a range of partners to ensure that messaging around the Plan and consultation were shared extensively.

We made sure that everyone's needs were taken into account by making the Transport Plan and the questionnaire were available in whatever format was required. This included large print and audio versions of the Transport Plan.

Recognising our aspiration to engage with young people, we also contacted the region's Youth Parliament groups and were subsequently invited to attend two Youth Parliament Sessions. We also reached out to our contacts at the region's universities and asked them to forward the consultation details on to their students. The team were invited to present to the Climate and Environment Group of Tyne and Wear whose members included secondary school and university students.

Additional forums and meetings were organised by special request including:

- Meetings with the CBI, several businesses and the Covid 19 North East Economic Response Group,
- Forums were also held with Berwick Town Council, the TUC, North East Tourism Working Group, the Tyne and Wear Climate and Environment Group, North East Freight Partnership, and the North East Climate Coalition.

Your response

In total, we had almost 3,400 replies as part of the consultation.

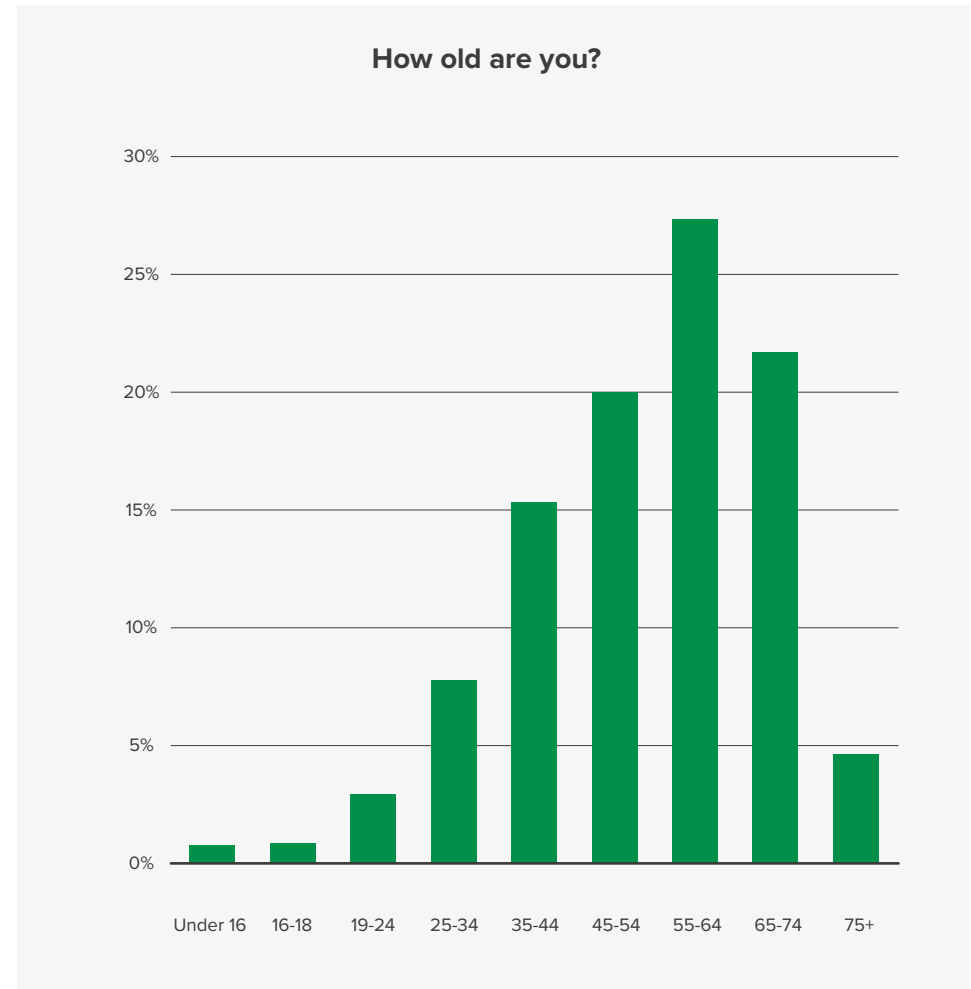
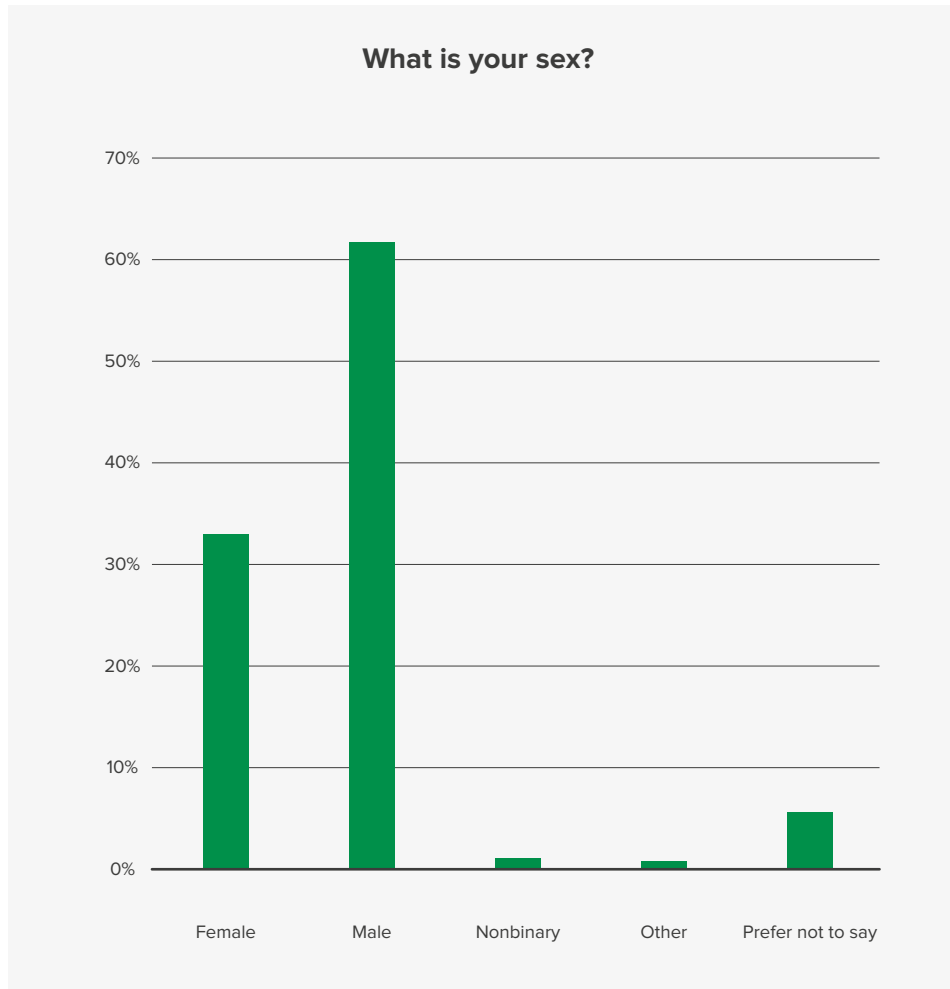
The majority of you responded by completing the questionnaire that accompanied the Draft North East Transport Plan, but we also received feedback over the phone, via email and letter and verbally at our engagement events. Several of you contacted us in other ways. Some school children also chose to draw their aspirations for future transport. To summarise, we received:

- 3,231 completed surveys/questionnaires;
- 37 letters;
- 40 phone calls;
- 56 e-mails;
- Drawings from school children; and
- 136 registrations for one of the six engagement events, with around 60 people taking part in total.

Who replied

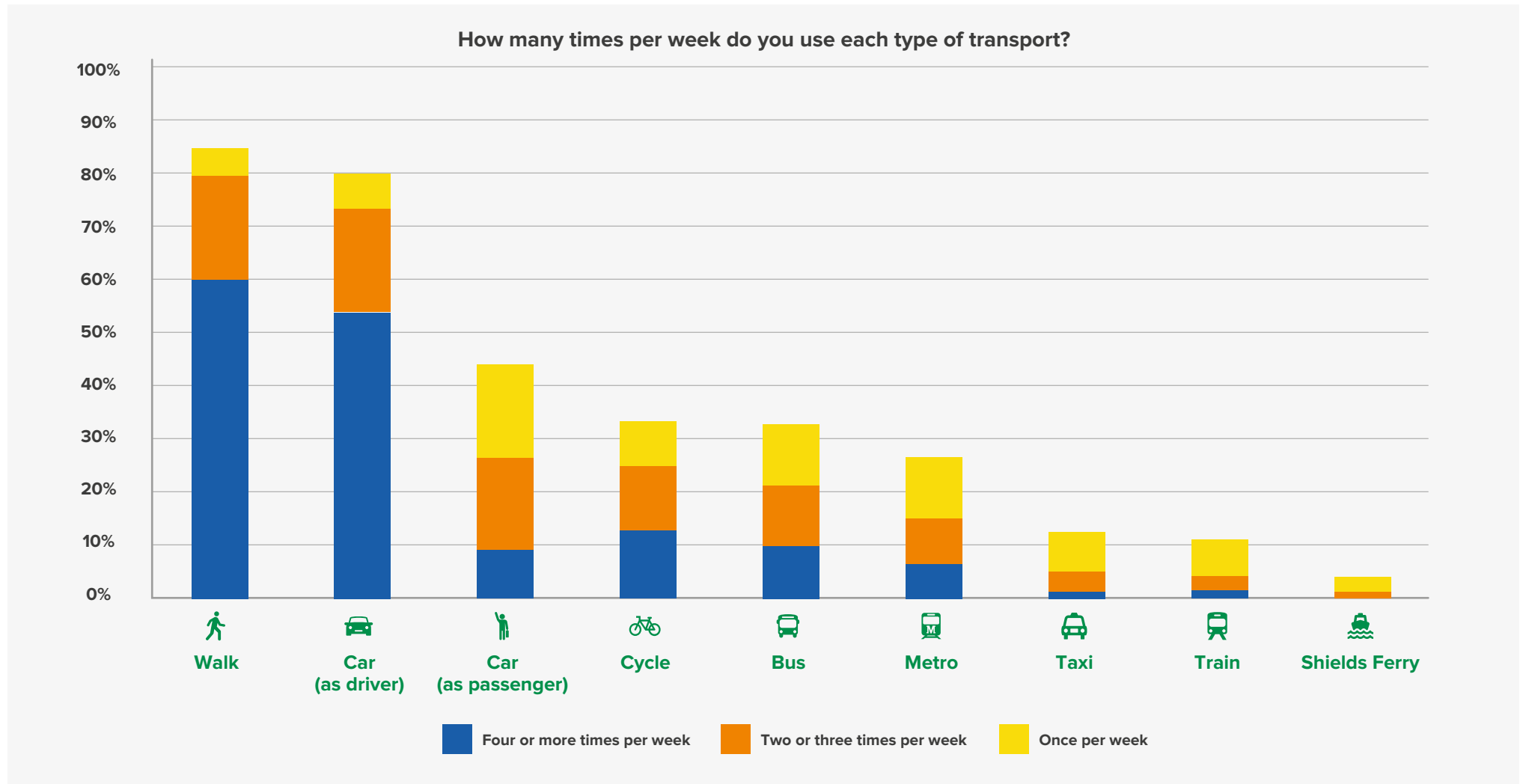
- 90% of respondents were white
- 61% of respondents were male

- Over half of respondents were aged 55 or over
- 62% of respondents were in employment and 28% were retired



How You Travel

When we asked you how often each week you travel by different forms of transport, walking came out top (60% of respondents to the walk question walked four or more times per week), followed by car driver (55% of respondents to the car driver question drove four or more times per week). You used other types of transport less often.



What you told us

A number of insights have been raised which we have considered in shaping the final version of the Plan. This page and the following ones summarise the consultation feedback and our response.

When we asked you what you thought of the Vision and Objectives of the Transport Plan, most of you agreed with each one, although there was some variation between items as to what percentage of you agreed, disagreed or were not sure.

The Transport Plan Vision and Objectives			
All figures in percentages, some may not add up to 100 due to rounding	Agreed	Disagreed	Neither agreed or disagreed
Vision: Moving to a green, healthy, dynamic and thriving North East.	76	8	16
Objective: Carbon Neutral North East	78	8	14
Objective: Overcome inequality and grow our economy	81	5	14
Objective: Healthier North East	88	3	8
Objective: Appealing sustainable transport choices	85	6	9
Objective: Safe, secure network	87	3	10

Key insights from the consultation

Topic	Your insights	Our response
Road schemes – too many or is the Plan 'anti-car'?	Many responses stated that the plan was too road focussed with too many new roads or road schemes which undermines the environmental ambitions of the plan. This was countered by many other responses asserting that the plan was 'anti-car'.	Decarbonising our transport system is the first objective of this Plan. Most schemes in the plan are at an early stage in their development and we will subject all the schemes in the Plan, including road schemes, to rigorous testing to prove that they meet all of the Plan's objectives, before they can be selected for delivery through a regional route. In addition, we have included an Appendix to the Plan, setting out the process we will follow to do this and we have also ensured that schemes are better described so that the improvements for all road users, or benefits of reduced carbon footprint are more apparent.
Employers' role in sustainable travel	Sustainable travel choices are often in the hands of the employer rather than the individual	We have introduced an initiative in the Plan which looks at collaboration with employers, potentially to develop a "green travel pledge", to introduce initiatives to recognise and celebrate employers who make it easier for employees to use public transport or active travel for business.
Support our tourism sector	We need to find more ways of supporting our tourism industry with sustainable transport infrastructure, especially in rural areas.	The Plan now includes an initiative to work with tourism authorities, Councils and bus operators, to develop schemes to do this, including new ticket products and new sustainable transport infrastructure, perhaps with park and ride for tourist sites (see also the Further Insight on coaches and tourism)
Design of new developments and neighbourhoods	There was a feeling that new developments and neighbourhoods could be designed so that they are less car reliant	We want to make sure that Councils across our region are able to work together to ensure we have access to the latest thinking and best practice in design to inform their own planning policies. We've also referred to potential plans from Government to make sure expected substantial housing growth is supported by good public and sustainable transport.
Sustainable travel for rural communities	People felt the plan should do more to promote sustainable travel in rural communities	<p>We have enhanced our ambitions for a regional cycle network to better consider high quality cycle links between rural locations which people are confident they can use safely. Other rural options which we have also appraised include maintaining and improving bus services, support for smart travel and 'on demand' community transport</p> <p>We also want to increase the provision of Electric Vehicle (EV) charge points in rural areas for those who are not able to use public transport. We've set these and other rural initiatives out in a new table in the Plan.</p>
Setting performance and financial targets	There were calls for the plan to set performance and financial targets (for example a minimum amount or proportion to be spent on cycling infrastructure), and that some Key Performance Indicators (KPIs) should be more specific	We have reconsidered the use of targets in the Plan, however, as the schemes in the Plan aren't yet funded targets would either be unambitious or unachievable. Once funding streams are confirmed from Government to support our Transport Plan, we will be better placed to consider the introduction of targets.

Further insights

Topic	Your insights	Our response
More on integrated transport and ticketing	Greater reference to integrated transport and ticketing should be made in the Plan.	Greater integration is at the heart of this plan, setting out how by 2035 we want simpler ticketing and payment, easily available and accurate travel information and seamless interchange between different forms of transport. We will elaborate on this in a forthcoming Ticketing, Pricing, and Information Strategy.
Include Zero Emission Vehicles and alternative fuels	References to electric vehicles should be augmented to cover zero emission vehicles and the content of the Plan developed to consider hydrogen and other alternative fuels.	We have amended the relevant sections of the Plan to include these points, so we talk about Zero instead of Low Emission wherever possible. We set out what we are doing already – for example around infrastructure for Zero Emission taxis. We've also explained that we want to investigate the practicalities of becoming a Transport Hydrogen Hub, and work with the National Centre for Data and the Newcastle University Centres for Research and Excellence to ensure that essential data is compiled which can be utilised to assist in the future deployment of hydrogen.
Add more on taxis	There are relatively few references to taxis (both Hackney Carriages and Private Hire Vehicles) and the role that they currently have, and could have in the future, in the region's transport system.	We've included completely new wording on taxis (both Hackney Carriages and Private Hire Vehicles) acknowledging their current, and potential future, contribution to our transport network.
Talk about coaches and their role in tourism	There is no mention of coaches in the draft Plan. The role they play in transporting tourists should also be acknowledged as this benefits the environment by reducing the number of cars on the road.	We've added new wording on coaches and tourism that explains how important coaches are in this respect.
Include car clubs and car sharing	The draft Plan did not describe car clubs and car sharing.	We have introduced a new commitment to investigate how car clubs and sharing can be introduced in parts of our region where commercial operations are not currently viable.
More on road and rail freight	There should be greater mention of both road and rail freight in the Plan.	We have explained there will be new Rail and Road strategies which will cover road haulage and rail freight in greater detail, and we've updated the table in the Plan to show what strategies we have planned and what they will cover. We intend to collaborate closely with both the road haulage and rail freight sectors in the development of these strategies.
Include motorcycles	We should talk about motorcycles in the Plan.	There is new wording on motorcycles, including the road safety issues associated with them.

Further insights continued

Address the needs of disabled people	The needs of those with disabilities were not expressed in the draft Plan.	We've added an undertaking to work with stakeholders such as public transport operators and groups representing different forms of impairment across the region to ensure that the region's transport infrastructure, services and information are accessible, regardless of people's circumstances. Our Integrated Sustainability Appraisal (ISA) will also assess the Equalities and Health impacts of our programme. These measures will ensure that this Plan is for everyone
More about affordability of transport	Whilst affordability and transport poverty are already themes within the draft Plan, they should have greater prominence.	We've added text to explain that our upcoming Ticketing, Pricing and Information Strategy will aim to identify ticketing and pricing solutions that make sustainable travel a feasible option for everyone in the region.
Which schemes are funded	We should show which schemes have already received funding within the Plan.	The transport programme set out in the Plan does not include any schemes which already have the funding to allow them to proceed; to make it clear which schemes have got such funding we will publish a list of them on the website. To obtain funding for each individual scheme in the programme, we will be required to bid for funding when opportunities become available. Committing to the programme as a whole is important- it would be misleading to show financial ask by transport share at this point.
Greater attention to cross boundary travel	The Plan should show greater consideration to cross boundary travel, for example into Scotland	We've added wording saying we will commit to reach out, and seek closer working with, all the neighbouring transport authorities bordering on our region.
Suggestions for additional schemes	Some respondents suggested additional schemes for the Plan.	We have assessed those schemes which are relevant to the whole region and added five schemes to our programme. However, we will forward suggestions for new schemes that are really local in nature to the relevant local authority to see whether they want to promote them.
Provide a financial breakdown by transport type	You asked why we weren't breaking down financial ask per transport type. You said you would like to see how this varies between the different transport types.	How we prioritise schemes is determined not only by our own assessment process, but also by what funds are available – Government often has different criteria for allocating funding by transport type and schemes taken forward must align with those criteria; we will use the assurance framework to make sure schemes do this. In addition, the Plan includes several schemes that will benefit different types of transport, so it would therefore be difficult to break the funding down by transport share at this point. Finally, rail schemes are especially costly and such a breakdown would give a misleading impression of our priorities.
Vehicles on the ferry	The question was asked whether the ferry could carry cars and buses	We've talked about our plans for new, greener vessels. We don't see the ferry being able to accommodate vehicles, as the Tyne Tunnel is close by. Also, the ferry is part of the public transport network offering a more sustainable alternative to the private car and is well integrated with bus and metro links.
Improve the design of the draft Plan	You said the Plan needs to be in a format that can be easily printed off without being in small font and the maps need to be clearer.	We've tweaked the design of the Transport Plan and added revised maps so the whole document can be printed more easily.

Conclusion

We're really grateful for your feedback as we look to the future for the North East. Your insights have given us a better picture of what is needed to help us improve the region's transport and achieve our Vision of Moving to a green, healthy, dynamic and thriving North East.

Appendix A – list of organisations who responded

Organisations

A2Z Licensing	National Union of Rail, Maritime and Transport Workers (RMT)
Banks Group	Network Rail
Bishop Auckland Cycling club	Newbiggin Parish Council
Bishop Auckland Town Council	Newcastle Disability Forum
Bowburn and Parkhill Community Partnership	North East England Climate Coalition (NEECCO)
Bus Users UK	Northumberland County Council
Cassop Cum Quarrington Parish Council	Northumberland Local Access Forum
Chartered Institute of Transport and Logistics	Northumberland Public Health
City of Durham Trust	Passenger Transport Networks, York
Community Rail Network	Rail Future North East
Confederation of Passenger Transport	RISE Mental Health
County Durham Green Party	Safe Pedestrian And Cycling Environment (SPACE) for Fenham and Arthur's Hill
County Durham Local Access Forum	Safe Pedestrian And Cycling Environment (SPACE) for Gosforth
Cross Country Trains	South East Northumberland Rail Users Group
Department for Transport	Stagecoach North East
Durham County Council	Staindrop Parish Council
East Boldon Forum	Stocksfield Parish Council
Gateshead Council	Sustrans
Highways England	Transport for the North
Homes England	Tyne And Wear Citizens- Green, Fair and Healthy Group
Karbon Homes	Tyne Valley Community Rail Partnership
Kielder Water & Forest Park Development Trust	Warden Parish Council
Laverick Hall Farm Ltd	
Middleton-in-Teesdale Parish Council	
Mott MacDonald	

Appendix B – Consultation questionnaire

As part of the North East Transport Plan we want to hear your views! Your feedback will help to shape the final strategy which will be published in March 2021. To share your views, please fill out the following short survey before 14 January 2020. We hope that you are happy to answer all of the questions below however, if you'd prefer to just give general feedback please go to question 15.

If you are under 16 you will require consent from a parent or guardian to take part.

1. Have you read and understood the terms and conditions?

Yes No

2. Are you responding as an individual or on behalf of an organisation?

Individual Organisation

If you are responding on behalf of an organisation what is the organisation's name?

3. Do you wish to complete the full questionnaire or just give feedback?

If you prefer just to give feedback please progress to last question (Q19)

Yes No

About you

4. Which age range describes you?

Under 16	25-34	55-64
16-18	35-44	65-74
19-24	45-54	75 and over

5. What is your ethnic group?

White	Mixed or Multiple ethnic groups
Asian or British Asian	Other ethnic group
Black, African, Caribbean or Black British	Prefer not to say











6. What is your sex?

Male	Other
Female	Prefer not to say
Nonbinary	

7. What is your employment status?

Employed full time	Volunteer/carer	Unemployed on medical grounds
Employed part time	Student/apprentice	Other:
Self employed	Unemployed and looking for a job	
Retired	Unemployed but not looking for a job	

10. How often do you use each type of transport per week?

	0	1	2	3	4	5	5+
 Walk							
 Cycle							
 Bus							
 Metro							
 Train							
 Shields Ferry							
 Car (as driver)							
 Car (as passenger)							
 Taxi							
 Other							

11. Our vision for the Transport Plan is: 'Moving to a green, healthy, dynamic and thriving North East'. Do you agree with this vision?

Strongly Disagree Disagree Neither Agree Nor Disagree Agree Strongly Agree

Please give a reason for your answer

12. Our Transport Plan objectives are:

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

Strongly Disagree Disagree Neither Agree Nor Disagree Agree Strongly Agree

Carbon neutral North East

Overcome inequality and grow our economy

Healthier North East

Appealing sustainable transport choices

Safe, secure network

What do you think are the barriers to achieving each of these objectives?

Carbon neutral North East

Overcome inequality and grow our economy

Healthier North East

Appealing sustainable transport choices

Safe, secure network

What do you think are the barriers to achieving each of these objectives?

13. On page 26 of the Plan we set out our approach to monitoring and evaluation and mention that individual projects will be required to submit Monitoring and Evaluation Plans. Do you agree with this approach?

Strongly Disagree Disagree Neither Agree Nor Disagree Agree Strongly Agree

Please give reasons for your answer

In our Transport Plan we set out 18 policy statements which show where we want our transport network to be by 2035. Our policy statements are listed in the following table.

Please give a rating out of five:

1 = Strongly Disagree 2 = Disagree 3 = Neither Agree Nor Disagree 4 = Agree 5 = Strongly Agree

Policy area	Policy statement(s)	Your Rating
Making the right travel choice	We will enable people to make greener and healthier travel choices whenever they can and ensure our sustainable network takes everyone where they need to go at a price they can afford.	
	We must ensure all our actions improve transport across the region and deliver to the objectives of this Plan so we are greener, more inclusive, healthier, safer and our economy thrives.	
Active Travel	We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.	
	We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.	

Public transport: travelling by bus, ferry and on demand public transport	We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly.
	We will take action to continue to support the Shields Ferry and develop potential improvements where possible.
	We must help more people to reach the sustainable transport network with more 'on demand' solutions.
Private transport: travelling by car and using road infrastructure	We must make our roads flow better for goods and essential car journeys.
	We must strengthen use of cleaner, greener cars, vans and lorries.
Public transport: travelling by local rail and Metro	We must make our roads flow better for goods and essential car journeys.
	We must strengthen use of cleaner, greener cars, vans and lorries.
Connectivity beyond our own boundaries	We must work with partners to make movement of people and goods to and from our region, more efficient and greener.
	We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.
Research, Development Active travel and Innovation	We will embrace new technologies to meet our transport objectives and set innovation challenges to industry creating new opportunities with our network as the testbed.
	We will strive to integrate within and between different types of transport, so that each contributes its full potential and people can move easily between them.
Overarching policy areas	We must constantly seek funding opportunities to deliver our Transport Plan objectives.
	We will take action to make travel in the North East net carbon zero and improve transport safety and security.
	We must ensure that we work with partner organisations to drive new, quality roles and innovate in the transport sectors.

Are there any comments you would like to make on the policy statements?

Are there any policy statements which you think are missing? If so, what are they?

**15. We have set out our timeline for the delivery of schemes up to 2035.
What do you think of this timeline?**

Far too long Somewhat too long About right Somewhat too quick Far too quick

Please give reasons for your answer

16. Are there any schemes which you feel are missing from this timeline?

17. Are there any schemes in our programme which you feel should not be included?

18. Are there any other comments you would like to make?

Thank you for your feedback.

**We have the ambition, drive and knowledge
needed to improve regional transport
dramatically over the coming years.**

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transportnortheast.gov.uk



Transport North East