AtkinsRéalis

Habitats Regulations Assessment Stage 1 Screening and Stage 2 Appropriate Assessment

North East Combined Authority

October 2024

NORTH EAST LOCAL TRANSPORT PLAN

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INTRODUCTION

1. Introduction

AtkinsRéalis has been appointed by the North East Combined Authority (North East CA) to prepare a Habitats Regulations Assessment (HRA) of the North East Local Transport Plan (North East LTP). North East CA are developing a new statutory Local Transport Plan to reflect the region's transport priorities and setting out the approach to achieve a green, integrated transport network that works for all with a timeline and plan for delivery up to 2040.

1.1 Terms of Reference

HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations') for all plans and projects which may have 'likely significant effects' on a European Site or European offshore marine site (either alone or in combination with other plans and projects) and are not directly connected with or necessary to the management of the European Site.

European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). HRA is also required, as a matter of UK Government policy[1] for potential SPAs (pSPA), possible SACs (pSAC), wetlands of international importance (Ramsar sites), proposed Ramsar sites (pRamsar) and sites identified, or required, as compensatory measures for adverse effects on listed and proposed European sites and Ramsar sites for the purposes of considering plans and projects, which may affect them. Hereafter, all of the above designated nature conservation sites are referred to as 'European Sites'.

The stages of HRA process are:

- **Stage 1 - Screening:** To test whether a plan or project either alone or in combination with other plans or projects is likely to have a significant effect[2] on a European Site;
- **Stage 2 - Appropriate Assessment:** To determine whether, in view of a European Site's conservation objectives, the plan or project (either alone or in combination with other plans or projects) would have an adverse effect on the integrity of the site with respect to the site structure, function and conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
- **Stage 3[3] – Derogations (allow exceptions):** Where a project or plan is assessed as having an adverse residual impact (or risk of this) on the integrity of a European Site, it may qualify for a derogation. Three legal tests must be applied in the following order:
    1. There are no feasible alternative solutions that would be less damaging or avoid damage to the site.
    2. The proposal needs to be carried out for imperative reasons of overriding public interest.
    3. The necessary compensatory measures can be secured.

[1] Ministry of Housing Communities and Local Government (2023) National Planning Policy Framework. December 2023.

[2] Likely significant effect is any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the site was designated. If any plan or project causes the cited interest features of a site to fall into unfavourable condition, they can be considered to have a likely significant effect on the site.

[3] Derogations stages were previously described as two separate stages, but now commonly grouped together.

1.2 Habitats Regulations Assessment Stage 1 Screening

Having determined that the project or plan is not directly connected[4], or necessary for the management of a European Site, it is necessary to undertake screening to determine whether the proposals are likely to have a Likely Significant Effect (LSE) on any European Sites.

It is important to note that the burden of evidence is to show, on the basis of objective information, that the project or plan will have no LSE on a European Site. If there may be an LSE, or there is uncertainty and an LSE cannot be ruled out, this would trigger the need for an Appropriate Assessment (AA). As a result of European case law, irrespective of the normal English meaning of 'likely', in this statutory context a 'LSE' is a 'possible significant effect', one whose occurrence cannot be ruled out on the basis of objective information[5].

Recent European case law[6] ruled that it was not acceptable at screening to take account of measures intended to avoid or reduce effects upon European Sites, therefore, where such measures are required, the project or plan must be subject to a Stage 2 HRA.

This report comprises the Stage 1 Screening and Stage 2 Appropriate Assessment of the Scheme.

[4] The project or plan is not related to the management of the European site(s)

[5] Tyldesley, D., and Chapman, C., (2013) The Habitats Regulations Assessment Handbook, October 2024 edition UK: DTA Publications Limited

[6] Court of Justice of the European Union (CJEU) judgement referred to as People Over Wind (Peter Sweetman v Coillte Teoranta, Case C-323/17)

BACKGROUND TO NORTH EAST LOCAL TRANSPORT PLAN

2. The Plan

2.1 The background and need for the Plan

The North East CA has a successful legacy and track record of delivery established through effective partnership working between the region's Local Authorities. Prior to the formation of the North East CA, the North East Joint Transport Committee (JTC) co-ordinated the North East's transport policies, funding and delivery on behalf of the two combined authorities that preceded the North East Combined Authority (North East CA). The North East Transport plan (2021-2035), developed by North East CA, is the current adopted Transport Plan for transport this was inherited by the North East CA. The plan sets out the region's transport aspirations up to 2035. It included a programme of around 240 schemes which equal at least £6.8 billion of transport investment.

Following a devolution deal for the North East in December 2023, the roles and responsibilities of the North East Joint Transport Committee were merged into the new North East Combined Authority (North East CA). North East CA was formed on 7 May 2024 and is led by an Elected Mayor and Cabinet. The combined authority covers the seven local authority areas of County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, Sunderland, and the Northumberland National Park authority, with a total population of just over 2 million.

The North East Devolution Deal gives the Combined Authority powers, specific to transport including: "the ability to introduce bus franchising, control appropriate local transport functions e.g. local transport plans, and the control of a key route network".

North East CA are developing a new statutory Local Transport Plan (LTP) to reflect the region's transport priorities and setting out the approach to achieve a green, integrated transport network that works for all with a timeline and plan for delivery up to 2040. This involves creating a green, integrated transport network that works for all. North East CA believe this will make sustainable travel options more attractive, convenient, and safer, enabling more people and freight to make greener journeys.

North East CA's vision is to 'champion the full potential of our region. Collaborating with our partners and local authorities, we'll create a better way of life by connecting communities, giving people the skills to succeed, and improving wellbeing for all, so that the North East is recognised as an outstanding place to live, work, visit and invest'.

The vision is based on five commitments of North East CA to reflect the cross-cutting approach that will be required:

1. A fairer North East;

2. A greener North East;

3. A connected North East;

4. An international North East; and

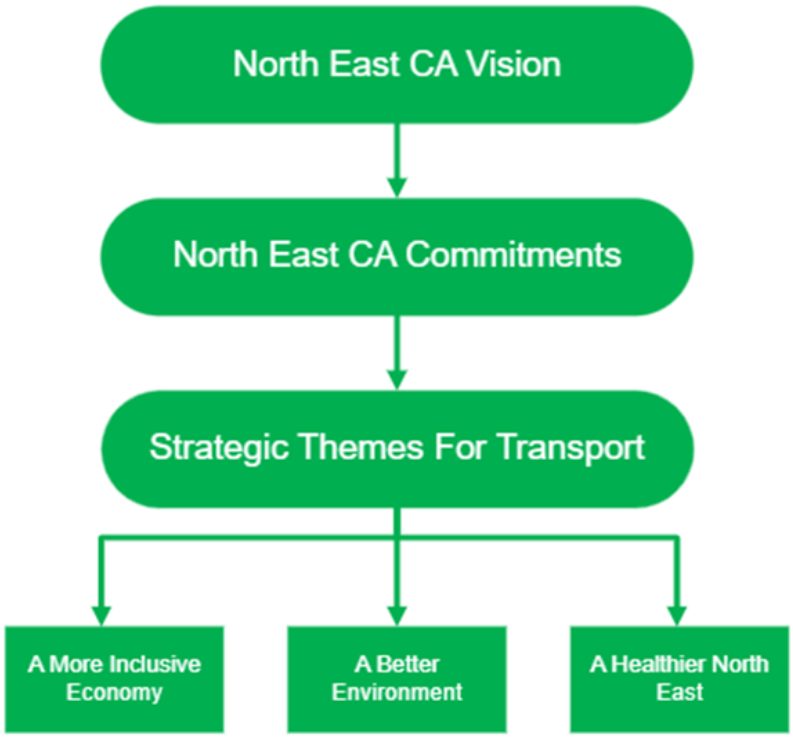
5. A successful North East.

Transport will act as an enabler to help meet the vision and each of the five North East CA commitments. The North East CA vision and commitments have been used to develop three strategic themes for transport that will ensure that transport activities contribute to the North East CA role in improving the North East's economy, skills, health, and environment. The three cross cutting themes for transport which underpin the delivery of the North East CA vision and commitment are set out in Table 2-1 and presented in Figure 2-1.

Table 2-1 - North East CA Themes

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

Figure 2-1 – North East CA vision and commitments linkages with strategic themes for transport



There are a range of challenges in the North East (as with elsewhere in the United Kingdom) brought about by significant environmental and societal changes. It is the intention that the implementation

and delivery of policies and schemes in the LTP will contribute to tackling these challenges currently facing the North East. A summary of the challenges can be broadly considered to be:

- Car and van journeys made up 58% of all journeys made in 2022 and car ownership in the North East is increasing.
- Public transport use is falling over the long-term. Since 2014, Bus and Metro passenger journeys per head and vehicle miles have both decreased.
- 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).
- A range of transport issues has led to a contrast between rural isolation in our more remote areas and poor air quality and congestion in parts of our towns and cities.
- Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity, and increases inactivity and vehicle emissions.
- Transport contributes a significant proportion of carbon emissions. Approximately 97% of transport generated greenhouse gas emissions in the region are from roads, with A-roads being the greatest contributor.
- In 2022, only 36% of journeys to school (5–16 year olds) were made by active travel, the second lowest percentage of any region in England.

As such, the update of LTP shows an ongoing commitment from the North East CA to take action to deliver wide-ranging improvements for cleaner, healthier and safer transport across the region.

The LTP will consist of an overarching strategic LTP document which provides the overall context, purpose and direction of the plan and is accompanied by a Delivery Plan which will articulate LTP interventions to be tested by evidence from an Integrated Sustainability Appraisal (ISA).

METHODOLOGY

3. Methodology

3.1 Overview

The Habitats Regulations Assessment Handbook[7] outlines that screening for appropriate assessment requires gathering sufficient information to objectively conclude whether effects on a European Site will be significant or not. On this basis, screening to ascertain whether appropriate assessment is required covers four themes:

- Determining whether the plan (or project) is directly connected with or necessary to the management of the European Site;
- Identifying the potential effects on the European Site;
- Assessing the LSE on the European Site; and,
- Describing the plans (or projects) and characterising other plans (or projects) that in combination have the potential for having significant effects on the European Site.

The preliminary steps in the assessment have been based on these themes.

3.2 Determination of the European Sites included in the HRA

Under the Conservation of Habitats and Species Regulations 2017 (as amended)[8] the North East CA must undertake an HRA to ascertain if the Plan is likely to give rise to a significant effect on a European Site or European Offshore Marine Site.

The following selection criteria based on the National Highways Design Manual for Roads and Bridges (DMRB) standard LA 115 Habitats Regulations assessment[9], based on the geographic extent of any impacts which could arise as a result of the Proposed Scheme and as explained below, have been used to determine what European Sites to consider in the HRA screening assessment:

- All European Sites within 2 km of the Plan Area;
- All European Sites up to 30 km from the Plan Area where bats are a qualifying interest feature;
- All European Sites up to 10 km from the Plan Area where birds are a qualifying interest feature[10];
- All European Sites upstream or downstream of watercourses either within or adjacent to the Plan Area; and,

[7] Tyldesley, D., and Chapman, C., (2013) The Habitats Regulations Assessment Handbook, October 2024 edition UK: DTA Publications Limited.

[8] As amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

[9] DMRB LA 115 - Habitats Regulations assessment. Available at: LA 115 - Habitats Regulations assessment - DMRB (standardsforhighways.co.uk)

[10] The core range for many species, for example breeding and non-breeding bird species, can extend beyond the boundaries of SPA site designations, meaning land beyond a designated site boundary could have 'functional linkage' with a designated site. Functional linkages include key flyways, foraging areas or breeding sites. Although core ranges of species can vary from very short distances to tens of kilometres or more, for inland sites in this region a distance of 10 km is considered to be sufficient and precautionary in this instance.

- All European Sites containing a groundwater dependent terrestrial ecosystem (GWDTE), which are potentially connected by a hydrological or hydrogeological linkage to the Plan Area.

3.3 Data Gathering

Gathering the information on the European Sites included in the HRA Stage 1 Screening involved a desk-based review of the following sources:

- MAGIC (Multi-Agency Geographic Information for the Countryside) – http://magic.defra.gov.uk;
- Joint Nature Conservation Committee (JNCC) - http://jncc.defra.gov.uk;
- Natural England Designated Sites View - https://designatedsites.naturalengland.org.uk/SiteSearch.aspx.

3.4 Effect pathways

Plans or projects can adversely affect a site by:

- Causing delays in progress towards achieving the Conservation Objectives of the European Site;
- Interrupting progress towards achieving the Conservation Objectives of the European Site;
- Disrupting those factors that help to maintain the favourable conditions of the European Site; and,
- Interfering with the balance, distribution and density of key species that are the indicators of the favourable condition of the European Site.

Supplementary Advice[11] from Natural England describes the measures necessary to achieving the Conservation Objectives for a European Site, comprising a range of ecological attributes that are most likely to contribute to the overall integrity of a European Site.

With reference to the Supplementary Advice on Conservation Objectives (SACOs)[12], effect pathways on the Conservation Objectives for the European Site were considered against the following list:

- **Habitat loss and fragmentation** – includes direct loss of habitats under the footprint of temporary or permanent works. Indirect effects through the loss of functionally linked habitats, i.e. habitats that support species outside of the European Site boundary;
- **Species disturbance (visual, noise, vibration)** – this refers to disturbance during construction, operation or decommissioning works on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Physical works, vehicle movements, light pollution and presence of staff/ workers are all considered;
- **Changes to water quality** – considers effects on species (and their prey) as a result of contamination, changes in pH, increased nutrient loads, salinity, turbidity, alterations in the thermal regime, discharges or changes in sedimentation levels;
- **Changes to air quality** – evaluates the risk of discharges to air, including fugitive dust and combustion emissions;

[11] Natural England. (2015) *Conservation objectives for land-based protected sites in England: how to use the site advice* [online]. Available from <https://www.gov.uk/guidance/conservation-objectives-for-land-based-protected-sites-in-england-how-to-use-the-site-advice> (Accessed October 2024).

[12] SACO information obtained from NE online resources: Site Search (naturalengland.org.uk)

- **Changes to surface and groundwater hydrology** – changes to the flow, supply, availability and drainage of water, and increased risks associated with flooding;
- **Introduction of Invasive Non-Native Species** (INNS) – the risk of introducing or spreading INNS as a result of the Proposed Scheme;
- **Recreation** – direct and indirect impacts on species and habitats as a result of increased recreational use, including increased visitor numbers, dog walkers, vehicle or watercraft use and associated issues such as dog fouling, litter and anti-social behaviour (e.g. littering, vandalism and fires).

3.5 Obtaining information on other projects and plans

The Habitats Regulations requires assessment of the potential for LSE of the project 'in combination' with other projects and plans.

The effects of this project in combination with other projects are the cumulative effects which will, or might, result from the addition of the effects of other relevant plans or projects, and making an assessment as to whether these could be significant.

The Habitats Regulations Assessment Handbook[13] advises that any plans or projects at the following stages may be relevant to an in-combination assessment:

- Planning applications submitted but not yet determined;
- Planning application refusals subject to appeal procedures and not yet determined;
- Projects authorised but not yet started;
- Projects started but not yet completed;
- Known projects that do not require external authorisation, e.g. permitted development;
- 'Projects' subject to periodic review (e.g. annual licences) during the time that their renewal is under consideration;
- Proposals in adopted plans (e.g. land use plans, transport plans, minerals and waste plans, shoreline management plans etc.); and
- Proposals in finalised draft plans (see examples above) formally published or submitted for final consultation, examination or adoption.

[13] Tyldesley, D., and Chapman, C., (2013) The Habitats Regulations Assessment Handbook, October 2024 edition UK: DTA Publications Limited.

The National Infrastructure Planning[14] website was searched for Nationally Significant Infrastructure Projects which could have effects 'in combination' with the Plan.

A desktop review of local authority websites and planning portals was completed to identify plans or projects that have undergone a HRA and could have an LSE in combination with the Plan. Only 'reasonably foreseeable' and 'committed' projects and plans have been included in this assessment. Therefore, a desktop review of projects proposed or consented within the last five years is considered to be sufficient and precautionary in this instance.

The search included the following local authority planning website(s) for relevant planning documents, planning applications and consents, as well as a review of allocated and proposed sites:

- Northumberland County Council[15];
- County Durham County Council[16];
- Sunderland City Council[17];
- Gateshead Council[18];
- Newcastle upon Tyne District[19];
- North Tyneside Council[20];
- South Tyneside Council[21]
- Scottish Borders Council[22];
- Stockton-on-Tees Borough Council[23];
- Cumbria County Council[24];
- North Yorkshire County[25];
- Hartlepool Borough Council[26];
- Darlington Borough Council [27]
- Berwick-upon-Tweed Council[28];
- Blyth Valley Council[29];
- Hexham Town Council[30];
- Bishop Auckland Council[31];
- City of Durham Parish Council[32];
- Easington Village Parish Council[33];
- Penrith and The Border Council[34];
- Richmond District Council[35];
- Sedgefield Town Council[36];

[14] Planning Inspectorate: Find a National Infrastructure Project. Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk (Accessed October 2024).
[15] https://www.northumberland.gov.uk/Home.aspx (Accessed October, 2024)
[16] https://www.durham.gov.uk/ (Accessed October, 2024)
[17] https://www.sunderland.gov.uk (Accessed October, 2024)
[18] https://www.gateshead.gov.uk/ (Accessed October, 2024)
[19] https://new.newcastle.gov.uk/ (Accessed October, 2024)
[20] https://my.northtyneside.gov.uk/ (Accessed October, 2024)
[21] https://www.southtyneside.gov.uk/ (Accessed October, 2024)
[22] https://www.scotborders.gov.uk/ (Accessed October, 2024)
[23] https://www.stockton.gov.uk/ (Accessed October, 2024)
[24] https://www.cumbria.gov.uk/ (Accessed October, 2024)
[25] https://www.northyorks.gov.uk/ (Accessed October, 2024)
[26] https://www.hartlepool.gov.uk/site/index.php (Accessed October, 2024)
[27] https://www.darlington.gov.uk/ (Accessed October, 2024)
[28] https://www.berwick-tc.gov.uk/ (Accessed October, 2024)
[29] https://www.blythtowncouncil.gov.uk/ (Accessed October, 2024)
[30] https://www.hexhamtowncouncil.gov.uk/ (Accessed October, 2024)
[31] https://bishopauckland-tc.gov.uk/ (Accessed October, 2024)
[32] https://cityofdurham-pc.gov.uk/ (Accessed October, 2024)
[33] https://easingtonvillageparishcouncil.gov.uk/ (Accessed October, 2024)
[34] https://www.penrithtowncouncil.gov.uk/ (Accessed October, 2024)
[35] https://www.richmondshire.gov.uk/contact-us/richmondshire-district-council/ (Accessed October, 2024)
[36] https://www.sedgefieldtowncouncil.gov.uk/ (Accessed October, 2024)

- Stockton Borough Council[37];
- Hartlepool Borough Council[38].

Only HRAs that have been completed within the last 10 years have been considered within the assessment.

3.6 Assessing the Impacts of the Plan 'Alone' and 'In-combination'

Following the gathering of information on the European Sites an assessment has been undertaken to predict the LSE of the Plan 'alone' on the European Sites. In order to inform this process, all components of the Plan were assessed to see whether they could result in LSE on the European Sites.

The potential for likely significant effects of the Plan 'in-combination' with other projects and plans for each European Site has also been considered in this HRA. As part of this process HRA that have been completed due to possible impacts on the European Sites included in this HRA were reviewed in order to determine whether there is the potential for in-combination effects.

LSE are assessed by reference to the conservation objectives of the qualifying features (interest features) of the European Sites. Any project or plan that causes the cited interest features of a site to fall into unfavourable condition can be considered to have an LSE on the European Site. Stage 1 of the HRA process does not assess effects on the integrity of European Sites, that would be undertaken at Stage 2 (AA) of the HRA process.

HRA is an iterative process, where necessary, suggestions can be made of how to amend the plan or project to avoid likely significant effects on a European Site. This iterative approach has been adopted as part of this assessment.

The precautionary principle (as enshrined in the Habitats Regulations) has been taken into account during this HRA. The precautionary principle is used when an HRA cannot objectively demonstrate that there will be no LSEs on the European Sites. If this occurs the subsequent stages of HRA must be completed for the project or plan.

3.7 Stage 2: Appropriate Assessment

For European Sites where an LSE is predicted (alone or in combination with other plans or projects), or it cannot be concluded that there is no LSE, an AA has been undertaken. The purpose of the AA is to establish whether there are elements of the plan or project which could have an adverse effect on the integrity (AEoI) of any European Site. The integrity of a European Site is defined as:

> *"..the coherence of the site's ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/ or the populations of the species for which the site is, or will be, designated"*[39]

[37] https://www.stockton.gov.uk/

[38] https://www.hartlepool.gov.uk/site/index.php

[39] Natural England (2019) MPA Conservation Advice Glossary of Terms. Available here: https://designatedsites.naturalengland.org.uk/pdfs/MPA_CAGlossary_March2019.pdf

The Habitats Regulations Assessment Handbook provides guidance on the 'integrity test'[40]. It emphasises that the integrity of a European Site involves its ecological structure, function and ecological processes, and relates to the site's Conservation Objectives; if the Conservation Objective for a feature will be undermined, site integrity is adversely affected.

The AA considers each individual effect pathway separately, as well as any combination of relevant effect pathways from the plan or project and any other plans or projects. Assessment is based on the final plan or project and any necessary mitigation measures have been considered.

Therefore, the AA:

- Outlines the elements of the plan or project that were identified as having a potential LSE on one or more qualifying features of each European Site;
- Presents available baseline data from desk study or field work, as necessary, to characterise the potential effects, e.g. whether short/ long-term, reversible or irreversible, and in relation to the proportion/ importance of the interest affected, and the overall effect on the European Site's Conservation Objectives. This has been done in sufficient detail to ensure all impacts have been considered and sufficiently appraised;
- Assesses the effects of the plan or project on the Conservation Objectives of the relevant interest features, with reference to any Supplementary Advice;
- Determines whether or not the integrity of the European Site(s) will be affected, taking into account proposed mitigation measures.

[40] Section C11 The 'integrity test'. Available here: https://www.dtapublications.co.uk/handbook/content.aspx?section=C11

EUROPEAN SITES

4. The European Sites

A total of 33 European Sites were identified using the selection criteria (as set out in Section 3.2), comprising 18 SACs, nine SPAs and six Ramsar Sites. No SACs with bats as a qualifying feature were identified within 30 km of the Plan Area. The location of the European Sites in relation to the Plan Area are shown on the European Sites Plan in Appendix A. Details of the European Sites, including the location, qualifying features, vulnerabilities and conservation objectives are provided in Appendix B.

The European Site identified are:

- Ford Moss SAC;
- Roman Wall Loughs SAC;
- Newham Fen SAC;
- Thrislington SAC;
- Moor House - Upper Teesdale SAC;
- Berwickshire and North Northumberland Coast SAC;
- North Northumberland Dunes SAC;
- North Pennine Moors SAC;
- Castle Eden Dene SAC;
- Durham Coast SAC;
- Border Mires, Kielder – Butterburn SAC;
- Simonside Hills SAC;
- Tyne and Allen River Gravels SAC;
- Tweed Estuary SAC;
- River Tweed SAC;
- North Pennine Dales Meadows SAC;
- River Eden SAC;
- Coquet Island SPA;
- Lindisfarne SPA;
- Northumbria Coast SPA;
- Simonside Hills SPA;
- North Pennine Moors SPA;
- Holburn Lake and Moss SPA;
- Irthinghead Mires Ramsar Site;
- Holburn Lake and Moss Ramsar Site;
- Lindisfarne Ramsar Site;
- Teesmouth and Cleveland Coast Ramsar Site;
- Northumbria Coast Ramsar Site;
- Farne Islands SPA;
- Tyne and Nent SAC;
- Din Moss – Hoselaw Loch Ramsar Site;
- Din Moss – Hoselaw Loch SPA;
- Langholm - Newcastleton Hills SPA.

Tables B-1 to B-33 in Appendix B provide the information relating to each of the European Sites.

STAGE 1: SCREENING

5. Stage 1 Screening

5.1 Policies Screening Results (Alone)

All elements of the North East LTP were screened for policies and actions that may result in LSE on European Sites. The results of the screening are summarised in Table 5-1 below with the more detailed screening of the policies and strategies in the table in Appendix C.1.

Table 5-1 - North East LTP Policy Screening Summary

Policy Type	Policy	LSE	Justification
Planning journeys/ informing users/ supporting customers	1. Information, help, or assistance should be easily available and accessible to everyone before, during, and after a journey.	**No**	Policy will not lead to development as it is focussed on improving customer information through the use of technology.
	2. Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people.	**No**	Policy will not lead to development as it is focussed on improving customer information through the use of technology.
	3. The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	**No**	Policy will not lead to development as it is focussed on improving customer experience.
Ticketing and fares	4. Fares and tickets should be as simple and easy to use as possible. Better integrated ticketing and fares should mean easier journeys. Fare structures and pricing should be convenient and simple with unnecessary complexities being removed.	**No**	The policy is aimed at affordability for users and in itself will not lead to development.
	5. People should be able to travel across the whole region, between rural and urban areas, incorporating bus, Metro, rail, and the Shields Ferry without needing to buy multiple tickets and with payment methods that enable seamless travel.	**No**	The policy is aimed at affordability for users and in itself will not lead to development.

Policy Type	Policy	LSE	Justification
Safety, especially of women and girls, and other improvements in service quality	6. There should be clear and effective channels through which to report harassment and violence against women and girls on the network.	**No**	The scheme will not lead to development.
	7. Targeted action should be taken and resources should be assigned to prevent violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	**No**	The policy is aimed at improving safety, whilst additional CCTV may be erected this would be minor and would, therefore, not have an LSE.
	8. Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	**Yes**	The policy may lead to development including improved lighting which could have an LSE subject to design and location.
	9. Roads should be made safer, with a specific focus on the most vulnerable users.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	10. Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	11. The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.	**No**	This policy would not lead to development that could have an LSE on European Sites.
	12. The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	**No**	This policy would not lead to development that could have an LSE on European Sites.

Policy Type	Policy	LSE	Justification
	13. The North East should set the highest standards for a fleet of green public transport vehicles which must meet premier standards of service quality.	**No**	This policy would not lead to development that could have an LSE on European Sites.
	14. People should feel a sense of pride in the network and be keen to use it again.	**No**	This policy would not lead to development that could have an LSE on European Sites.
Reach and resilience of infrastructure	15. The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	16. To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	17. Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	18. There should be strong transport connectivity beyond our boundaries for both people and freight.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	19. Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	20. The network should be able to deal with disruptions, accidents, and extreme weather more effectively.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a

Policy Type	Policy	LSE	Justification
			potential risk of an LSE subject to design and location.
	21. Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	22. Charging infrastructure for Zero Emission Vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	**Yes**	The policy may lead to the development of new charging infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	23. Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Connections between different transport types	24. Our region should no longer consider different forms of transport as separate networks and move to one integrated and highly interconnected network where people can make seamless door to door journeys.	**No**	This policy would not lead to development that could have an LSE on European sites.
	25. The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
	26. There should be well co-ordinated public transport timetables and services which complement each other and enable seamless and smooth transfer from one type of transport to the next.	**Yes**	The policy may lead to improvements to roads therefore there is a potential risk of an LSE subject to design and location.
	27. The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a

Policy Type	Policy	LSE	Justification
			potential risk of an LSE subject to design and location.
	28. Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

5.2 Delivery Plan Screening Results (Alone)

All delivery plans of the North East LTP were screened for LSE on European Sites. A total of 272 plans are included within the North East LTP of which 65 were screened in as having a potential LSE subject based on the information available and subject to their exact location and design. Those plans screened as having a potential LSE are summarised in Table 5-2 below with the more detailed screening of the policies and strategies in the table in Appendix C.2.

Table 5-2 - North East LTP Delivery Plan Screening Summary

Policy Type	Scheme ID	Scheme name	LSE	Justification
Planning journeys/ Informing users/ Supporting Customers	CA46	EV Partnership Steering Group	**Yes**	The plans may lead to development that could have an LSE on the European Sites subject to the nature, scale and location of the works.
	CA60	Regionwide Travel behaviour change package and campaign		
	CA63	Real Time Passenger Information Screen replacements		
	CA32	Upgrades to the two Urban Traffic Management Control Centres for command and control of the network		
	DU46	Chester le Street ITS/light touch SCOOT		
	NE07	Newcastle Smart Corridors		
Safety, especially of women and girls, and other improvements in service quality	CA41	Supporting, maximising and enhancing existing bus routes and key services	**Yes**	The plans may lead to development that could have an LSE on the European Sites subject to the nature, scale and location of the works.
	NO08	New Blyth Bus Station		
	NO15	Enhanced service between Berwick and Newcastle		
	ST14	The Nook Strategic Junction Improvements		
	SU39	Sunderland Station Central Entrance.		
	NX02	Upgrading Heritage Stations on Tyne and Wear Metro		
	NX08	Small Metro Station Upgrades systemwide		
	SU34	Wearmouth Bridge NMU resurfacing		

Policy Type	Scheme ID	Scheme name	LSE	Justification
	EX11	Local rail Diesel fleet replacement – regional		
Reach and resilience of infrastructure	DU09	Improvements to the National Cycle Network Route 1 in County Durham	**Yes**	The plans may lead to development that could have an LSE on the European Sites subject to the nature, scale and location of the works.
	DU16	A177 cycling improvements, linking Coxhoe with Net Park		
	GA30	A694 corridor improvements		
	NE16	Coast Road		
	NO03	Critical Rural Road (U and C Class) Maintenance Programme		
	NO13	Northumberland LCWIP		
	NT01	Improvements to key sustainable routes in North Tyneside		
	ST02	Highway Maintenance Resurfacing Backlog in South Tyneside		
	ST03	Commercial Road Multi-Modal Corridor Improvements		
	ST05	A19 Southbound Lane Gain / Lane Drop		
	ST12	A1018 Multi-Modal Corridor Improvements		
	ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn		
	ST16	Major Highway Structural Maintenance Improvements (Heugh Street, Newcastle Road, Jarrow Slake).		
	ST18	National Cycling Network - Route 14 Improvements		
	SU01	Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction		
	SU03	St Michael's Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety		

Policy Type	Scheme ID	Scheme name	LSE	Justification
	SU09	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth		
	SU10	SSGA to Ryhope Village Cycle Route		
	SU31	Improving Strategic Cycle Networks in Sunderland – Ryhope Road Strategic Cycle Route		
	SU32	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth Phase 2		
	DU37	Great North Cycle Route improvements in County Durham.		
	NE05	Rotary Way junction upgrade and cycling improvements`		
	NE12	Flood and Climate Resilience (Newcastle citywide)		
	NO16	Future extensions for the Northumberland Line		
	NX23	Howdon Viaduct		
	SU06	Continued improvements to access the IAMP area including off- road cycle facilities to accommodate expected increase in traffic and stimulate economic development (IAMP Infrastructure Phase 2)		
	SU11	A183 Whitburn Road Roker Ravine Cycle bridge		
	SU12	Active Travel Improvements in Sunderland - Route 2 - Newcastle Road		
	CA25	Freight Gauge Clearance		
	DU57	Bishop Auckland to Barnard Castle active mode route improvements		
	DU61	Leamside Line		
	NO14	Belford Station		
	NT12	New rail station on East Coast Main Line - North West of North Tyneside		
	NX16	South Shields Ferry Landing Renewal and Replacement of both vessels		

Policy Type	Scheme ID	Scheme name	LSE	Justification
	SU05	Kier Hardie Way All user improvements		
	SU07	Queen Alexandra Bridge (A1231) / Camden Street Gyratory improvements. To provide congestion relief and bus priority		
	SU19	Inner Ring Road Eastern Section Southern bridgehead Junction		
	SU20	Inner Ring Road Eastern Section High Street West junction		
	SU21	Inner Ring Road Eastern Section Borough Road Junction		
	SU22	Inner Ring Road Eastern Section Hendon Road/Lawrence Street junction		
	SU23	Inner Ring Road Eastern Section - A1018 / A1231 Junction		
Connections between different transport types	NO19	Blyth to St Mary's Active Travel Scheme	**Yes**	The plans may lead to development that could have an LSE on the European Sites subject to the nature, scale and location of the works.
	NT03	Delivery of the transport elements of the North Shields Fish Quay Plan		
	NT07	Improving Whitley Bay town centre public realm delivery and improve accessibility for all users		
	ST20	South Shields Town Centre Active Travel Route		
	CA39	Park and Rides		
	NT14	Coastal Connectivity		
	SU30	Riverside Sunderland footbridge approach improvements		
	SU35	St Mary's Boulevard - Bus Priority and Pedestrian movements		
	NX20	Ferry - Royal Quays Landing study		

5.3 In-Combination Assessment

As the screening assessment identified potential LSEs 'alone', an in-combination LSE screening is provided in Table 5-3 below.

No plans or projects with potential for in-combination effects were identified from the following sources: Gateshead Council, Newcastle-upon-Tyne District Council, Stockton-on-Tees Borough Council, Hartlepool Borough Council, Darlington Borough Council, Berwick-upon-Tweed Council, Blyth Valley Council, Hexham Town Council, Bishop Auckland Council, City of Durham Parish Council, Easington Village Parish Council, Penrith and The Border Council, Richmond District Council, Sedgefield Town Council and Stockton Borough Council.

Table 5-3 - In-Combination Screening Table

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
Northumberland County Council	Unknown – only inspector's report review located.	The HRA concluded that some policies would have an LSE on European Sites, specifically Northumbria Coast SPA and Ramsar Site and the Lindisfarne SPA and Ramsar Site due to increased recreational disturbance, and the North Northumberland Dunes SAC due to increased spread of non-native pirri-pirri bur. The plan mitigated these effects by requiring developers of proposals that will increase the number of residential or tourism units within 10 km of the coast (7 km for minor applications) to contribute to a Coastal Mitigation Service.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development, it is not possible to rule out the potential for LSE in-combination with this plan.
County Durham County Council	Durham County Council, Sustainability Appraisal and Habitats Regulations Assessment Post Adoption Statement, County Durham Plan, 2020	The HRA concluded that there was an LSE as a result of increased recreational pressure and disturbance. The HRA concluded that the implementation of the avoidance strategy along with the monitoring proposals will effectively	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
		ensure that adverse effects upon the integrity of the coastal Natura 2000 sites will be avoided.	
Sunderland District City Council	Sunderland City Council Core Strategy and Development Plan Report to inform Habitats Regulations Assessment	The screening concluded that LSE from recreation, urban effects, coastal squeeze, water quality and air quality could not be excluded. The appropriate assessment concluded that within the implementation of mitigation measures there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
	South Sunderland Growth Area Draft Supplementary Planning Document HRA Appropriate Assessment January 2016	The appropriate assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
	Sunderland City Council and South Tyneside Council International Advanced Manufacturing Park Area Action Plan (IAMP AAP) Habitats Regulations Assessment Stage 1 Screening - Statement to Inform Publication Draft, August 2016	The proposed IAMP AAP is not considered likely to have any direct or indirect impact on European Sites due to its distance from these; the proposed operational activities at the site; the nature of habitats present; and the designated features.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.
North Tyneside Council	North Tyneside Council Local Plan Habitat Regulations	The screening identified Physical Damage, Contamination; Non-physical disturbance and	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
	Assessment - Appropriate Assessment March 2017	recreation as having potential LSE on the European Sites. The appropriate assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	possible to rule out the potential for LSE in-combination with this plan.
	North Tyneside Coastal Mitigation Supplementary Planning Document Habitat Regulations Assessment Screening Statement North Tyneside Council August 2019	The assessment concluded that no LSE on European Sites due to its distance from these; the proposed operational activities at the site; the nature of habitats present; and the designated features.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.
South Tyneside Council	Whitburn Neighbourhood Plan, Habitat Regulations Assessment, Screening Report, Habitat Regulations Assessment, (July 2021)	The assessment concluded that the plan is unlikely to have an LSE on any European Sites.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.
	East Boldon Neighbourhood Plan, Strategic Environmental Assessment/ Screening, Habitat Regulations Assessment, (September 2020)	The assessment concluded that the plan is unlikely to have an LSE on any European Sites.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.
Scottish Borders Council	Habitats Regulations Appraisal (HRA) Record for the Scottish Borders Local Development Plan (2023 update),	The assessment concluded that the plan is unlikely to have an LSE on any European Sites.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
	Updated Habitat Regulations Appraisal Record, Supplementary Guidance: Glentress Masterplan, February 201	The assessment concluded that the plan is unlikely to have an LSE on any European Sites.	**No** – the assessment concluded no LSE/ no effect, therefore, there is no risk of in-combination effects.
Cumbria County Council	Habitats Regulations Appraisal Cumbria Minerals and Waste Local Plan, 2015 to 2030, September 2017	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
North Yorkshire County	North Yorkshire County Council Minerals and Waste Joint Plan, Addendum to the Habitat Regulations Assessment, November 2019	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
	North Yorkshire County Council Minerals and Waste Joint Plan, Information to Inform Appropriate Assessment, November 2020	The appropriate assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
	North Yorkshire County Council Minerals and Waste Joint Plan, Information to Inform Appropriate Assessment – Blubberhouses Quarry, July 2021	The appropriate assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European Sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
National Infrastructure Planning	Habitat Regulations Assessment for an Application Under the Planning Act 2008 A1 in Northumberland: Morpeth to Ellingham 24 May 2024	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.
	Net Zero Teesside Project Planning Inspectorate Reference: EN010103 Land at and in the vicinity of the former Redcar Steel Works site, Redcar and in Stockton on-Tees, Teesside [The Net Zero Teesside Order] Document Reference: 5.13 Habitat Regulations Assessment Report, November 2022	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**Uncertain** – Until further detail is known in respect of delivery plan locations and the nature of development it is not possible to rule out the potential for LSE in-combination with this plan.

5.4 Stage 1 Screening Conclusion

5.4.1 Screening

The North East LTP contains five policy types with a total of 28 policies. The 28 policies were reviewed and the following policies were assessed as having a potential LSE on the European sites as they may lead to development:

8. Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.

9. Roads should be made safer, with a specific focus on the most vulnerable users.

10. Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.

15. The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.

16. To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.

17. Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network.

18. There should be strong transport connectivity beyond our boundaries for both people and freight.

19. Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.

20. The network should be able to deal with disruptions, accidents, and extreme weather more effectively.

21. Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.

22. Charging infrastructure for Zero Emission Vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.

23. Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.

25. The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.

26. There should be well co-ordinated public transport timetables and services which complement each other and enable seamless and smooth transfer from one type of transport to the next.

27. The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.

28. Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys.

The plan also includes 272 delivery plans which summarises individual plans for development/ change within the Plan between 2024 and 2040.

The delivery plans were reviewed to identify which plans could lead to development and if so if an LSE would be possible. Using the precautionary principle, any plans that could lead to development and could impact a European Site, based on their location, nature and size, were recorded as having an LSE.

As the level of information currently available is very limited, where an LSE has been identified it is assumed that one or more of the following effects on the European Sites included within the plan could occur:

- Habitat loss and fragmentation;
- Species disturbance (visual, noise, vibration);
- Changes to water quality;
- Changes to air quality;
- Changes to surface and groundwater;
- Introduction of invasive non-native species (INNS);
- Recreation impacts.

5.4.2 In-combination Assessment

As the North East LTP was found to have an LSE alone, in-combination effects have been considered as part of this assessment for which a number of other plans and projects were identified as having an uncertain in-combination effect and are, therefore, taken forward for consideration at Stage 2, AA. Those sections of the North East LTP where no effects were identified due to an absence of policies that may lead to development do not require an in-combination assessment.

5.5 Conclusion

The HRA Stage 1 Screening assessment has concluded that LSE cannot be discounted for all potential impact pathways arising from the Plan. Therefore, Stage 2 AA has been undertaken and is detailed in the Section 6 below.

STAGE 2: APPROPRIATE ASSESSMENT

6. Stage 2 - Appropriate Assessment

6.1 Introduction

Following completion of the HRA Stage 1 Screening assessment, potential for LSEs were identified for European Sites in the Plan Area or within the zone of influence of the Plan Area, as follows:

- Ford Moss SAC;
- Roman Wall Loughs SAC;
- Newham Fen SAC;
- Thrislington SAC;
- Moor House - Upper Teesdale SAC;
- Berwickshire and North Northumberland Coast SAC;
- North Northumberland Dunes SAC;
- North Pennine Moors SAC;
- Castle Eden Dene SAC;
- Durham Coast SAC;
- Border Mires, Kielder – Butterburn SAC;
- Simonside Hills SAC;
- Tyne and Allen River Gravels SAC;
- Tweed Estuary SAC;
- River Tweed SAC;
- North Pennine Dales Meadows SAC;
- River Eden SAC;
- Coquet Island SPA;
- Lindisfarne SPA;
- Northumbria Coast SPA;
- Simonside Hills SPA;
- North Pennine Moors SPA;
- Holburn Lake and Moss SPA;
- Irthinghead MiresRamsar Site;
- Holburn Lake and Moss Ramsar Site;
- Lindisfarne Ramsar Site;
- Teesmouth and Cleveland Coast Ramsar Site;
- Northumbria Coast Ramsar Site;
- Farne Islands SPA;
- Tyne and Nent SAC;
- Din Moss – Hoselaw Loch Ramsar Site;
- Din Moss – Hoselaw Loch SPA;
- Langholm - Newcastleton Hills SPA.

Therefore, Stage 2 Appropriate Assessment is required for each of these European Sites.

6.2 Mitigation and Control Measures

The following measures will be employed during any development works rising from the Plan to avoid and reduce ecological impacts, including avoiding causing any adverse effects on any European Sites. These measures are taken into account in the AA below.

6.3 Assessment of Effects

Each potential LSE of the Plan identified by the screening stage is considered in turn below taking into account relevant specific information and mitigation measures.

6.4 Protection within the North East Local Transport Plan

To ensure the protection of the European Sites potentially affected by the North East LTP, the following specific actions/ requirements have been included within the plan:

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

The above text thereby provides confidence that protection measures and further assessment (where required) in respect of European Sites has been integrated within the Plan for implementation at a lower tier.

6.4.1 Habitat loss and fragmentation

The screening assessment concluded that the Plan could result in direct damage to habitats within the designations. This could result in damage to designated habitat features/ criterion or result in impacts on species that use these habitats.

Although broad locations of potential schemes have been provided within the Delivery Plans, there is no detail currently available regarding the actual works to be undertaken as part of each scheme and the final scheme extent. However, none of the schemes fall within any of the European Sites

identified. Therefore, provided all schemes seek to avoid the loss of habitats during construction and operation, it is considered that habitat loss and/ or fragmentation will be unlikely as a result of the North East LTP.

6.4.1.1 Conclusion

It is concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through habitat loss and fragmentation.

6.4.2 Species Disturbance

Given the high level of the North East LTP and the lack of scheme details, it is not possible at this stage to confirm that species disturbance may occur. However, schemes arising out of the North East LTP could in theory result in species disturbance via noise, vibration and visual disturbance of the qualifying species of European Sites.

In order to limit the potential for impacts, the following mitigation could be implemented for any schemes or actions arising out of North East LTP:

- Obtain appropriate licencing for legally protected species to ensure no impact on favourable conservation status;
- Restrict timing of most disturbing activities to avoid or limit seasonal disturbance (e.g. avoid or limit disturbance during core breeding seasons);
- Limit noise from plant and machinery;
- Creation of noise attenuation bunds;
- Creation of buffer zones and set-back distances, particular around sensitive features (e.g. bat roosts);
- Visual screening of works;
- Sensitively designed lighting directed away from habitat areas and the minimum amount of lighting required to undertake the task;
- Restrict works either geographically or temporally (e.g. avoid winter or avoid night-time working);
- Educate workers on importance of adjacent European Sites;
- Create alternative areas for outdoor recreation to discourage some workers from visiting European Sites, particularly those with species sensitive to disturbance.

6.4.2.1 Conclusion

It is concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through species disturbance.

6.4.3 Changes to water quality

Changes in water quality could result from direct discharges from sewage or surface water run-off outfalls, altering water chemistry, nutrient levels, pH or oxygen levels. Any de-watering works could also result in sediment discharge into aquatic habitats. Other potential pollutant sources include accidental spillages of fuels or oil, heavy metals leaching from soil run-off, pollutants such as dust and construction waste in surface water run-off and increases in nutrient loading. Any surface water

discharges that are made into local watercourses and waterbodies or directly or indirectly into European Sites could be damaging. The release of these pollutants and increases in suspended sediment into freshwater environments could lead to smothering of habitats and species, or changes in species diversity as a result of increased toxicity or nutrients, so affecting the achievement of the conservation objectives and site integrity.

In order to reduce these potential effects, drainage systems should be designed to either avoid discharge into watercourses, or to attenuate and reduce the risk of pollutants and suspended solids. Modelling of any discharges or releases may be required once any project-level details are known in order to quantify any impacts. As such, the following mitigation measures could be implemented:

- Works should be undertaken following pollution prevention guidelines[41] and Construction Industry Research and Information Association (CIRIA) guidance on the control of water pollution from construction sites[42];
- Drainage systems should be designed to avoid direct discharge into watercourses;
- Attenuation and/ or settlement ponds installed to reduce the risk of pollutants and suspended sediment reaching the receptors;
- Sustainable Drainage Systems (SuDS) installed;
- Implementation of a flocculant system before discharge;
- Silt curtains used whilst dredging;
- Implementation of pollution prevention guidelines;
- Implementation of effective soil management plans to avoid run-off from any earthworks;
- Foul water discharged to existing treatment plants and not to surface water; and,
- Appropriate bunding around fuel storage.

6.4.3.1 Conclusion

It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through changes in water quality.

6.4.4 Changes to air quality

During construction, emissions to air would be mainly from plant and machinery, road traffic and dust from works, or emissions from concrete batching plants. During operation, traffic on new roads or increased volumes of traffic on existing roads may alter local air quality resulting in additional impacts on sensitive habitats within 200 m of the affected road network.

The potential effects of increases in deposition of nitrogen compounds (NOx) include long-term changes in habitat and species distribution and diversity as nutrient loading encourages more vigorous species, such as grasses, to out-compete forbs and slow growing non-vascular plants. Acidification of soils and freshwater (primarily today through nitrogen deposition) causes similar

[41] Guidance - Pollution Prevention for Businesses: https://www.gov.uk/guidance/pollution-prevention-for-businesses.

[42] The CIRIA documents are a series of publications developed by the Construction Industry Research and Information Association. Each document is targeted at a particular type of business or activity and covers environmental good practice to minimise pollution. Available at: https://www.ciria.org/

effects, depending on the geology and soil chemistry influence susceptibility of an ecosystem to acid deposition.

An assessment of any adverse impacts from changes in air quality should be undertaken on a site-by-site basis, through determination of the applicability of the critical levels and critical loads at each site, and further ecological assessment and modelling. Critical loads for vegetation types are presented on the Air Pollution Information System (APIS) website[43].

Good practice measures to control dust from construction sites should be sufficient to limit the amount of emissions reaching the European Sites. With respect to emissions of NOx or acidic compounds through construction activities, generic mitigation measures such as turning engines off when idle, operating equipment on ultra-low sulphur diesel, ensuring engines are routinely maintained, providing public transport for workers etc. may limit emissions to within acceptable thresholds.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the North East LTP:

- Enclosure of silos, cement powder delivery systems and installation of dust mitigation systems;
- Avoid dust releasing activities;
- Site design to reduce dust emissions (e.g. covering stockpiles, reducing vehicle speed);
- Dust control measures implemented (e.g. damping down with water bowsers);
- Regular maintenance of plant and machinery;
- Drivers to switch off vehicles when stationary;
- Avoid use of diesel generators;
- Implement air quality monitoring scheme;
- Turning engines off when idle;
- Operating equipment on ultra-low sulphur diesel;
- Ensuring engines are routinely maintained; and,
- Providing public transport for workers.

Operational impacts cannot be mitigated in this way and would need to be avoided through modelling and management of the affected road network, particularly roads that lie within 200 m of a European Site.

6.4.4.1 Conclusion

It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through changes in air quality.

6.4.5 Changes to surface and groundwater hydrology

Excavations and earthworks during construction and new roads and other impermeable surfaces during operation have the potential to change surface water hydrodynamics. Diversion or blocking of surface water features, the presence of earthworks or roads all have the potential to alter existing surface water drainage characteristics in the catchment. Pluvial flood events may become more

[43] http://www.apis.ac.uk/

frequent as the built-up area increases, and fluvial flooding may increase if surface water run-off is diverted into watercourses. A reduction or increase in surface water flows could affect water quality.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the North East LTP:

- Re-routing of watercourses, positioning of earthworks to reduce risk of effects;
- Modelling or monitoring of flow rates and water levels in local watercourses where these may be affected by development;
- Complete a Flood Consequences Assessment (FCA) to assess potential surface water and groundwater effects during phases of development and operation; and,
- Mitigation to control any surface floodwater.

6.4.5.1 Conclusion

It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through changes in surface and groundwater hydrology.

6.4.6 Introduction of INNS

The risk of terrestrial INNS introduction to European Sites remains if appropriate mitigation measures are not implemented. Any works have the potential to spread INNS that are already established on the site and elsewhere in the UK. During operation, the introduction and spread of INNS is considered less likely due to reduced movement of substrate and vehicles.

In practice, to manage these risks, any future project proponent will be required to apply Biosecurity Risk Assessments and Method Statements to cover all activities. These are likely to include regular survey and monitoring requirements for INNS. The implementation of effective Biosecurity Risk Assessments and procedures should enable to rule out any risk to site integrity.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the North East LTP:

- Implementation of Biosecurity Risk Assessments and Method Statements to cover all activities;
- Undertake measures that would control and eradicate INNS within the area of works; and
- Implementation of regular survey and monitoring requirements for INNS.

Mitigation through iterative design and the implementation of standard mitigation and good practice guidance should ensure no risk to achievement of conservation objectives and consequently no adverse effect on site integrity.

6.4.6.1 Conclusion

It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through the introduction of INNS.

6.4.7 Recreational pressures

Improving access to European Sites, particularly in combination with local increases in population driven by housing and employment development, can increase the amount of recreation at a European Site. This may result in increased disturbance/ erosion of habitats, disturbance of species within the site from increased numbers of people and dogs, littering, vandalism and other anti-social behaviour. It can also drive the need for more visitor facilities and car parking facilities, visitor management, an educational programme and site warden; increased recreational pressure on European Sites from increased accessibility and visitor numbers, can result in disturbance and habitat erosion if not managed.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the North East LTP:

- Visitor management schemes, including provision of dedicated footpaths, fencing and screening of sensitive areas;
- Education of visitors through signage and online information; and
- Provision of Suitable Alternative Natural Greenspace (SANGS) for new residential developments to ease the pressure on European Sites (where this is an issue).

6.4.7.1 Conclusion

It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from North East LTP alone through recreational pressures.

6.5 In-combination Assessment

In-combination assessment of adverse effects for the European Sites screened in for AA is provided in Table 6-1 below. It can be concluded that there will be no adverse effects on site integrity as a result of potential in-combination affects between the Plan and other plan and projects.

The need for an in-combination assessment will still need to be considered at a lower level of plan-making, once more details are available and particularly at the project-stage when more specific information about proposed development can be obtained.

Table 6-1 - In-Combination Effect Assessment Table

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
Northumberland County Council	Unknown – only inspectors report review located.	The HRA concluded that some policies would have an LSE on European sites specifically Northumbria Coast SPA and Ramsar Site and the Lindisfarne SPA and Ramsar Site due to increased recreational disturbance, and the North Northumberland Dunes SAC due to increased spread of non-native pirri-pirri bur. The plan mitigated these effects by requiring developers of proposals that will increase the number of residential or tourism units within 10 km of the coast (7 km for minor applications) to contribute to a Coastal Mitigation Service.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
County Durham County Council	Durham County Council, Sustainability Appraisal and Habitats Regulations Assessment Post Adoption Statement, County Durham Plan, 2020	The HRA concluded that there was an LSE as a result of increased recreational pressure and disturbance. The HRA concluded that the implementation of the avoidance strategy along with the monitoring proposals will effectively ensure that adverse effects upon the integrity of the coastal Natura 2000 sites will be avoided.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
Sunderland District City Council	Sunderland City Council Core Strategy and Development Plan Report to inform Habitat Regulations Assessment	The screening concluded that LSE from recreation, urban effects, coastal squeeze, water quality and air quality could not be excluded. The appropriate assessment concluded that within the implementation of mitigation measures there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
	South Sunderland Growth Area Draft Supplementary Planning Document HRA Appropriate Assessment January 2016	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
North Tyneside Council	North Tyneside Council Local Plan Habitat Regulations Assessment - Appropriate Assessment March 2017	The screening identified Physical Damage, Contamination; Non-physical disturbance and recreation as having potential LSE on the European sites. The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
Cumbria County Council	Habitats Regulations Appraisal Cumbria Minerals and Waste Local Plan, 2015 to 2030, September 2017	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
			considered unlikely that a combined adverse effect on site integrity would occur.
North Yorkshire County	North Yorkshire County Council Minerals and Waste Joint Plan, Addendum to the Habitat Regulations Assessment, November 2019	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
	North Yorkshire County Council Minerals and Waste Joint Plan, Information to Inform Appropriate Assessment, November 2020	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
	North Yorkshire County Council Minerals and Waste Joint Plan, Information to Inform Appropriate Assessment – Blubberhouses Quarry, July 2021	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
	Habitat Regulations Assessment for an Application	The assessment concluded with the implementation of mitigation measures and	**No effect on integrity**

Competent Authority	HRA Reference	Findings of HRA	In-combination assessment
National Infrastructure Planning	Under the Planning Act 2008 A1 in Northumberland: Morpeth to Ellingham 24 May 2024	accepting the high level of the plan there would be no effect on integrity of the European sites.	With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.
	Net Zero Teesside Project Planning Inspectorate Reference: EN010103 Land at and in the vicinity of the former Redcar Steel Works site, Redcar and in Stockton on-Tees, Teesside [The Net Zero Teesside Order] Document Reference: 5.13 Habitat Regulations Assessment Report, November 2022	The assessment concluded with the implementation of mitigation measures and accepting the high level of the plan there would be no effect on integrity of the European sites.	**No effect on integrity** With the inclusion of the text within the plan to reduce potential effects on European Sites and the mitigation measures identified above, it is considered unlikely that a combined adverse effect on site integrity would occur.

CONCLUSION

7. Conclusions

The following European Sites were considered at screening:

- Ford Moss SAC;
- Roman Wall Loughs SAC;
- Newham Fen SAC;
- Thrislington SAC;
- Moor House - Upper Teesdale SAC;
- Berwickshire and North Northumberland Coast SAC;
- North Northumberland Dunes SAC;
- North Pennine Moors SAC;
- Castle Eden Dene SAC;
- Durham Coast SAC;
- Border Mires, Kielder – Butterburn SAC;
- Simonside Hills SAC;
- Tyne and Allen River Gravels SAC;
- Tweed Estuary SAC;
- River Tweed SAC;
- North Pennine Dales Meadows SAC;
- River Eden SAC;
- Coquet Island SPA;
- Lindisfarne SPA;
- Northumbria Coast SPA;
- Simonside Hills SPA;
- North Pennine Moors SPA;
- Holburn Lake and Moss SPA;
- Irthinghead Mires Ramsar Site;
- Holburn Lake and Moss Ramsar Site;
- Lindisfarne Ramsar Site;
- Teesmouth and Cleveland Coast Ramsar Site;
- Northumbria Coast Ramsar Site;
- Farne Islands SPA;
- Tyne and Nent SAC;
- Din Moss – Hoselaw Loch Ramsar Site;
- Din Moss – Hoselaw Loch SPA;
- Langholm - Newcastleton Hills SPA.

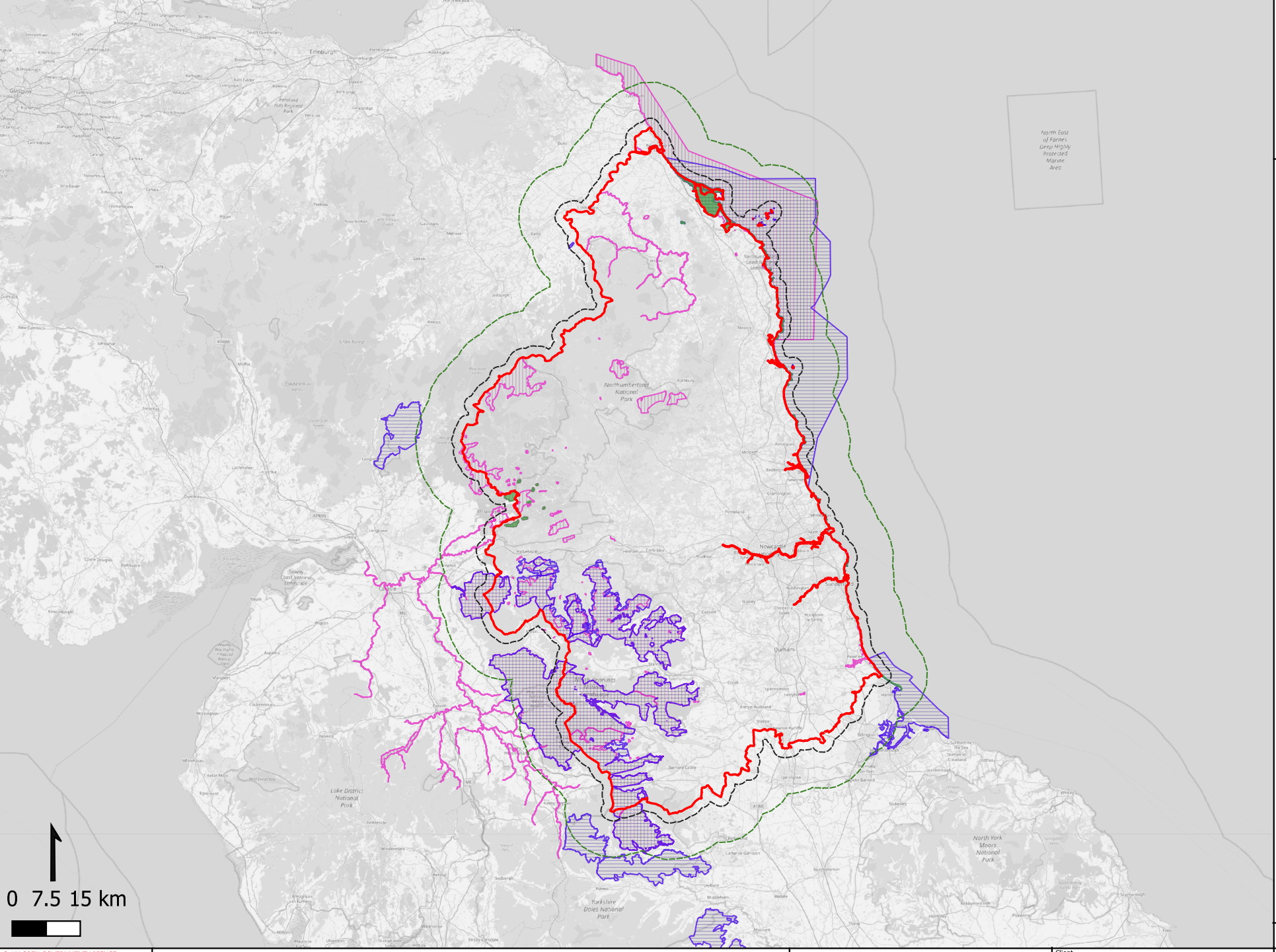
In the absence of detailed project-specific information, a high-level assessment of the potential for actions within the North East LTP to have an adverse effect on the integrity of European Sites was undertaken. A total of 33 European Sites were assessed against the predicted impacts arising from development as a result of 28 Policies and 272 Delivery Plans.

Detailed information is not yet available about the nature and extent of any works or actions as part of schemes that are likely to arise out of the North East LTP. However, it is considered reasonable to anticipate from the information available that the developments could be delivered in a manner which avoids any adverse effects on the integrity of the European Sites through the use of standard mitigation techniques, as set out in Section 6.4 above. Furthermore, it is predicted that adverse impacts can be avoided or 'designed out' and to facilitate this process early consultation with Natural England is strongly recommended, i.e. during the screening and scoping stage of projects.

Taking into account the proposed mitigation measures, the wording in the North East LTP (as set out in Section 6.4 above) which commits to the protection of the European Sites, it can be concluded that the North East LTP will not have an adverse effect on the integrity of the European Sites 'alone' or 'in combination' with other plans and projects.

APPENDICES

Appendix A. European Sites Plan



GENERAL NOTES

1. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE

2. ONLY WRITTEN DIMENSIONS SHOULD BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS.

Legend

- NECA Boundary
- 2km Buffer
- 10km Buffer
- Ramsar Site
- SPA
- SAC

North East Combined Authority

AtkinsRéalis

5th Floor,
The Vantage,
32-36 Great Victoria Street,
Belfast, BT2 7BA

Client	North East CA			
Project	North East Local Transport Plan			
Purpose	NECA LTP HRA			
Title	European Sites Plan	Des/Drawn JC	Checked PW	Authorised LMG
		Date 28/10/2024	Date 29/10/2024	Date 29/10/2024
Status	For Issue	Drawing Number 1		Rev 1

Appendix B. Designated Sites included within the Assessment

Table B-1 Information about the Ford Moss SAC

Site Designation Status	Ford Moss SAC UK0030151
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	Ford Moss is one of the few rain-fed mires in the drier east of the Border Upland. Typical bog communities are present though they have been degraded to some extent by historic drainage and burning. Woodland around the margins of the site contains stands of mature oak and Scot's pine, willow/birch carr and stands of bog myrtle. Pine woodlands have been long present on the site and feature many indicators of W18 woodland including chickweed wintergreen.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 7110 Active raised bogs.
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Air pollution, air-borne pollutants; ▪ Human induced changes in hydraulic conditions; ▪ Forest and Plantation management & use.
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of the qualifying natural habitat ▪ The structure and function (including typical species) of the qualifying natural habitat, and, ▪ The supporting processes on which the qualifying natural habitat rely

Table B-2 Information about the Roman Wall Loughs SAC

Site Designation Status	Roman Wall Loughs UK0030267
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	The Roman Wall Loughs area contains three natural eutrophic lakes, Crag, Broomlee and Greenlee Loughs. Together the loughs contain 11 species of pondweed *Potamogeton* including P*. lucens, P. pusillus, and P. obtusifolius. P. gramineus* occurs in all three loughs in an unusual association with stoneworts Chara spp. The nationally-rare autumnal water-starwort (*Callitriche hermaphroditica*) occurs in Crag Lough. Shoreweed (*Littorella uniflora*) grows in Broomlee and Greenlee Loughs, and greater bladderwort Utricularia vulgaris in the latter.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 3150 Natural eutrophic lakes with Magnopotamion or Hydrocharition - type vegetation
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Invasive non-native species; ▪ Unknown threat or pressure; ▪ Pollution to groundwater (point sources and diffuse sources).
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of the qualifying natural habitats ▪ The structure and function (including typical species) of the qualifying natural habitats, and, ▪ The supporting processes on which the qualifying natural habitats rely.

Table B-3 Information about the Newham Fen SAC

Site Designation Status	Newham Fen UK0012890
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	Newham Fen is the finest eutrophic basin mire on the coastal plain of Northumberland or anywhere else in Northumbria. It is a calcareous spring-fed mire and holds the only known example of the base-rich Schoenus-Juncus mire in all of this area, which grades (or did grade) to open water. The Willow-Birch-Reed woodland is also the best and most extensive known example of its type in this area. Very many rare and scarce species occur at the site; there is the best invertebrate fauna of any fen in Northumberland, including the most notable assemblage of dragonflies. The site has now been recognised as important in a European context.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 7230 Alkaline fens.
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Air pollution, air-borne pollutants.
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats rely

Table B-4 Information about the Thrislington SAC

Site Designation Status	Thrislington UK0012838
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	Thrislington SAC, a former quarry, contains one of the most important stands of lowland calcareous grassland on magnesian limestone substrate in Britain. The qualifying feature fof the SAC is semi-natural dry grasslands and scrubland facies on calcareous substrates Festuco-Brometalia and an important orchid site. Thrislington contains the largest of the few remaining stands of CG8 *Sesleria caerulea - Scabiosa columbaria* grassland which exists only in the north east of England, and although a relatively small SAC at 22.72 ha, its importance is due to the fragmented locations of remaining grassland sites of this nature.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Air pollution, air-borne pollutants; ▪ Changes in abiotic conditions; ▪ Unknown threat or pressure.
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats rely

Table B-5 Information about the Moor House - Upper Teesdale SAC

Site Designation Status	Moor House - Upper Teesdale UK0014774
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	This large, 150,000 hectares area of moorland massif extends 110 km from north to south, between the Tyne Gap (Hexham) and the Ribble-Aire corridor (Skipton). Within the site is an extensive plateau of between 600m and 893m. The varied topography, hydrology, soils and underlying geology has contributed to a high degree of habitat heterogeneity. Vegetation is largely unenclosed heather moorland, either as blanket bog or drier alpine and sub-alpine heaths, with smaller areas of wetland, grassland, and other habitats, including a range of 'minority' habitats eg alpine pioneer formations, base-rich flushes, calaminarian grassland. Post-glacial relict flora and fauna are present. At the moorland fringes are areas of enclosed grassland including mountain hay meadows which have been managed at a relatively low level of agricultural intensification and so retain a diversity of meadow species. Bird populations of international importance are present.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 3140 Hard oligo-mesotrophic waters with benthic vegetation of Chara spp. ▪ 4060 Alpine and Boreal heaths ▪ 5130 Juniperus communis formations on heaths or calcareous grasslands ▪ 6130 Calaminarian grasslands of the Violetalia calaminariae ▪ 6150 Siliceous alpine and boreal grasslands ▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) ▪ 6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) ▪ 6430 Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels ▪ 6520 Mountain hay meadows ▪ 7130 Blanket bogs ▪ 7220 Petrifying springs with tufa formation (Cratoneurion) ▪ 7230 Alkaline fens ▪ 7240 Alpine pioneer formations of the Caricion bicoloris-atrofuscae ▪ 8110 Siliceous scree of the montane to snow levels (*Androsacetalia alpinae* and *Galeopsietalia ladani*) ▪ 8120 Calcareous and calcshist screes of the montane to alpine levels (*Thlaspietea rotundifolii*) ▪ 8210 Calcareous rocky slopes with chasmophytic vegetation

	▪ 8220 Siliceous rocky slopes with chasmophytic vegetation Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 4030 European dry heaths ▪ 8240 Limestone pavements Annex II species that are a primary reason for selection of this site ▪ 1015 Round-mouthed whorl snail (*Vertigo genesii*) ▪ 1528 Marsh saxifrage (*Saxifraga hirculus*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Modification of cultivation practices ▪ Fire and fire suppression ▪ Interspecific floral relations ▪ Grazing ▪ Reduced fecundity/ genetic depression
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site

Table B-6 Information about the Berwickshire and North Northumberland Coast SAC

Site Designation Status	Berwickshire and North Northumberland Coast UK0017072
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	The Northumberland Coastal Site Improvement Plan covers the following sites: Berwickshire & Northumberland Coast SAC, Coquet Island SPA, Farne Islands SPA, Lindisfarne SPA, North Northumberland Dunes SAC, Northumbria Coast SPA, and Tweed Estuary SAC. As such there are fully marine, intertidal, saltmarsh and dune areas designated to protect a diverse range of important birds and habitats. The long stretch of coast, over which the designated sites are located, ranges from largely agricultural in the north down to urban and industrial conurbations further south. The Tweed Estuary SAC is a long narrow estuary, with intertidal mudflats and sandflats. The SAC supports a population of both river and sea lamprey with the water quality classified as excellent throughout. The Berwickshire & Northumberland Coast SAC supports a biodiverse assemblage of marine life. It covers 115 km of coastline and extends out to four nautical miles to encompass 645 square kilometers of shore and sea. Lindisfarne SPA qualifies by supporting a range of over-wintering wildfowl and waders such as Light Bellied Brent geese (50% world pop), it is also noted for its wintering waterfowl assemblage. The site also qualifies for supporting Annex 1 species little tern, and roseate tern. Farne Islands SPA consists of a group of low-lying islands that support seabird colonies of international importance, including arctic, common and sandwich tern, guillemot and Atlantic puffin as well as a wide range of other seabirds. The Northumberland Coast SPA supports internationally important populations of over-wintering purple sandpiper and turnstone, and a breeding colony of little tern at Beadnell Bay. North Northumberland Dunes SAC has five types of Annex 1 dune habitats. Coquet Island SPA supports the sole colony of rare roseate terns in the UK along with large numbers of auks and gulls. With the nearby Farne Islands SPA it constitutes an important breeding ground for North Sea seabirds.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 1140 Mudflats and sandflats not covered by seawater at low tide ▪ 1160 Large shallow inlets and bays ▪ 1170 Reefs ▪ 8330 Submerged or partially submerged sea caves Annex II species that are a primary reason for selection of this site ▪ 1364 Grey seal (*Halichoerus grypus*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Invasive non-native species ▪ Human induced changes in hydraulic conditions ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish) ▪ Outdoor sports and leisure activities, recreational activities

	▪ Other human intrusions and disturbances
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.

Table B-7 Information about the North Northumberland Dunes SAC

Site Designation Status	North Northumberland Dunes UK0017097
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	The Northumberland Coastal Site Improvement Plan covers the following sites: Berwickshire & Northumberland Coast SAC, Coquet Island SPA, Farne Islands SPA, Lindisfarne SPA, North Northumberland Dunes SAC, Northumbria Coast SPA, and Tweed Estuary SAC. As such there are fully marine, intertidal, saltmarsh and dune areas designated to protect a diverse range of important birds and habitats. The long stretch of coast, over which the designated sites are located, ranges from largely agricultural in the north down to urban and industrial conurbations further south. The Tweed Estuary SAC is a long narrow estuary, with intertidal mudflats and sandflats. The SAC supports a population of both river and sea lamprey with the water quality classified as excellent throughout. The Berwickshire & Northumberland Coast SAC supports a biodiverse assemblage of marine life. It covers 115 km of coastline and extends out to four nautical miles to encompass 645 square kilometers of shore and sea. Lindisfarne SPA qualifies by supporting a range of over-wintering wildfowl and waders such as Light Bellied Brent geese (50% world pop), it is also noted for its wintering waterfowl assemblage. The site also qualifies for supporting Annex 1 species little tern, and roseate tern. Farne Islands SPA consists of a group of low-lying islands that support seabird colonies of international importance, including arctic, common and sandwich tern, guillemot and Atlantic puffin as well as a wide range of other seabirds. The Northumberland Coast SPA supports internationally important populations of over-wintering purple sandpiper and turnstone, and a breeding colony of little tern at Beadnell Bay. North Northumberland Dunes SAC has five types of Annex 1 dune habitats. Coquet Island SPA supports the sole colony of rare roseate terns in the UK along with large numbers of auks and gulls. With the nearby Farne Islands SPA it constitutes an important breeding ground for North Sea seabirds.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 2110 Embryonic shifting dunes ▪ 2120 "Shifting dunes along the shoreline with *Ammophila arenaria* (""white dunes"")" ▪ 2130 "Fixed coastal dunes with herbaceous vegetation (""grey dunes"")" ▪ 2170 Dunes with Salix repens ssp. argentea (*Salicion arenariae)* ▪ 2190 Humid dune slacks Annex II species that are a primary reason for selection of this site ▪ 1395 Petalwort (*Petalophyllum ralfsii*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Outdoor sports and leisure activities, recreational activities

	▪ Pollution to surface waters (limnic & terrestrial, marine & b Invasive non-native species rackish) ▪ Interspecific faunal relations ▪ Changes in biotic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.

Table B-8 Information about the North Pennine Moors SAC

Site Designation Status	North Pennine Moors SAC UK0030033
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	This large, 150,000 hectares area of moorland massif extends 110 km from north to south, between the Tyne Gap (Hexham) and the Ribble-Aire corridor (Skipton). Within the site is an extensive plateau of between 600m and 893m. The varied topography, hydrology, soils and underlying geology has contributed to a high degree of habitat heterogeneity. Vegetation is largely unenclosed heather moorland, either as blanket bog or drier alpine and sub-alpine heaths, with smaller areas of wetland, grassland, and other habitats, including a range of 'minority' habitats e.g. alpine pioneer formations, base-rich flushes, calaminarian grassland. Post-glacial relict flora and fauna are present. At the moorland fringes are areas of enclosed grassland including mountain hay meadows which have been managed at a relatively low level of agricultural intensification and so retain a diversity of meadow species. Bird populations of international importance are present.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 4030 European dry heaths ▪ 5130 Juniperus communis formations on heaths or calcareous grasslands ▪ 7130 Blanket bogs ▪ 7220 Petrifying springs with tufa formation (Cratoneurion) ▪ 8220 Siliceous rocky slopes with chasmophytic vegetation ▪ 91A0 Old sessile oak woods with Ilex and Blechnum in the British Isles Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 4010 Northern Atlantic wet heaths with *Erica tetralix* ▪ 6130 Calaminarian grasslands of the *Violetalia calaminariae* ▪ 6150 Siliceous alpine and boreal grasslands ▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) ▪ 7230 Alkaline fens ▪ 8110 Siliceous scree of the montane to snow levels (*Androsacetalia alpinae and Galeopsietalia ladani*) ▪ 8210 Calcareous rocky slopes with chasmophytic vegetation Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1528 Marsh saxifrage (*Saxifraga hirculus*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Interspecific floral relations ▪ Fire and fire suppression

	▪ Human induced changes in hydraulic conditions ▪ Grazing ▪ Modification of cultivation practices
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.

Table B-9 Information about the Castle Eden Dene SAC

Site Designation Status	Castle Eden Dene SAC UK0012768
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	Castle Eden Dene represents the most extensive northerly native occurrence of Yew (*Taxus baccata*) woods in the UK. Extensive yew groves are found in association with Ash-Elm Fraxinus-Ulmus woodland and it is the only site selected for yew woodland on magnesian limestone in north-east England.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 91J0 *Taxus baccata* woods of the British Isles
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Problematic native species ▪ Forest and Plantation management & use ▪ Air pollution, air-borne pollutants ▪ Invasive non-native species
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats rely

Table B-10 Information about the Durham Coast SAC

Site Designation Status	Durham Coast SAC UK0030140
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	Durham Coast SAC is the only example of vegetated sea cliffs on magnesian limestone exposures in the UK. These cliffs extend along the North Sea coast for over 20 km from South Shields southwards to Blackhall Rocks. Their vegetation is unique in the British Isles and consists of a complex mosaic of paramaritime, mesotrophic and calcicolous grasslands, tall-herb fen, seepage flushes and wind-pruned scrub. Within these habitats rare species of contrasting phytogeographic distributions often grow together forming unusual and species-rich communities of high scientific interest. The communities present on the sea cliffs are largely maintained by natural processes including exposure to sea spray, erosion and slippage of the soft magnesian limestone bedrock and overlying glacial drifts, as well as localised flushing by calcareous water.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 1230 Vegetated sea cliffs of the Atlantic and Baltic Coasts
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Invasive non-native species ▪ Human induced changes in hydraulic conditions ▪ Abiotic (slow) natural processes ▪ Fertilisation ▪ Other human intrusions and disturbances
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which the qualifying natural habitats rely

Table B-11 Information about the Border Mires, Kielder – Butterburn SAC

Site Designation Status	Border Mires, Kielder – Butterburn SAC UK0012923
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	The SAC, with a total area of 11,851.77 ha, straddles Cumbria and Northumberland and contains some of the best examples of deep peat lenses in England. Much of the land has been afforested, although significant areas of high quality original bog remain throughout the forested expanse and these have been selected to represent this habitat type in northern England. The climate is wetter here than in some other parts of northern England, and this is reflected in the composition of the vegetation, which is dominated by species of cottongrass Eriophorum and a reduced cover of heather Calluna vulgaris. The SAC contains very good examples of the Sphagnum-rich cross-leaved heath Erica tetralix and Sphagnum papillosum vegetation type.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 7130 Blanket bogs ▪ 7140 Transition mires and quaking bogs Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 4010 Northern Atlantic wet heaths with *Erica tetralix* ▪ 4030 European dry heaths ▪ 7220 Petrifying springs with tufa formation (*Cratoneurion*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Modification of cultivation practices ▪ Changes in biotic conditions ▪ Air pollution, air-borne pollutants ▪ Human induced changes in hydraulic conditions ▪ Forest and Plantation management & use
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely

Table B-12 Information about the Simonside Hills SAC

Site Designation Status	Simonside Hills SAC UK0030336
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	The Simonside Hills SAC lies on a sandstone-ridge in central Northumberland, and form an iconic part of the landscape of Northumberland National Park. The site is particularly important for the extent of heather moorland forming a mosaic of dry and wet heath, with valley and raised mires on wetter and flatter ground. There are frequent rocky outcrops and it is a popular spot for walking being near to the small town of Rothbury. Whilst a large proportion of the dry heath is managed by rotational burning for red grouse, there are still substantial areas not under active management. Bracken is widely distributed and forms dense stands along certain stream courses, invariably in association with small areas of grassland.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 4030 European dry heaths Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 7130 Blanket bogs
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Modification of cultivation practices ▪ Other human intrusions and disturbances ▪ Outdoor sports and leisure activities, recreational activities ▪ Fire and fire suppression ▪ Invasive non-native species
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of the qualifying natural habitats ▪ The structure and function (including typical species) of the qualifying natural habitats, and, ▪ The supporting processes on which the qualifying natural habitats rely

Table B-13 Information about the Tyne and Allen River Gravels SAC

Site Designation Status	Tyne and Allen River Gravels SAC UK0012816
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	This site in north-east England encompasses the most extensive, structurally varied and species-rich examples of riverine Calaminarian grasslands in the UK. The river gravels contain a range of structural types, ranging from a highly toxic, sparsely vegetated area with abundant lichens through to closed willow/alder Salix/Alnus woodland. In addition, the site is of considerable functional interest for the series of fossilised river channel features. Spring sandwort (*Minuartia verna*) and thrift (*Armeria maritima*) are particularly abundant, and there are several rare species, including Young's helleborine (*Epipactis youngiana*), (recently re-identified as *Epipactus dunensis*.) which has its main UK population at this site. The site is also of great importance for its lichen communities. A number of rare and scarce species are present, including the Red Data Book-listed *Peltigera venosa*.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 6130 Calaminarian grasslands of the *Violetalia calaminariae*
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Air pollution, air-borne pollutants ▪ Invasive non-native species ▪ Biocenotic evolution, succession ▪ Unknown threat or pressure
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats rely

Table B-14 Information about the Tweed Estuary SAC

Site Designation Status	Tweed Estuary UK0030292
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	The Tweed Estuary is a complex estuary, which discharges into the North Sea. It is a long narrow estuary, which is still largely natural and undisturbed, with its water quality classified as excellent throughout. The Tweed is a long narrow estuary with a wide variety of intertidal mudflat and sandflat communities. Sandstell Point, at the mouth of the estuary, is a wide spit of clean mobile sand.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 1130 Estuaries ▪ 1140 Mudflats and sandflats not covered by seawater at low tide Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1095 Sea lamprey (*Petromyzon marinus*) ▪ 1099 River lamprey (*Lampetra fluviatilis*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Outdoor sports and leisure activities, recreational activities ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish) ▪ Other human intrusions and disturbances ▪ Invasive non-native species ▪ Human induced changes in hydraulic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.

Table B-15 Information about the River Tweed SAC

Site Designation Status	River Tweed SAC UK0012691
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Scottish partner organisations have contributed to the development of the Plan and it has therefore been written to cover both English and Scottish parts of the SAC. The River Tweed is the most species-rich example of a river with Ranunculus (sub-type 2) in the north-eastern part of its range. The river has a high ecological diversity which reflects the mixed geology of the catchment. Stream water-crowfoot (Ranunculus penicillatus ssp. pseudofluitans, a species of southern rivers and streams, here occurs at its most northerly location as does fan-leaved water-crowfoot (R. Circinatus), along with river water-crowfoot (R. Fluitans), common water-crowfoot (R. Aquatilis), pond water-crowfoot (R. Peltatus) and a range of hybrids. The river is also designated for Atlantic salmon (Salmo salar), Otter ((Lutra lutra), Sea lamprey (Petromyzon marinus), Brook lamprey (Lampetra planeri) and River lamprey (Lampetra fluviatilis).
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 3260 Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex II species that are a primary reason for selection of this site ▪ 1106 Atlantic salmon (*Salmo salar*) ▪ 1355 Otter (*Lutra lutra*) Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1095 Sea lamprey (*Petromyzon marinus*) ▪ 1096 Brook lamprey (*Lampetra planeri*) ▪ 1099 River lamprey (*Lampetra fluviatilis*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Pollution to groundwater (point sources and diffuse sources) ▪ Invasive non-native species ▪ Human induced changes in hydraulic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely

- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

Table B-16 Information about the North Pennine Dales Meadows SAC

Site Designation Status	North Pennine Dales Meadows SAC UK0014775
Location of European Site	The site is located within the NORTH EAST CA area.
Brief Description of the European Site	The North Pennine Dales Meadows SAC is a series of isolated fields within the higher parts of the enclosed valley bottoms of several north Pennine and Cumbrian valleys. The SAC is comprised of 58 component Sites of Special Scientific Interest (SSSI), which are located across the counties of Cumbria, Durham, Lancashire, North Yorkshire and Northumberland. It contains the major part of the remaining UK resource of mountain hay meadows and purple moor grass meadows, supporting a characteristic herb-rich vegetation unique to the Pennines and other upland areas of Northern England. The fields are part of the agricultural landscape and economy and are managed by summer cutting for hay; and grazing through the rest of the year.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 6520 Mountain hay meadows Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Mowing / cutting of grassland ▪ Fertilisation ▪ Air pollution, air-borne pollutants ▪ Modification of cultivation practices
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely

Table B-17 Information about the River Eden SAC

Site Designation Status	River Eden SAC UK0012643
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	The River Eden is England's finest large river system on limestone and sandstone. The Eden catchment encompasses East Cumbria, from its headwaters in the Yorkshire Dales to its discharge in the Solway Firth Estuary. The designated area of the River Eden includes headwaters running off the Orton block limestone, the North Pennine Moors and the eastern fells of the Lake District. The variation in geology, altitude and flow result in an extremely high number of aquatic plant species, with over 180 species recorded, many uncommon and at the edge of their geographical range. In places on the Eden there still remains natural riparian habitats of wet woodland, sedge swamp and oxbow lakes. The River Irthing in particular supports extensive areas of alder-floodplain woodland and the river shingles that this dynamic habitat forms upon . The Eden is one of the finest rivers in the UK for Atlantic salmon, bullhead and the three lamprey species found in the UK. The limestone streams and the upper main river support an extensive white-clawed crayfish population. Otter is found throughout the catchment. Ullswater, part of the River Eden SAC, is the second largest lake in the Lake District. It is a relatively deep lake, with both oligotrophic and mesotrophic elements to its flora and fauna.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 3130 Oligotrophic to mesotrophic standing waters with vegetation of the *Littorelletea uniflorae* and/or of the Isoëto-Nanojuncetea ▪ 3260 Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation ▪ 91E0 Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion, Alnion incanae, Salicion albae*) Annex II species that are a primary reason for selection of this site ▪ 1092 White-clawed (or Atlantic stream) crayfish (*Austropotamobius pallipes)* ▪ 1095 Sea lamprey (*Petromyzon marinus*) ▪ 1096 Brook lamprey (*Lampetra planeri*) ▪ 1099 River lamprey (*Lampetra fluviatilis*) ▪ 1106 Atlantic salmon (Salmo salar) ▪ 1163 Bullhead (*Cottus gobio*) ▪ 1355 Otter (*Lutra lutra*)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Changes in biotic conditions ▪ Pollution to groundwater (point sources and diffuse sources) ▪ Human induced changes in hydraulic conditions ▪ Cultivation ▪ Invasive non-native species

Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.

Table B-18 Information about the Coquet Island SPA

Site Designation Status	Coquet Island SPA UK9006031
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Off the Northumberland coast is Coquet Island, a vibrant seabird reserve that's home to the UK's only breeding Roseate Terns. It's also an important site for nesting Puffins and Common, Sandwich and Arctic terns.
Qualifying features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ *Sterna dougallii* (Europe - breeding) 93.02% of the GB breeding population 5 year peak mean (2010-2014); ▪ *Sterna hirundo* (Northern/Eastern Europe - breeding) 11.89% of the GB breeding population over a 5 year peak mean (2010-2014); ▪ *Sterna paradisaea* (Arctic - breeding/Southern Oceans - wintering) 2.32% of the GB breeding population over a five year peak mean (2010-2014); ▪ Sterna sandvicensis (Western Europe/Western Africa) 11.82% of the GB breeding population over a 5 year peak mean (2010-2014). ARTICLE 4.2 QUALIFICATION (2009/147/EC): An internationally important assemblage of seabirds. In the breeding season the area regularly supports 47,662 individuals (5 year peak mean 2010-2014) including the 4 species listed above plus: *Fratercula arxtica, Chroicocephalus ridibundus* as main components of the assemblage.
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Invasive non-native species ▪ Other human intrusions and disturbances ▪ Outdoor sports and leisure activities, recreational activities ▪ Interspecific faunal relations ▪ Changes in biotic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.

Table B-19 Information about the Lindisfarne SPA

Site Designation Status	Lindisfarne SPA UK9006011
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Northumberland Marine SPA is located on the Northumberland coast between Blyth and Berwick-upon-Tweed. The coastal parts of the site consist of sandy bays separated by rocky headlands backed by dunes or soft and hard cliffs. There are extensive areas of inter-tidal rocky reef, long sandy beaches at Beadnell, Embleton and Druridge Bay and extensive sand and mud flats at Budle Bay and Fenham Flats at Lindisfarne. Discrete areas of intertidal mudflats and estuarine channels are also included where the site extends into the Aln, Coquet, Wansbeck and Blyth estuaries. The open coast habitats extend into the subtidal zone, where large shallow inlets and bays and extensive rocky reefs are present. Further offshore, soft sediments predominate.
Qualifying features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ *Sterna albifrons* (Eastern Atlantic - breeding) 0.6% of the GB breeding population 5 year mean, 1992-1996 ▪ Sterna dougallii (Europe - breeding) at least % of the GB breeding population Count, as at late 1990s Over winter the area regularly supports: ▪ *Cygnus cygnus* (Iceland/UK/Ireland) 0.9% of the GB population 5 year peak mean 1991/92-1995/96 ▪ *Limosa lapponica* (Western Palearctic - wintering) 5.6% of the GB population 5 year peak mean 1991/92-1995/96 ▪ *Pluvialis apricaria* [North-western Europe - breeding] 2.1% of the GB population 5 year peak mean 1991/92-1995/96 ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports: ▪ *Anas penelope* (Western Siberia/North-western/North-eastern Europe) 0.6% of the population 5 year peak mean 1991/92-1995/96 ▪ *Anser anser* [Iceland/UK/Ireland] 1.4% of the population 5 year peak mean 1991/92-1995/96 ▪ *Branta bernicla hrota* [Svalbard/Denmark/UK] 36.9% of the population 5 year peak mean 1991/92-1995/96 ▪ *Calidris alba* (Eastern Atlantic/Western & Southern Africa - wintering) 0.9% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ *Calidris alpina alpina* (Northern Siberia/Europe/Western Africa) 1.4% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ *Charadrius hiaticula* (Europe/Northern Africa - wintering) 0.3% of the population 5 year peak mean 1991/92-1995/96

	▪ *Clangula hyemalis* (Iceland/Greenland) 0.3% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ *Mergus serrator* (North-western/Central Europe) 0.2% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ Pluvialis squatarola (Eastern Atlantic - wintering) 3.6% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ *Somateria mollissima* (Britain/Ireland) 2% of the population in Great Britain 5 year peak mean 1991/92-1995/96 ▪ *Tadorna tadorna* (North-western Europe) 1.2% of the population in Great Britain 5 year peak mean 1991/92-1995/96
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish) ▪ Invasive non-native species ▪ Changes in biotic conditions ▪ Interspecific faunal relations ▪ Outdoor sports and leisure activities, recreational activities
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.

Table B-20 Information about the Northumbria Coast SPA

Site Designation Status	Northumbria Coast SPA UK9006131
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	The Northumbria Coast Special Protection Area is a European marine site. European marine sites are defined as any part of a European site covered (continuously or intermittently) by tidal waters or any part of the sea in or adjacent to Great Britain up to the seaward limit of territorial waters.
Qualifying features	ARTICLE 4.1 QUALIFICATION (2009/147/EC): During the breeding season the area regularly supports: ▪ *Sterna albifrons* 1.7% of the GB breeding population over 5 year peak mean (1993-1997) and Sterna paradisaea 2.92% of the GB population over 5 year peak mean (2010-2014). ARTICLE 4.2 QUALIFICATION (2009/147/EC): During the wintering season the area regularly supports ▪ *Arenaria interpres* (Western Palearctic - wintering) 2.6% of biogeographic population over 5 year peak mean (1992/3-1996/7). During the wintering season the area regularly supports Caldris maritima 1.6% of biogeographic population over 5 year peak mean (1992/3-1996/7).
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Outdoor sports and leisure activities, recreational activities ▪ Changes in biotic conditions ▪ Interspecific faunal relations ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish) ▪ Other human intrusions and disturbances
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.

Table B-21 Information about the Simonside Hills SPA

Site Designation Status	Simonside Hills SPA UK0030336
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	The Simonside Hills SPA lies on a sandstone-ridge in central Northumberland, and form an iconic part of the landscape of Northumberland National Park.
Qualifying features	ARTICLE 4.1 QUALIFICATION (2009/147/EC): During the breeding season the area regularly supports: ▪ *Sterna dougallii* (Europe - breeding) 1.88% of the GB breeding population in (1985); ▪ *Sterna hirundo* (Northern/Eastern Europe - breeding) 1.69 % of the GB breeding population in (1985); ▪ *Sterna paradisaea* (Arctic - breeding/Southern Oceans - wintering) 3.78% of the GB breeding population over a 5 year peak mean (2010-2014); ▪ *Sterna sandvicensis* (Western Europe/Western Africa) 7.84% of the GB breeding population 5 year peak mean (2010-2014). ARTICLE 4.2 QUALIFICATION (2009/147/EC): An internationally important assemblage of seabirds. In the breeding season the area regularly supports: 163,819 individuals (5 year peak mean 2010-2014) including the 5 species listed above plus: *Fratercula arctica, Phalacrocorax carbo, Phalacrocorax aristotelis* and *Rissa tridactyla*. Site regularly supports *Uria aalge* 1.72% of the aalge biogeographic population over a 5 year peak mean (2010-2014).
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Outdoor sports and leisure activities, recreational activities ▪ Changes in biotic conditions ▪ Other human intrusions and disturbances ▪ Invasive non-native species ▪ Interspecific faunal relations
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.

Table B-22 Information about the North Pennine Moors SPA

Site Designation Status	North Pennine Moors SPA UK9006272
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	This large, 150,000 hectares area of moorland massif extends 110 km from north to south, between the Tyne Gap (Hexham) and the Ribble-Aire corridor (Skipton). Within the site is an extensive plateau of between 600m and 893m. The varied topography, hydrology, soils and underlying geology has contributed to a high degree of habitat heterogeneity. Vegetation is largely unenclosed heather moorland, either as blanket bog or drier alpine and sub-alpine heaths, with smaller areas of wetland, grassland, and other habitats, including a range of 'minority' habitats e.g. alpine pioneer formations, base-rich flushes, calaminarian grassland. Post-glacial relict flora and fauna are present. At the moorland fringes are areas of enclosed grassland including mountain hay meadows which have been managed at a relatively low level of agricultural intensification and so retain a diversity of meadow species. Bird populations of international importance are present.
Qualifying features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ *Circus cyaneus* 2.2% of the GB breeding population Count as at 1993 and 1994 ▪ *Falco columbarius* 10.5% of the GB breeding population Estimated population ▪ *Falco peregrinus* 1.3% of the GB breeding population Count as at 1991 ▪ *Pluvialis apricaria* [North-western Europe - breeding] at least 6.2% of the GB breeding population Estimated population
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Reduced fecundity/ genetic depression ▪ Grazing ▪ Fire and fire suppression ▪ Hunting and collection of wild animals (terrestrial), including damage caused by game (excessive density), and taking/removal of terrestrial animals (including collection of insects, reptiles, amphibians, birds of prey, etc., trapping, poisoning, poaching, predator control, accidental capture (e.g. due to fishing gear), etc.) ▪ Human induced changes in hydraulic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features

- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Table B-23 Information about the Holburn Lake and Moss SPA

Site Designation Status	Holburn Lake and Moss SPA UK9006041
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Holburn Lake and Moss SPA, which is situated inland in rural east Northumberland, is an important winter roost for Greylag geese Anser anser. The habitat used by the geese on the site is restricted to Holburn Lake, although the site also includes lowland raised bog and upland heath which are not used by the geese. Greylag geese also make use of open-water habitat on nearby land which is not covered by the SPA designation.
Qualifying features	ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports: ▪ *Anser answer* [Iceland/UK/Ireland] 2.2% of the population 5 year peak mean 1991/92-1995/96
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Abiotic (slow) natural processes ▪ Human induced changes in hydraulic conditions ▪ Changes in biotic conditions
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.

Table B-24 Information about the Irthinghead Mires Ramsar Site

Site Designation Status	Irthinghead Mires Ramsar site UK11032
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	A composite site embracing seven separate areas of mire near the Irthing River's source. The site displays internationally important examples of blanket mire, a notable variety of mosses, and typical mire vegetation. It supports breeding waders, several rare plants, and a rare spider. The mires appear to be gradually drying-out as a result of nearby afforestation.
Qualifying features	Ramsar criterion 1 Supports an outstanding example of undamaged blanket bogs which are characteristic of the vegetation of upland north-western Britain. Most English (and many Scottish) blanket bogs have been extensively degraded by afforestation, burning, agricultural drainage and overgrazing. The Irthinghead Mires are one of few examples of this vegetation type in a near-natural state. There is also good representation of different topographic mire type and surface patterning. Ramsar criterion 2 A notable variety of Sphagnum mosses. Ramsar criterion 3 Butterburn Flow several rare plants, whilst a rare spider, Eboria caliginosa, has been recorded at Coom Rogg Moss.
Vulnerabilities of the European Site	None recorded
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites.

Table B-25 Information about the Holburn Lake and Moss Ramsar Site

Site Designation Status	Holburn Lake and Moss Ramsar site UK11030
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	An artificial lake and island supporting reedbeds and adjacent mire areas supporting various species of typical mire vegetation. The lake is a roosting site for internationally important numbers of geese.
Qualifying features	Ramsar criterion 1 The site is a nationally rare example of a lowland raised mire. Ramsar criterion 3 The site is an important winter roost site for greylag geese, of which the entire Icelandic race winters in Britain. Ramsar criterion 4 Regularly visited by large flocks of mallard Anas platyrhynchos, wigeon Anas penelope and teal Anas crecca, provides an inland roost for coastal wildfowl during unfavourable weather conditions. A few pairs of shelduck Tadorna tadorna, shoveler Anas clypeata and tufted duck Aythya fuligula regularly breed here. Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in winter: ▪ Greylag goose (*Anser anser answer)*, Iceland/UK, Ireland 2150 individuals, representing an average of 2.4% of the population (Source period not collated)
Vulnerabilities of the European Site	None recorded
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites, therefore the conservation objectives for Holburn Lake and Moss SPA have been referenced.

Table B-26 Information about the Lindisfarne Ramsar Site

Site Designation Status	Lindisfarne Ramsar site UK11036
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Extensive intertidal flats, with a large area of saltmarsh, a major sand dune system with well-developed dune slacks supporting beds of Zostera. The slacks provide food for an internationally important flock of wintering geese, *Branta bernicla hrota* (2,428), of the Spitzbergen breeding population. Various species of ducks and geese winter in internationally important numbers regularly exceeding 20,000 individuals. The site is of national importance for breeding terns. The dune systems support a rich flora and diverse invertebrate fauna. Tourism attracts up to 750,000 visitors annually.
Qualifying features	Ramsar criterion 1 This site contains extensive intertidal flats, together with a large area of saltmarsh, and major sand dune system with well developed dune slacks. Ramsar criterion 5 Assemblages of international importance: Species with peak counts in winter: ▪ 44970 waterfowl (5 year peak mean 1998/99-2002/2003) Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: ▪ Light-bellied brent goose, *(Branta bernicla hrota*), Svalbard 2799 individuals, representing an average of 55.9% of the population (5 year peak mean 1998/9-2002/3) ▪ Eurasian wigeon (*Anas Penelope*), NW Europe 10857 individuals, representing an average of 2.6% of the GB population (5 year peak mean 1998/9-2002/3) ▪ Ringed plover (*Charadrius hia*ticula) Europe/Northwest Africa 114 individuals, representing an average of 0.3% of the GB population (5 year peak mean 1998/9-2002/3 - spring peak) ▪ Common redshank (*Tringa totanus tetanus*), 1572 individuals, representing an average of 1.3% of the GB population (5 year peak mean 1998/9-2002/3) Species with peak counts in winter: ▪ Greylag goose (*Anser anser answer*), Iceland/UK, Ireland 750 individuals, representing an average of 0.9% of the GB population (5 year peak mean for 1995/6-1999/2000) ▪ Bar-tailed godwit (*Limosa lapponica lapponica*), W Palearctic 3757 individuals, representing an average of 3.1% of the population (5 year peak mean 1998/9-2002/3)

Vulnerabilities of the European Site	The site is vulnerable to: ▪ Introduction/invasion of non-native animal species
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites, therefore the conservation objectives for Lindisfarne have been referenced.

Table B-27 Information about the Teesmouth and Cleveland Coast Ramsar Site

Site Designation Status	Teesmouth and Cleveland Coast Ramsar site UK11068
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	An estuary, highly modified by human activities, encompassing a range of habitats including sand and mud flats, rocky shore, saltmarsh, freshwater marsh, and sand dunes. Nationally and internationally important numbers of various species of waterbirds stage and winter at the site. The site supports a rich assemblage of invertebrates, including seven nationally rare species. Human activities include recreation, hunting, and fishing.
Qualifying features	Ramsar criterion 5 Assemblages of international importance: Species with peak counts in winter ▪ 9528 waterfowl (5 year peak mean 1998/99-2002/2003) Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: ▪ Common redshank (*Tringa totanus tetanus*), 883 individuals, representing an average of 0.7% of the GB population (5 year peak mean 1998/9-2002/3) Species with peak counts in winter: ▪ Red knot (*Calidris canutus islandica*), W & Southern Africa (wintering) 2579 individuals, representing an average of 0.9% of the GB population (5 year peak mean 1998/9-2002/3)
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Eutrophication
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites.

Table B-28 Information about the Northumbria Coast Ramsar Site

Site Designation Status	Northumbria Coast Ramsar site UK11049
Location of European Site	The site is located within the North East CA area.
Brief Description of the European Site	Comprises several discrete sections of rocky foreshore between Spittal, in the north of Northumberland, and an area just south of Blackhall Rocks in County Durham. These stretches of coast regularly support internationally important numbers of purple sandpiper (Calidris maritima) and turnstone (Arenaria interpres, 1739 individuals, 2.6 % of the Eastern Atlantic Flyway population). The Ramsar site also includes an area of sandy beach which supports a nationally important breeding colony of little tern and parts of three artificial piers which form important roost sites for purple sandpiper. The 96% of the site composed of Wetland Type D (rocky marine shore) includes cliffs, crags/ledges, intertidal rock, open coast (including bay), and pools and assists in shoreline stabilization, dissipation of erosive forces, and sediment trapping. Little terns are vulnerable to disturbance by tourists in the summer causing reduced breeding success, and the National Trust employs wardens in summer to protect the little tern colony. A range of recreational activities takes place along the coast, including walking, camping, sea angling, birdwatching, and water sports (water skiing, sailing, windsurfing and canoeing). Birdwatching is particularly popular at Druridge Bay. In addition to many day trippers who come to the site, a sizeable population of summer visitors stay in caravan parks and other accommodation along the coast.
Qualifying features	Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species regularly supported during the breeding season: ▪ Little tern (*Sterna albifrons albifrons*), W Europe 43 apparently occupied nests, representing an average of 2.2% of the GB population (Seabird 2000 Census) Species with peak counts in winter: ▪ Purple sandpiper (*Calidris maritima maritima*), E Atlantic -wintering 291 individuals, representing an average of 1.6% of the GB population (5 year peak mean 1998/9-*2002/3)* ▪ *Ruddy turnstone (Arenaria* interpres interpres), NE Canada, Greenland/W Europe & NW Africa 978 individuals, representing an average of 1% of the population (5 year peak mean 1998/9-2002/3)
Vulnerabilities of the European Site	None recorded
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites.

Table B-29 Information about the Tyne and Nent SAC

Site Designation Status	Tyne and Nent SAC UK0030293
Location of European Site	970 m west of the North East CA boundary.
Brief Description of the European Site	Tyne and Nent calaminarian grasslands are anthrpomorphic in origin, and have been formed by the rivers Tyne and Nent depositing former mining debris/spoil on riverbanks and floodplains. The term 'calaminarian' refers to these deposits that contain high concentrations of heavy metals- typically copper, lead, zinc and cadmium. The impact of the deposition is the formation of vegetation communities that show high tolerance to the polluted mine spoil, or at least can grow without the competition that they would otherwise receive in more mesotrophic grassland. Hence, sparsley vegetated habitats evolve which have species such as alpine pennycress, scurvygrass, thrift, and spring sandwort amongst others. Lichens may also be a feature of these habitats.
Qualifying features	Annex I habitats that are a primary reason for selection of this site ▪ 9180 *Tilio-Acerion* forests of slopes, screes and ravines
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Air pollution, air-borne pollutants ▪ Interspecific floral relations ▪ Forest and Plantation management & use
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats, and, ▪ The supporting processes on which qualifying natural habitats rely

Table B-30 Information about the Farne Islands SPA

Site Designation Status	Farne Islands SPA UK9006021
Location of European Site	2.45 km east of the North East CA boundary.
Brief Description of the European Site	The Farne Islands are a group of rocky Islands stretching from between 2.4 to 7.6 km offshore. The islands are rocky plateaus formed from Whin Sill rock, the total area of all the islands is 101 ha consisting of 15 – 20 islands depending on tide, they are split into the Inner Farnes and the Outer Farnes. The botanical interest is limited but the islands are famous as a breeding ground for grey seal and as a seabird nesting colony.
Qualifying features	ARTICLE 4.1 QUALIFICATION (2009/147/EC) During the breeding season the area regularly supports: ▪ Roseate tern *Sterna dougallii (Europe - breeding) 1.88% of the GB breeding population in (1985);* ▪ Common tern *Sterna hirundo (Northern/Eastern Europe - breeding) 1.69 % of the GB breeding population in (1985);* ▪ Arctic tern *Sterna paradisaea (Arctic - breeding/Southern Oceans - wintering) 3.78% of the GB breeding population over a 5 year peak mean (2010-2014);* ▪ Sandwich tern *Sterna sandvicensis (Western Europe/Western Africa) 7.84% of the GB breeding population 5 year peak mean (2010-2014).* *ARTICLE 4.2 QUALIFICATION (2009/147/EC):* *An internationally important assemblage of seabirds.* *In the breeding season the area regularly supports 163,819 individuals (5 year peak mean 2010-2014) including the 5 species listed above plus: Fratercula arctica, Phalacrocorax carbo, Phalacrocorax aristotelis and Rissa tridactyla.* *Site regularly supports Uria aalge 1.72% of the aalge biogeographic population over a 5 year peak mean (2010-2014).*
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Outdoor sports and leisure activities ▪ Changes in biotic conditions ▪ Other human intrusions and disturbances ▪ Invasive non-native species ▪ Interspecific faunal relations
Conservation Objectives of the European Site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely

- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Table B-31 Information about the Din Moss – Hoselaw Loch Ramsar Site

Site Designation Status	Din Moss – Hoselaw Loch Ramsar site
Location of European Site	3.2 km north of North East CA boundary.
Brief Description of the European Site	A small freshwater lake with associated fen and raised mire that provides a roosting site for internationally important numbers of wintering geese (2,008) from the Icelandic breeding population. Human activities include bird hunting on nearby lands.
Qualifying features	Ramsar criterion 6 – species/populations occurring at levels of international importance Qualifying Species/populations (as identified at designation): Species with peak counts in winter: ▪ Pink-footed goose (*Anser brachyrhynchus*), Greenland, Iceland/UK 1180 individuals, representing an average of 0.4% of the population (5 year peak mean 1991/92-1995/96) ▪ Greylag goose (*Anser anser*), Iceland/UK, Ireland 2054 individuals, representing an average of 2.3% of the population (Source period not collated)
Vulnerabilities of the European Site	None reported.
Conservation Objectives of the European Site	Conservation objectives are not available for Ramsar sites, therefore the conservation objectives for Din Moss – Hoselaw Loch SPA have been referenced.

Table B-32 Information about the Din Moss – Hoselaw Loch SPA

Site Designation Status	Din Moss – Hoselaw Loch SPA UK9004291
Location of European Site	3.2 km north of North East CA boundary.
Brief Description of the European Site	Hoselaw Loch is a shallow, naturally nutrient-rich loch. Towards the south west end of the loch is Din Moss, one of the largest and most intact areas of raised bog in the Scottish Borders. The loch is used by overwintering wildfowl, particularly pink-footed geese.
Qualifying features	ARTICLE 4.2 QUALIFICATION (2009/147/EC) Over winter the area regularly supports: ▪ *Anser anser*: over 3% of the Iceland/UK/Ireland population no count period specified: ▪ *Anser brachyrhynchus* over 1% of the Eastern Greenland/Iceland/UK population no count period specified.
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Changes in biotic conditions ▪ Other forms of pollution ▪ Renewable abiotic energy use
Conservation Objectives of the European Site	To avoid deterioration of the habitats of the qualifying species (listed below) or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: ▪ Population of the species as a viable component of the site ▪ Distribution of the species within site ▪ Distribution and extent of habitats supporting the species ▪ Structure, function and supporting processes of habitats supporting the species ▪ No significant disturbance of the species

Table B-33 Information about the Langholm - Newcastleton Hills SPA

Site Designation Status	Newcastleton Hills SPA UK9003271
Location of European Site	9.1 km west of the North East CA boundary
Brief Description of the European Site	This 7,544 ha SPA regularly supports a breeding population of hen harrier although this has fallen in recent years.
Qualifying features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ *Circus cyaneus* 2.7% of the GB breeding population Count as at 1994-1998
Vulnerabilities of the European Site	The site is vulnerable to: ▪ Interspecific faunal relations ▪ F03 Hunting and collection of wild animals (terrestrial), including damage caused by game (excessive density), and taking/removal of terrestrial animals (including collection of insects, reptiles, amphibians, birds of prey, etc., trapping, poisoning, poaching, predator control, accidental capture (e.g. due to fishing gear), etc.) ▪ Other ecosystem modifications ▪ Grazing
Conservation Objectives of the European Site	To avoid deterioration of the habitats of the qualifying species (listed below) or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: ▪ Population of the species as a viable component of the site ▪ Distribution of the species within site ▪ Distribution and extent of habitats supporting the species ▪ Structure, function and supporting processes of habitats supporting the species ▪ No significant disturbance of the species

Appendix C. Screening Assessment Tables

C.1 Policy Screening Table

Policy	Policy Proposal	LSE	Justification
Planning journeys/informing users/ supporting customers			
1) Information, help, or assistance should be easily available and accessible to everyone before, during, and after a journey.	Information provided on our integrated transport network should be reliable, helpful, consistent, clear, accessible to all, and should be available for every stage of the door-to-door journey. It should also be able to be adapted to suit the individual needs, meeting the varied requirements of people and freight. This should ensure customers feel supported throughout their journey. There should be more joined-up information informing users about station facilities, and how to access hubs and interchanges by different types of transport. Enhanced levels of information should make it easier for residents and visitors to travel to and from stations, tourism assets, and employment centres by sustainable transport. Technology should continuously evolve and improve the customer experience, remaining easy to use, intuitive, and engaging for everyone. People should be able to easily contact the network to raise queries or feedback compliments, regardless of the transport type. Feedback from network users should be responded to promptly and clearly. At the end of the journey, people should still be able to interface with the network if they need to do so and people should find it easy to offer feedback about their experience. People should receive a considered and appropriate response to all queries, complaints, and comments. Customer support for an integrated network should include everything users need to support them in making a journey, such as information, ticketing, the ability to make complaints, and to report and retrieve lost property.	**No**	Policy will not lead to development as it is focussed on improving customer information through the use of technology.

Policy	Policy Proposal	LSE	Justification
2) Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people.	People should be informed about how their journey is progressing, and each step should be simple to navigate, improving the customer experience. As people navigate the network signage should be easy to follow and technological prompts should be available, all of which will continue to evolve as technology develops over time. Information provision should include comprehensive detail informing users of services and facilities which are available on the network. For example, there should be live information showing the number of available car park spaces, park and ride spaces, the number of available cycle hires docked, cycle storage spaces, as well as the number of available charge points for electric vehicles. Live journey updates should include live information across all forms of transport, highlighting journey times, roadworks, disruption, delays, and congestion. If disruption does occur during a journey, people should be presented with alternative solutions. This should also help support the movement of freight. The integrated network should provide a new app so that users can better plan journeys. As technology advances, the network should offer personalised journey updates and alert systems. People should be informed via live journey information if their usual bus is running late, there is disruption on their route or if a connecting service is running late, and the time it can be expected arrive. Journey updates should also include relevant information on onward journeys. Data from our Urban Traffic Management and Control (UTMC) systems should be increasingly used to provide up-to-date and accurate information directly and instantaneously to vehicles, so people are aware of issues as they happen such as road accidents, roadworks, lane closures, diversions, traffic signal faults, and impacts of extreme weather. UTMC systems should also be used to enable bus services to run to timetable and be more punctual. Our transport network should be actively managed with live journey data being centrally processed to enhance coordination and consistency, not only allowing information sharing, but also interactively changing the way our network performs through traffic signals on our highways, also improving the efficient flow of freight.	**No**	Policy will not lead to development as it is focussed on improving customer information through the use of technology.

Policy	Policy Proposal	LSE	Justification
	Open data should be used to improve journey planning and improve live journey information for people.		
3) The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	The integrated network should be a quality product which should help people to make greener journeys. A range of impactful education, campaigning, marketing, and other tools should be used to promote the network. This should include advising people where to go to find information to help them plan and make a journey.	**No**	Policy will not lead to development as it is focussed on improving customer experience.
Ticketing and fares			
4) Fares and tickets should be as simple and easy to use as possible. Better integrated ticketing and fares should mean easier journeys. Fare structures and pricing should be convenient and simple with unnecessary complexities being removed.	There should be simple fare bands which are affordable. This should include fare capping with a maximum daily, and weekly fare charge regardless of the number of journeys made. This should also include initiatives for children and young people to ensure fares are affordable, helping to reduce child poverty in the region. There should be a specific focus on offering great value ticketing and fares products which help people reach education or new employment opportunities previously beyond their reach. In addition to this, there should be specific initiatives to support people getting back into work or training. Ticketing products and payment methods should allow seamless travel across different types of transport, without the need to purchase separate tickets for each part of a journey, including park and ride, electric vehicle charging, public transport, and cycle hire. The Pop Card should be expanded beyond bus and Metro so it can also be used on local rail services. There should be a range of payment methods that can be used to support people who don't use a smart phone or have access to online banking. People should be able to tap in and out at the start and end of a journey, simplifying payment, and further technological advancements should enhance this experience	**No**	The policy is aimed at affordability for users and in itself will not lead to development.

Policy	Policy Proposal	LSE	Justification
	by making payment even more seamless. A fully integrated public transport system should mean making one payment. Rewards and incentives should be considered within the network, whereby active travel and public transport use is rewarded. Ticketing and fares initiatives should also support and promote the North East's tourism assets, making sustainable travel more convenient for tourists visiting our region. Our ticketing and fare's structure should be perceived as fair, supporting the North East CA vision and commitments.		
5) People should be able to travel across the whole region, between rural and urban areas, incorporating bus, Metro, rail, and the Shields Ferry without needing to buy multiple tickets and with payment methods that enable seamless travel.	Unified ticketing and fares should enable people to use a single ticket or payment across different types of transport, making the network simple to use. The ability to make seamless journeys through easy ticketing and payment should be a key feature of the integrated network. Ticketing and payments should also integrate with wider transport services such as EV charging, Park and Ride, car clubs, and cycle and e-scooter hire, enabling network users to plan and pay for their entire door to door journey through a single offer and platform. Integrated fares and ticketing should make it easier for people travelling to and from our region's national and international gateways, such as Newcastle International Airport, Port of Tyne's International Passenger Terminal, and mainline railway stations.	**No**	The policy is aimed at affordability for users and in itself will not lead to development.
Reach and resilience of infrastructure			
6) The geographical reach of the integrated transport network should extend into	The reach of the integrated transport network should be expanded, connecting people to towns, cities, employment, education, housing growth, and essential services.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy	Policy Proposal	LSE	Justification
every community of the North East, including our rural and coastal areas.	The coverage of our public transport network should increase throughout our region, regardless of the type of location, in terms of operation times and locations served. Bus services should be improved to support region-wide efforts to address our region's economic, environmental and health challenges, enabling more people to access work and training opportunities. In addition to this, the North East CA should also work with the area's local authorities to support and maximise existing bus routes. Rail partnerships should be established to meaningfully influence and shape local rail services and investment decisions that affect our communities, enhance the reach and resilience of the network and further integration with the Tyne and Wear Metro. Expanding the reach of the network should also enable seamless access to our key gateways such as Newcastle International Airport, sea ports and national rail services. There should be no "one size fits all' approach to the network, ensuring the needs of people living in rural areas are taken into account, helping to address transport related social exclusion (TRSE). For example, the network should have flexible, demand responsive transport, community transport, mobility hubs, and services feeding into stations and interchanges. Examples of new services that could be made available across the region include bike hire (including electric bikes), car hire and sharing (car clubs), 'Mobility as a service' (MAAS) where digital transport service platforms enable users to access, pay, and get live journey information on a range of public and private transport options and sharing opportunities for freight and other transport. In addition to this, our current cycle network should be expanded so it covers more of the region, including our rural communities. Our integrated transport network should include 'mobility hubs': visible, safe, and accessible spaces where public transport and active travel are co-located alongside improvements to the public realm, along with community facilities.		

Policy	Policy Proposal	LSE	Justification
	There should be a clear 'look and feel' of the network highlighting its comprehensive reach across the North East. Park and ride provision should be comprehensive. There should be more park and ride provision in our rural areas and remote coastal communities to help link our residents and visitors to the public transport elements of the network. The North East CA should seek to continue to develop the future Metro and local rail network for more stations and future expansion plans. ***How do we get there? – The Leamside Line*** *Proposals to reopen the Leamside Line and expand the reach and resilience of our Metro network are included as part of the LTP delivery plan.* *The full reopening of the Leamside Line in the North East is an integral part of any national programme to upgrade capacity on the East Coast Main Line (ECML). By diverting slow-moving freight traffic, it would enable up to nine passenger trains per hour to run on the congested section of the ECML between Newcastle and Northallerton. This provides the ECML with much-needed capacity, allowing for the exp*ansion of long-distance rail connections between London and Edinburgh via the North East. **Taking Metro to Washington** The Leamside Line would also provide direct access to the region's rail and Metro network for communities in Washington, Penshaw, West Rainton, Ferryhill, and Fencehouses. Some of these areas suffer from high levels of deprivation, and fast new connections into Newcastle and beyond would help foster economic growth and social inclusion. *To date, the North East CA has utilised a combination of its own funding and government grants to develop a business case for the full Leamside Line. In partnership with Nexus, we have also progressed the extension of the Tyne and Wear Metro to Washington using the northern section of the Leamside alignment.* *However, a project of this scale and transformational impact will ultimately require access to central Government funding streams. We are therefore calling on the Government to take the full restoration of the Leamside Line forward as a national*		

Policy	Policy Proposal	LSE	Justification
	project, with input from the North East CA as a local partner, as part of a long-term programme to future-proof the ECML.		
7) To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	New employment sites and housing should have strong sustainable travel links, such as public transport and active travel. New development such as housing or businesses should also be served by a range of high-quality walking, wheeling and cycling links. Sustainable transport provision should be an integral part of any new development. There should be enhanced infrastructure to improve freight connectivity and delivery services. For example, improving road freight movements into and out of Newcastle International Airport and our five seaports. Routes, services, and infrastructure should also directly connect communities to large employment sites, urban centres, out of town business parks, rural coastal communities, and village centres. Expanding the reach of the integrated network into every community should be developed through engaging with communities to ensure that elements of the network properly meet local needs and circumstances. There should be a full review of public transport accessibility as early as possible which will inform where there are gaps and where improvements need to be made. The results from the accessibility review should be used to set out how to make sure all bus and Metro stops are accessible to disabled people, for example, and that transport staff are provided with Disability Equality training.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
8) Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities,	More people should be able to access sustainable transport, reducing reliance on cars. People of all ages, especially those without access to a car should benefit from enhanced reach and connectivity of the network. Public transport services should start earlier and end later.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy	Policy Proposal	LSE	Justification
enhancing the reach of the network.			
9) There should be strong transport connectivity beyond our boundaries for both people and freight.	More freight should travel sustainably by rail. Our region should have a Strategic Rail Freight Interchange (SRFI) to enable intermodal rail freight services to and from our region. There should be a fair allocation of rail network capacity for both passenger and freight services. Our region should have a defined Key Route Network (KRN) to support the movement of people and goods, provide direct connections to major transport interchanges and to proposed new development sites. It will also consider which roads in the region are most important for regional road-based freight movements. Given regional investment priorities for the Major Road network (MRN) are set by Transport for The North (TfN), the North East CA should work with TfN to make the case for investment in the North East and ensure there is a clear route to mitigation of the carbon impacts of its programme.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
10) Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	Cycle and walking routes should be joined-up and link together public transport stations, interchanges, and other locations such as key tourist attractions, employment sites, education, essential services, new housing developments, and access to green spaces. There should be wide, segregated, and well-maintained pedestrian infrastructure with reduced street clutter, dropped kerbs, ramp access provision where needed, and other inclusive infrastructure such as well-designed crossing points. Where possible, in rural areas active travel links between neighbouring areas, services and public transport interchanges should be improved and these routes should have high levels of infrastructure maintenance. The region should have an affordable and accessible regional cycle hire scheme, also offering electric bikes. This could support first and last mile journeys and help expand the reach of the network.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
11) The network should be able to deal with	Investment should be made in existing and new services and infrastructure to ensure it is resilient and capable of providing a punctual and reliable service.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is

Policy	Policy Proposal	LSE	Justification
disruptions, accidents, and extreme weather more effectively.	Our highways should be managed in a way that provides the best possible improvements for all users within the resources that are available. Prioritising safety enhancements, regular maintenance for all users, including people and freight, should help to improve the resilience of roads. Resilience should also be a key factor for further improvements to our region's public transport offer and for enhancing the current public transport facilities, including through regular maintenance. Potholes and surface imperfections on our roads should be addressed and drainage should be regularly maintained to mitigate flooding. Public transport in our region should be more reliable and able to cope better with different types of weather and where there is a fault or issue on part of the system. Our region should be able to effectively secure maintenance funding for different types of infrastructure which make up the transport network. ***How do we get there? – Metro signalling*** *The signalling system used by the Metro to control the safe movement of trains across the network is in urgent need of replacement.* *Failure to invest in this project will result in increased failures of the signals which would impact reliability, increase delays, and reduce the attractiveness of Metro as a public transport option. In the long-term would result in sections of track being removed from use for a passenger service.* *To overcome these issues, there is a pressing need for a new signalling system from 2030. A main priority will be to develop the business case to replace the signalling system for the Metro network to ensure work can commence on replacing this critical asset by 2025 which will enable plans to expand the Metro network and to deliver a more resilient and efficient Metro network.* *A new signalling system to replace the current, outdated system to allow Metro to continue to operate safely, linking with capacity enhancements and expansion of the Metro network is included as part of the delivery plan.* Our region should have a clear strategy to maintain and improve our transport assets, such as a Transport Asset Management Plan (TAMP), which should deliver		a potential risk of an LSE subject to design and location.

Policy	Policy Proposal	LSE	Justification
	strategic investment in our network focusing on long term asset performance and reduced liability for future generations. ***How do we get there? – A19 junctions north of Newcastle*** *The A19 is a vital route connecting the North East with our border regions, the wider UK, as well as to our international links. It is also a key link for many of the North East's important employment and economic growth sites. Lack of capacity is a significant issue at the junctions north of Newcastle: Moor Farm and Seaton Burn. These pitch points generate congestion, worsen air quality, result in unreliable journey times, and hold back our region's economic growth.* *National Highways (NH) is the government-owned company that operates, maintains, and improves the strategic road network (SRN). The North East has been calling on NH to address these issues urgently.* ***How do we get there? – A1 Morpeth to Ellingham*** *A1 in Northumberland between Morpeth and Ellingham is currently suffering with congestion and safety problems. The planned project of dualling this section of road has been stalled many times at significant costs before it was finally confirmed in May 2024.* *National Highways need to deliver on this project at pace and without the delays and postponements that have held up delivery of this important scheme for the North East in recent years.* *For the resilience of our strategic road network to meet the needs of its users it is vital that the existing single lane sections of the A1 between Ellingham and Morpeth in Northumberland are dualled and that junction improvements on the A19 north of Newcastle take place. This will help address congestion, improve journey time reliability, and unlock growth opportunities.* Both of these regional interventions are included as part of the LTP delivery plan. We should continue the fight to secure the backing needed to dual the A1 to Scotland. Community engagement should take place to ensure that the network quality meets the needs of all its people.		

Policy	Policy Proposal	LSE	Justification
12) Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	Our Strategic and Key Route Network (KRN) should have a built-in resilience. For example, there should be high standards of drainage, lighting, highway surface materials and road conditions. This should allow our region's road network to serve the needs of our region to 2040. Our UTMC centres should be used to make the integrated transport network more resilient. For example, using Intelligent Transport Systems (ITS) to improve the flow of traffic.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
13) Charging infrastructure for Zero Emission Vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	People should be able to conveniently and reliably charge their electric vehicles using a public charge point wherever they need to regardless of whether they live in urban, sub-urban, or rural locations. Public charge point infrastructure should cover remote rural communities with lower levels of utilisation and urban areas with high deprivation and low car ownership to ensure comprehensive provision. There should be more publicly available EV charging infrastructure throughout our region, including comprehensive coverage at hubs on major routes and at visitor destinations. The provision of rapid EV charging hubs should be supported on major routes and visitor destinations. Electric vehicle charging should become part of everyday life, just like refuelling a petrol or diesel car or van. ZEV infrastructure should not be only limited to electric vehicle charging, the development of hydrogen as an alternative zero emission fuel for heavy transport (large vans, heavy goods vehicles, buses, and trains), should have advanced further and form part of the integrated network.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
14) Capacity should be boosted	Investing in long distance transport infrastructure increasing the capacity and resilience of the East Coast Main Line and Durham Coast Line should improve our	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is

Policy	Policy Proposal	LSE	Justification
on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	region's connectivity. There should also be improved local rail connectivity on the ECML north of Newcastle. Improved national rail links should also enable the North East to welcome new businesses and organisations to be based here. ***How do we get there? – Improving East Coast Main Line (ECML) capacity and resilience*** *The East Coast Main Line (ECML) capacity has been a consistent area of focus in the North East's engagement with Government, Network Rail and Transport for the North.* *The single most significant barrier to improving the external rail connectivity of the North East is the ECML reducing from four tracks to two between Northallerton and Newcastle which means that only 6 trains per hour can run from and to the North East on this section. Also, on the ECML corridor to Edinburgh having few locations where long-distance services can overtake slow-moving freight, limits growth in potential rail connections.* *Without major upgrades in the North East and elsewhere, the ECML will be unable to meet these future demands.* *The LTP delivery plan identifies the need to fast-track capacity upgrades to the ECML in the North East, including an intervention to release capacity for more trains to/from London without disrupting existing passenger and freight flows.* More people should be able to travel sustainably to and from our region's international gateways from right across the North East, benefitting residents, businesses, and tourists. There should be strategic investment in our transport links (surface access) to and from all areas of the North East to our five seaports and the airport to support the sustainable movement of both passengers and freight. New technologies should be trialled and introduced, unlocking investment opportunities, enabling freight to be delivered in new ways. There should be reduced journey times for the movement of people, and goods between freight centres in our region, those across the UK, and international gateways.		a potential risk of an LSE subject to design and location.

Policy	Policy Proposal	LSE	Justification
Safety, especially of women and girls, and other improvements in service quality			
15) There should be clear and effective channels through which to report harassment and violence against women and girls on the network.	Awareness should be raised of the channels available for women and girls to report any concerns they may have when travelling on the transport network; these channels should be accessible to all. This should include support for those who feel vulnerable before, during, or after journeys and should outline the short and long-term support available. Detailed guidance should be provided on what to do, and who to contact if anyone feels unsafe, concerned, or if they are a victim of an incident when using the network. This guidance should be developed in collaboration with women and girls to ensure it addresses the relevant issues and helps to build trust that reporting of incidents will lead to an effective outcome. Women and girls should be confident that the channels through which they report problems ensure that they are heard, provide confidence that action will be taken, and inform them of any outcomes that come from reporting. There should also be active encouragement for other passengers witnessing a situation to report it to network operators so that action can be taken. Improved reporting of incidents and concerns should help to identify the types of issues and the scale of the problem, helping to ensure that targeted action can be taken, and resources can be appropriately allocated.	**No**	The scheme will not lead to development.
16) Targeted action should be taken and resources should be assigned to prevent violence against women and girls on the region's transport network. This should cover preventing	There should be a zero-tolerance policy towards hate crime, anti-social behaviour of any kind or harassment on public transport towards passengers and staff. Resources should be targeted to ensuring the prevention of offences against women and girls, improving both safety but also people's perceptions of safety and security. This should include measures directly on the transport network but should also look to target the root causes of issues and educate people. Additional CCTV, enhanced security on the network and body worn cameras should be widespread to prevent issues before they occur and play a role in catching perpetrators and bringing them to justice. Beyond this however, they should provide reassurance to passengers. Resources should be targeted on areas identified by	**No**	The policy is aimed at improving safety, whilst additional CCTV may be erected this would not cause an LSE.

Policy	Policy Proposal	LSE	Justification
offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	women and girls in the region as feeling unsafe. This should include days of action to offer a presence in response to identified higher rates of incidents, or circumstances that may lead to the possibility of a higher rate of incidents across the transport network. Enhanced training should be provided to staff across the network to help prevent and manage violence against women and girls and provide reassurance. Gaps in current training and safety practices should be identified and filled. There should be greater levels of professional and friendly staffing presence to improve safety, and perceptions of safety, on the public transport element of the integrated network. There should also be close partnership working with the police to maintain a safe network. Additionally, there should be efforts taken to change behaviour and try to prevent the early causes of violence against women and girls on the transport network and improve safety. This should look to show people how to be active bystanders and provide awareness of inappropriate behaviour and attitudes to help prevent issues from occurring. Education should make people understand what makes women and girls uncomfortable and why, as well as informing about the consequences that could face offenders.		
17) Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	It should be safer and easier to walk, wheel, and cycle to and from key local destinations, for everyday journeys such as for work, healthcare, education, and leisure purposes, and to access other public transport. Direct action should be taken to create increased trust and confidence in the safety of the network and to improve perceptions of safety. To a degree, the standards outlined above will help to achieve this. Overt and covert days of actions should incorporate enforcement against offenders and improved reporting should help identify offenders exploiting the transport network. However, there should be further actions taken to improve the perception of safety and allow women and girls to build confidence in using the transport network. Improvements to physical infrastructure should play a significant role in this, including:	**Yes**	The policy may lead to development including improved lighting which could have an LSE on the European Sites subject to their location.

Policy	Policy Proposal	LSE	Justification
	▪ Improvements to public transport stops and stations to make them safer, such as better lighting, removing blind spots and clear safety information, including what to do in an emergency. ▪ The green, integrated transport network should bring new, safe bus stops, a vital addition that is too often overlooked. ▪ Better lighting, routes segregated from traffic and improved CCTV should also be present across the active travel network. Additionally, obstructions such as vegetation should be removed from routes, blind bends should be avoided, and routes should be planned around areas with higher footfall to ensure safe journeys. ▪ Active travel, taxi and car club infrastructure should be well integrated with public transport to ensure there are not long distances that need to be travelled at night between transport options, and these facilities should also be well-lit. ▪ Public electric vehicle charging infrastructure should be situated in well-lit locations with high passing footfall where possible. ▪ Additionally, investment should be directed into placemaking around transport hubs, making them pleasant places to be, increasing footfall and reducing the likelihood of people having to wait by themselves. Our streets should be welcoming and safe spaces for all people, enabling more journeys to be made by active travel and public transport. Beyond physical interventions, awareness should continually be raised around the issues faced by women and girls on the transport network to ensure it remains a topic of discussion and improvements continue to be made to prevent violence and harassment.		
18) Roads should be made safer, with a specific focus on the most vulnerable users.	All road users in our region should feel safe when using the network, including pedestrians, cyclists, wheelers, car drivers, and heavy goods vehicle drivers. However, there should be a specific focus on making roads safer for the most vulnerable users (defined as pedestrians, cyclists, and motorcyclists). Our region should aim to reduce the amount of road casualties and fatalities year on year and should aspire for zero road deaths and serious injuries.	**Yes**	The policy may lead to improvements to roads, therefore, there is a potential risk of an LSE subject to design and location.

Policy	Policy Proposal	LSE	Justification
	With the support of the region's local highway authorities the region should draw up an action plan covering a holistic set of measures to reduce the number of North East road casualties, with the overall ambition for zero road fatalities and serious injuries by 2040, with an emphasis on working to achieve this sooner.		
19) Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	There should be further accessibility improvements on public transport so it is a truly integrated service and people with additional needs should be supported by staff on the network. Our communities should not be impacted negatively by vehicular traffic, with volumes, speeds, and any resultant air pollution being kept to a minimum. This includes ensuring heavy goods vehicles avoid residential areas where possible. Stations and interchanges should have secure car parks and cycle storage, so people have confidence that their vehicle or cycle are safe until they return to it. Cycle storage should allow for a range of cycle types to be stored securely at transport hubs, stations, and interchanges.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
20) The customer experience should be transformed setting the highest service standards, where users can expect the	Our two Urban Traffic Management Control (UTMC) centres should be used to improve the functionality and performance of the integrated transport network. Public transport services should have timely arrivals and departures with minimal delays. People should be able to easily find pre-journey information on punctuality, customer satisfaction, and safety, increasing confidence in using the network.	**No**	This policy would not lead to development that could have an LSE on European sites.

Policy	Policy Proposal	LSE	Justification
provision of safe, reliable, clean, and efficient transport infrastructure.	The strategic highway network should offer more reliable journey times for the movement of both people and goods. This should help lead to a greater share of journeys being made by sustainable travel, as well as freeing up capacity on road network for essential journeys. Asset management plans should ensure that future weather patterns do not cause undue disruption. The use of Intelligent Transport Systems (ITS) incorporating UTMC and live journey time control should be enhanced to improve journey time reliability, reduce congestion and assisting people on the network. <u>Cleanliness and maintenance</u> There should be comprehensive cleaning regimes at public transport stations, stops, and interchanges to create a positive first impression for people. Cleanliness and hygiene standards should be maintained on public transport vehicles, with regular cleaning and maintenance schedules. Stations and interchanges should have comfortable, secure, well-lit, and clean facilities so people have confidence in using them. There should be high levels of cleanliness and maintenance of Park and Ride sites, mobility hubs and cycle storage facilities. EV chargepoint infrastructure for cars, vans and light goods vehicles should be of a consistent standard and well maintained across our region, facilitating confidence for people. Chargepoint infrastructure should be accessible for all users. Maintenance should be carried out promptly across the whole integrated transport network. Assets should be maintained in the best possible condition to ensure their continued efficiency of operation.		
21) The network should have consistent and cohesive branding such as colour schemes,	Signage and wayfinding should be consistent across the entire network, regardless of the type of location, including rural and coastal areas. Consistent and cohesive branding should also be applied online. Existing brands and sub-brands should live harmoniously as part of the integrated network.	**No**	This policy would not lead to development that could have an LSE on European sites.

Policy	Policy Proposal	LSE	Justification
signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	A prominent, unified transport network should lead to increased awareness of travel opportunities and help to increase the proportion of journeys made sustainably. This could strengthen our region's economy, environment, and the health of our people, meeting the North East CA vision and five commitments.		
22) The North East should set the highest standards for a fleet of green public transport vehicles.	The integrated network must help enable significant reduction in greenhouse gas emissions from transport. The North East should set the highest standards for a fleet of green, Zero Emission Buses operating as part of an integrated network. There should also be high quality facilities for HGV drivers, with alternative fuel infrastructure in place to support the decarbonisation of road freight.	**No**	This policy would not lead to development that could have an LSE on European sites.
23) People should feel a sense of pride in the network and be keen to use it again.	People should be able to provide feedback on their experience, allowing for improved passenger satisfaction and continuous improvement in service quality.	**No**	This policy would not lead to development that could have an LSE on European sites.
Connections between different transport types			
24) Our region should no longer consider different forms of transport as separate networks and move to one integrated and	Seamless travel across different types of transport should help people to make greener journeys depending on their personal and journey circumstances.	**No**	This policy would not lead to development that could have an LSE on European sites.

Policy	Policy Proposal	LSE	Justification
highly interconnected network where people can make seamless door to door journeys.			
25) The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	Railway stations, bus and coach stops and stations, Metro stations, taxi ranks, mobility hubs, car parks, and cycle storage should all be places on the integrated network where seamless interchange between different types of transport take place. This is especially vital for services from rural areas where we need to ensure buses meet trains and vice versa for return journeys to reduce journey times and prevent lengthy wait times. There should also be sufficient electric vehicle charging points and bike parking at key stations and interchanges. The design and use of this infrastructure should all be planned around seamless integration. There should also be more infrastructure which supports journeys being made by different transport types. Physical links between different transport types should also be improved so that switching from one form of transport to another is as seamless as possible. Technology should enable people to automatically pass through gates with no physical interaction, ensuring fare going customers can get to and from Metro and trains more easily and comfortably. There should be a focus on ensuring there is strong integrated transport options for the beginning or end of an individual journey to or from a transport hub or service. Transport hubs and interchanges should be more multi-functional spaces that improve the passenger experience and ease the transition from type of transport to another. This could also support greater footfall and use of greener travel.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
26) There should be well co-ordinated public	Integrated public transport should be provided by interlinking services and timetables provided to make it easier for customers to make journeys this way.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is

Policy	Policy Proposal	LSE	Justification
transport timetables and services which complement each other and enable seamless and smooth transfer from one type of transport to the next.	More focus should be given to joining up services which should broaden their reach and enable people to get to places to they want to go to by public transport. Active travel links should feed into key stations, mobility hubs, and interchanges with safe and secure cycle storage enabling transition onto other services. Timetables for different transport types should join up, creating an improved, integrated, and smooth journey experience. The public transport network linked to our key gateways such as Newcastle International Airport, and national rail services should be timetabled to reduce wait times for those travelling into and out of the North East.		a potential risk of an LSE subject to design and location.
27) The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	The relocation of the Shields Ferry to the North Shields Fish Quay will ensure a direct sustainable river-based transport link between North and South Shields can be maintained. It should enable the transport network in this area to be fully integrated, supporting easy access to active travel routes, Metro, and bus services as well as other key locations on both sides of the River Tyne.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
28) Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys.	There should be further development of park and ride services, better taxi ranks at railway stations, and adequate drop-off and pick up areas, recognising that the car or van may be the only option for certain journeys and personal circumstances. There should be more park and ride provision in more rural areas to help link communities to the public transport elements of the network.	**Yes**	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

C.2 Delivery Screening Table

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
Planning journeys/ Informing users/ Supporting Customers	CA10	Regional Transport Model and Monitoring package	Development of a regional transport model for analysis and decision making together with monitoring tools	2026	Information, Ticketing and Technology	No	This will not lead to development that could have an LSE on the European Sites.
	CA15	Sponsoring cycle training in schools	Sponsoring cycle training programmes in schools and available in the community with group rides	2025	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	CA16	Improved mapping and promotion of the Active Travel network	Sponsoring the development of outward facing promotional material, including an interactive map perhaps integrated with an app development and highlighting a network of servicing locations for equipment. Also includes a common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach	2025	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	CA17	Integrating health and transport planning with active travel prescriptions	A clear action plan for initiatives between the NHS, Public Health Directors and the North East CA including spend to save initiatives	2025	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	CA29	Regionwide Infrastructure Mapping Application	Deliver a regional infrastructure and asset map which enables connectivity solutions to unlock further strategic growth sites (housing and employment) to be realised. This will include an online platform to enable local trade, deliveries and international exports	2026	Information, Ticketing and Technology	No	This will not lead to development that could have an LSE on the European Sites.
	CA44	North East active travel partnership board	The creation of this Board will provide a strategic steer on the direction of Active Travel in the region.	2025	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	CA45	Accessibility Forum	The creation of an EV Infrastructure accessibility Forum, including local stakeholders and disability groups. This scheme will make sure those with disabilities and mobility issues are heard when developing the public charging network.	2025	Road	No	This will not lead to development that could have an LSE on the European Sites.
	CA46	EV Partnership Steering Group	Setting up an EV Partnership group with the public/private sector and Distribution Network Operators (DNOs) to support, build, and grow the EV charging infrastructure across the North East.	2025	Decarbonisation	Yes	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA52	Active Travel Infrastructure Design Training	Active travel route infrastructure design training for local authority officers and members	2025	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	CA57	Influence the National NPPF Transport Working group to integrate transport	Delivering change in ensuring positive approaches to the NPPF when it comes to the integration of transport	2027	Behaviour Change	No	This will not lead to development that could have an LSE on the European Sites.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	CA59	North East Travel Plan Accreditation Scheme	Travel plan accreditation scheme, where businesses are encouraged to have an up-to-date travel plan in place, where they can evidence the measures in the travel plan they have accomplished. Can be based on gold, silver and bronze standards (or similar) with some sort of incentive (such as funding to provide on site cycle parking facilities, press coverage, etc	2027	Revenue	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA60	Regionwide Travel behaviour change package and campaign	Creation of a behaviour change team within NORTH EAST CA, a regional promotional campaign for EV, EV charge points, public transport and active travel, and a gamification pilot. Also includes fares marketing, school journey planning education, Travel Plan accreditation and travel planning bond.	2027	Revenue	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA63	Real Time Passenger Information Screen replacements	RTPI screen upgrade / new screen roll out programme	2025	Information, Ticketing and Technology	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU01	Digitising Traffic Regulation Orders	Digitising all countywide TROs in line with government and DfT aspirations	2027	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA28	School Streets within Gateshead	Seeking to support Active Travel as the preferred means of travel to school - reducing growing traffic congestion around schools which adversely impacts road safety, air quality and health	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA32	Tyne Bridge Sustainable Maintenance (Interim Measures)	Sustainable transport measures associated with the Tyne Bridge restoration works	2027	Active Travel	**No**	Although this may lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	ST19	Traffic Signal Improvements in South Tyneside along Strategic Corridors	Traffic Signal Improvements in South Tyneside along Strategic Corridors Locations include the following - A185 / Jarrow Slake / Port of Tyne - Jarrow, A185 - Station Road - Hebburn, Station Road / Glen Street - Hebburn,	2025	Maintenance	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	SU36	Social Prescription for Active Travel	Expansion of the self-funded Active Travel Prescribing project carried out in the city	2025	Behaviour Change	**No**	This will not lead to development that could have an LSE on the European Sites.
	UTMC01	Bus Priority and Urban Traffic Management and Control (UTMC) System	The UTMC operates within Tyne and Wear and Durham and requires maintenance to ensure it can continue to meet the needs of the region in managing the signals across the network and delivering bus network improvements in respect of punctuality and reliability	2027	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	N/A	Bus Reform	Implement findings of Bus Reform. Costs will be fully defined following scheme development.	2030	Bus and Last Mile	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	N/A	Enhancing the supply and quality of Public Transport passenger information	The scheme will deliver enhanced public transport information via a range of means utilising digital and physical means integrating with recent investments.	2030	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	N/A	Delivering more accessible public Transport Information at stations	The NE has existing Visual equipment around the region in the form of Passenger Information Displays at stations and selected stops. This will be upgraded and expanded with additional forms of audio and visual technology to maximise information for all groups in society, including wayfinding, customer and real time information.	2030	Information, Ticketing and Technology	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	N/A	Sustainable travel projects including school streets	Active Travel and sustainable transport promotion within schools	2030	Behaviour Change	**No**	This will not lead to development that could have an LSE on the European Sites.
	N/A	Access to Active Travel Equipment scheme	Identifying and supporting the development of access to equipment schemes such as cycle grants or loans / cycle to work or education schemes for those not in full time employment. This includes exploring a Cycle to Work Alliance. Ensuring people have the means to travel sustainably.	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA32	Upgrades to the two Urban Traffic Management Control Centres for command and control of the network	Upgrades to the two Urban Traffic Management Control systems to: integrate and link with neighbouring areas and National Highways	2030	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA42	School Streets Development and Delivery across the region	School Streets as an initiative is supported within the NE Transport Plan and active travel strategy as a means of providing safer, cleaner environments outside of the school encouraging uptake in sustainable journeys.	2030	Active Travel	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	DU46	Chester le Street ITS/light touch SCOOT	Linking signalised junctions with SCOOT infrastructure to include a bus priority provision.	2030	Information, Ticketing and Technology	**Yes**	This may lead to development that could have an LSE on the European Sites subject to the nature, scale and location of the works.
	DU51	Primary and Nursery secure cycle parking	Providing cycle parking facilities at schools and nurseries across the County to encourage modal shift.	2030	Active Travel	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	DU55	Permanent counter sites	Improve pre and post intervention survey abilities with counters to establish better benchmarking to justify future interventions and to better monitor the road network	2032	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU56	Upgrading Pay and Display infrastructure in County Durham	Improve the pay and display offer across the County to be more inclusive and more accessible. The improved facilities will include cash, card and phone payments and consider solar powered machines.	2032	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE07	Newcastle Smart Corridors	North East Smart Corridors: upgrade to arterial corridors to Tyneside which would incorporate active traffic control with ANPR.	2030	Information, Ticketing and Technology	**Yes**	This may lead to development that could have an LSE on the European

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			Potential to integrate with air quality sensors to have innovative traffic control and public transport priority				Sites, subject to the nature, scale and location of the works.
Ticketing and fares	CA40	Bus Service Improvement Plan - existing ticketing projects	Under 19 ticketing projects (single and daily, multi- modal cap). Adult multi-modal day ticket (zonal options as well as a region-wide ticket). Care leaver provision. Take the Kids for Free extensions.	2027	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
Safety, especially of women and girls, and other improvements in service quality	CA03	Bus Priority Infrastructure	Including 17 strategic bus corridors bus priority measures package as identified through the North East Bus Priority Measures Study.	2027	Bus and Last Mile	**No**	Although this would lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	CA11	Hotspot funding to improve conditions for active travel users on the network.	Identify and Sponsor a hotspot fund to quickly react to changing demands on the network and progress against any design faults	2025	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA19	Coach Action Plan	Developing a coach action plan by 2025	2026	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA28	Innovation Challenge Fund for Smart Places	Creation of an innovation challenge fund to develop and trial smart place applications with SMEs, start-ups and social enterprises	2026	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA41	Supporting, maximising and enhancing existing bus routes and key services	Protecting existing routes and key services and delivering enhancements to the network to deliver greater frequency and accessibility across the network	2027	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA62	Active Travel Design Review Panel	The set up and running of a design review panel for the Combined Authority - to review all active travel scheme designs, ensuring they align with the latest guidance and ensuring "design for all" is considered.	2024	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU18	Stanley Bus Station Improvements	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2	2027	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU19	Consett Bus Station Improvements	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2	2027	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU20	Peterlee Bus Station Improvements	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2	2027	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA20	A195 Bus Lane in East Gateshead.	The bus lane is on a section of the A195 Lingey Lane providing the main bus connection between IAMP/Follingsby and Heworth Interchange.	2027	Bus and Last Mile	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.

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	GA42	Modelling, surveys and analysis	Need for robust data and modelling to inform scheme identification and development.	2027	Revenue	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE08	Scotswood Road Bus Priority	Bus lanes and priority for Scotswood Road in conjunction with any new strategic crossing in the West	2027	Bus and Last Mile	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	NO08	New Blyth Bus Station	Construction of a new fit for purpose Bus Station and associated facilities.	2027	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NO15	Enhanced service between Berwick and Newcastle	The proposal is for a new hourly service to serve stations between Newcastle and Berwick-upon- Tweed on the East Coast Mainline.	2027	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NO18	Average speed camera initiative	Improving road safety for pedestrians and cyclists by reducing excessive speeding	2027	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	NT05	Coast to Airport through train - Metro service	Operate through Metro services	2027	Revenue	**No**	This will not lead to development that could have an LSE on the European Sites.
	NX04	Regent Centre Interchange Upgrade	The preferred scheme will see the existing multi-storey car park will be updated, refurbished and repurposed for a wider range of uses. This will involve making the building brighter and safer for all users, and focusing on improved facilities for cyclists, Blue Badge users and EV users. The facility will be promoted to offer local park and ride facilities for people using retail and leisure facilities along Gosforth High Street which is an area with poor local air quality. The bus station will benefit from removal of the overbearing entrance canopy and from new shelters and information provision. The Metro station elements of the scheme will improve the user experience for all customers.	2027	Metro	**No**	This will not lead to development that could have an LSE on the European Sites.
	ST14	The Nook Strategic Junction Improvements	Delivery of strategic junction improvements to benefit public transport and active travel users, at a key congested junction.	2025	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU28	Chester Road (A183) Bus Corridor Improvements Springwell Road Junction	Improvement of an existing section of Chester Road (A183) to the east of the A19. Provides journey time saving and facilitates access to the A19 and city centre promoting development and economic growth in the area. Scheme includes signalisation of junctions and construction of direct access to regeneration sites. Provide Public Transport and Cycle priority at junctions	2027	Bus and Last Mile	**No**	The scheme is over 4.5 km from the closest European Site and would, therefore, be unlikely have an LSE.

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	SU39	Sunderland Station Central Entrance.	Central Entrance to Sunderland station delivered to connect with Sunderland Riverside	2027	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA05	Small scale local rail reliability measures networkwide	Through line of route improvements plans implement small scale improvements to improve service reliability.	2030	Heavy Rail	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU38	Newton Aycliffe bus station and surface car park	Demolish existing MSCP and replace with a bus station and surface level car park in the town centre.	2030	Bus and Last Mile	**No**	The scheme would be in excess of 9 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU53	Bus stop improvements: County wide (road markings refresh, replace timetable casings)	Improve the bus stop infrastructure along various routes and corridors across the County.	2030	Bus and Last Mile	**No**	Although this may lead to development it would be very minor in nature and unlikely to have an LSE on the European Sites.
	DU54	Balance bikes for road safety	Procurement of balance bike equipment.	2032	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	EX12	Addressing the severance of major infrastructure working with infrastructure providers;	Addressing the severance of major infrastructure working with infrastructure providers 1b) Continuing to mitigate the impacts of major infrastructure schemes through a clear package of designated fund schemes	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA23	Bus Service Improvement Plan Corridor Improvements in Gateshead	Bus Priority on identified corridors as included in the BSIP	2028	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA35	Stella Road bus lane in Blaydon	Bus priority measures around Blaydon	2028	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA38	Bus priority measures in Gateshead	This project will provide bus priority infrastructure in locations throughout Gateshead and extends the BSIP programme.	2030	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA41	Speed Management Interventions in Gateshead	Reducing inappropriate speed and speed-related incidents on the road, creating a safer and more pleasant environment for all road users		Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	NO05	Cramlington Station improvements	Infrastructure improvements required to facilitate improved frequency of service from station and better station facilities.	2030	Heavy Rail	**No**	The scheme would be in excess of 7 km from any European Sites and, therefore, development would be unlikely to have an LSE.

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	NO07	New Alnwick Bus Station	Construction of a new fit for purpose Bus Station and associated facilities.	2028	Bus and Last Mile	**No**	The scheme is over 4.5 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT11	Killingworth underpass	Provision of route crossing the A19 to better link strategic housing development into the local transport network	2030	Active Travel	**No**	The scheme would be in excess of 7 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	NX01	Gateshead Interchange Refurbishment	Demolition of the whole interchange site and the redevelopment of a bus station on a smaller footprint, redesigned to address safety and security limitations, new retail, office and accommodation space, reconfiguration of the Metro station to make better use of the space and create better integration between public transport and the retail	2032	Bus and Last Mile	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	NX02	Upgrading Heritage Stations on Tyne and Wear Metro	Upgrading of Cullercoats, Whitley Bay, Monkseaton and West Monkseaton Metro stations with a distinctive historical lineage dating back to the North Eastern Railway/LNER.	2032	Metro	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NX03	Monument Metro Station Refurbishment	Redesign and expansion of the station footprint, including improved accessibility, greater connectivity with the public realm, integration with adjacent leisure and retail, new leisure and retail opportunities. Improved step free accessibility, improved passenger facilities	2032	Metro	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	NX08	Small Metro Station Upgrades systemwide	Comprehensive station refurbishment, improving the customer experience, including information and waiting facilities, addressing accessibility and where necessary installation of gatelines	2030	Metro	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NX10	Airport Metro Station Refurbishment	Comprehensive refurbishment of the existing station at its current location with the emphasis on accessibility and the establishment of a signature building at this important regional gateway.	2032	Metro	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	NX24	Four Lane Ends Interchange redevelopment	Redevelop the full site to maximise the available space. This would help fully utilise the interchange as key PCR site for both Metro and Bus.	2032	Metro	**No**	The scheme would be in excess of 9 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	SU29	A183 Royalty Junction	Removal of the existing gyratory layout for buses to allow two-way movement for public transport	2030	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU34	Wearmouth Bridge NMU resurfacing	The shared footway/cycleway on Wearmouth Bridge is in poor condition due to high volume of pedestrians and cyclists. To encourage use and to improve safety standards a full resurface of both sides is required	2030	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

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	EX11	Local rail Diesel fleet replacement – regional	Support Northern in bid to secure funding for carbon zero fleet	2035	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA04	Short term Timetabling amendments Introducing earlier and later local rail services systemwide	Delivering timetable amendments to deliver greater connectivity including first and last train times to ensure they meet user needs	2035	Heavy Rail	**No**	This will not lead to development that could have an LSE on the European Sites.
Reach and resilience of infrastructure	CA07	Fund replacement and upgrade of existing EV infrastructure	Plug funding gap to replace and or upgrade EV legacy equipment.	2027	Decarbonisation	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA35	Creation of a North East road and highways strategy for all users	Create a regionwide road strategy and road safety strategy for the Strategic, Major and Key Road networks	2027	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA36	Increasing Strategic Maintenance budgets	Secure additional strategic highways maintenance budget harnessing technology to monitor, deliver targeted improvements to keep the network operating smoothly for all	2027	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU05	Bishop's Gateway	Create a link road from A688 to Jocks Bridge which will facilitate parking associated with tourism events.	2027	Road	**No**	The scheme would be in excess of 8 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU06	Capacity Improvements to Tindale Triangle	Improve capacity around the Tindale Triangle area to allow a second phase of development to come forward.	2025	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU07	Durham Digital Twin	Utilise data collection technology including cameras and traffic signals to improve public transport reliability and air quality and reduce congestion and environmental impact.	2030	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU08	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)	2027	Road	**No**	The scheme would be in excess of 8 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU09	Improvements to the National Cycle Network Route 1 in County Durham	NCN1 Improvements in Durham - a series of works to improve the quality of the route including upgrading to take into account biodiversity and appearance of a section of National Cycle Network Route 1 which runs between Seaham and Stockton.	2025	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU10	Active mode connectivity, public transport reliability and capacity improvements at A693 Stanley	The proposal focuses on improvements to the A693/Oxhill and A693/Asda junctions. The junctions adjoin the Stanley A693 Bypass, which is a 40-mph dual carriageway, through the town. The A693 links North West Durham (including the settlement of Consett) and the A1M (J63) at Chester-Le- Street, offering a key	2027	Road	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.

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			west to east link. A693 from Oxhill signal junction to Asda roundabout, which would be signalised and include a pedestrian phase across roundabout, negating use of subways. Includes active travel linking to C2C route.				
	DU12	Junction 63 A1(M) capacity improvements	Improve capacity on the northbound merge and southbound diverge lanes at J63, Chester Le Street to safeguard future developments and to reduce the impact on surrounding DCC highway network. Regional benefits.	2027	Road	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU14	Toft Hill and High Etherley Bypass	Create a new bypass between The Smiths Arms and High Etherley by re-routing the A68 and creating a new bypass to divert large HGV % of traffic away from Toft Hill Village bringing environmental benefits in terms of air, noise, dust and vibration	2027	Road	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU15	A689 Sedgefield to Wynyard active mode route improvements	Upgraded/new off carriageway track connecting Sedgefield and Wynyard growth area	2027	Active Travel	**No**	The scheme would be in excess of 5 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU16	A177 cycling improvements, linking Coxhoe with Net Park	A177 cycling improvements, linking Coxhoe with Net Park employment site and Sedgefield	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU17	Belmont to Newton Hall active mode route improvements	Cycling route improvements via Belmont Viaduct, linking North and east Durham employment sites	2027	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU21	A690 Stabilisation	Planned: Maintain the A690 from Gilesgate Roundabout to A1(M), a key commuter route into and out of the City.	2025	Maintenance	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	DU23	Electrification of PCR fleet	To reduce vehicle emissions within the city, it is proposed to convert Durham County Council's Park C Ride bus fleet from diesel to electric.	2027	Decarbonisation	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU24	Bishop Auckland EV Charging Station	EV charging opportunity relating to visitors	2030	Decarbonisation	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU25	Net Park Sustainable Infrastructure.	Create and improve sustainable access to Net Park	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU26	Bishop Auckland Walking C Cycling Improvements	Create and improve an active travel route from West Auckland to Bishop Town Centre routing through the town centre, passing multiple key employment and retail areas.	2027	Road	**No**	This will not lead to development that could have an LSE on the European Sites.

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	DU28	A167/A690 Durham City Capacity Improvements	SCOOT and ITS - A167/A690 UTMC roll out on all approaches from the north and west of the City, linking to existing ITS/SCOOT systems. Systems to include pedestrian and cycle crossing connectivity, signalising Sniperley roundabout and introduce SCOOT from A690 Stonebridge through A167 Nevilles Cross and A690 Crossgate to A690 North Road roundabout, creating an improved public transport corridor.	2027	Road	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	GA02	Small scale cycling improvements (Gateshead)	Package of small scale improvements and additions to the cycle network across Gateshead assisting to deliver the Council's Cycling Strategy.	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA08	Highway structures major maintenance	Major maintenance works to highway structures across Gateshead	2027	Maintenance	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA12	High Spen to Greenside cycle route	Provision of 3m wide off road shared use path between High Spen and Greenside alongside Spen Lane to provide sustainable transport routes in the outer west	2027	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	GA17	Derwent Cycle Route Improvements	Various cycle improvements linked to housing development in west Gateshead	2027	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	GA21	Road network maintenance including on unclassified roads.	Unclassified roads make up over 85% of the overall road length in Gateshead, with a total of 782 kilometres to be maintained. This is a maintenance package.	2027	Maintenance	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	GA27	Birtley town centre active travel improvements	Provision of walking and cycling facilities up to LTN 1/20 standards.	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA29	Askew Road West cycleway	Askew Road (between the Redheugh Bridge junction and the junction with West Central Route) is presently urban dual carriageway. The scheme would repurpose one of the carriageways for use as a dedicated two way cycle route with the other side being converted to standard single way carriageway in either direction.	2027	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	GA30	A694 corridor improvements	Changes are needed to several junctions, the bus lane and cycling facilities along this corridor due to housing development in Core Strategy (South Chopwell).	2026	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	GA33	Albany Road widening and active travel	Increased capacity to ensure the safe and efficient flow of vehicular traffic to and from the new arena complex. This scheme specifically makes provision for pedestrians and cyclists with segregated facilities along the length of the road	2027	Road	**No**	The scheme would be in excess of 10 km from any European Sites and,

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							therefore, development would be unlikely to have an LSE.
	NE15	Delivery of local walking and cycling improvements across Newcastle	Investment in top priority LCWIP routes and junctions	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE16	Coast Road	Consideration of the potential for active and sustainable solutions on the Coast Road	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NO03	Critical Rural Road (U and C Class) Maintenance Programme	To repair and strengthen key roads underpinning the rural and regional economy including access to key tourist destinations (Hadrian's Wall World Heritage site, Northumberland National Park including International Dark Skies Park) , timber extraction and quarrying.	2027	Maintenance	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NO13	Northumberland LCWIP	Capital investment targeted at improving the walking and cycling networks in the 12 main towns of Northumberland. Proposed schemes will vary from town to town and would involve physical segregation of road users; traffic calming and road safety measures; providing dropped kerbs and tactile paving and improved crossing facilities, essentially improving the safety and convenience of walking and cycling and supporting a shift in the way we travel.	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NT01	Improvements to key sustainable routes in North Tyneside	Sustainable improvements at various locations on key strategic sustainable routes within the borough	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NT04	A191 all user improvements	Improvements for all users in the A191 corridor in North Tyneside	2027	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	ST02	Highway Maintenance Resurfacing Backlog in South Tyneside	The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required.	2025	Maintenance	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST03	Commercial Road Multi-Modal Corridor Improvements	Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside.	2025	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST04	A185 upgrade to support the Port of Tyne	Congestion relief at Howard Street at A19 entry. This will improve severe congestion at the A19/Tyne tunnel especially during peak times.	2025	Road	**No**	The scheme would be in excess of 10 km from any European Sites and,

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							therefore, development would be unlikely to have an LSE.
	ST05	A19 Southbound Lane Gain / Lane Drop	Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP.	2025	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST06	A185 / Howard Street Multi Modal Corridor Improvements	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements.	2025	Road	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	2026	Road	**No**	The scheme would be in excess of 5 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements	2025	Road	**No**	The scheme would be in excess of 5 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	ST11	A194 Multi-Modal Corridor Improvements	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be to local at multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	2025	Active Travel	**No**	The scheme would be in excess of 10 km from any European Sites and, therefore, development would be unlikely to have an LSE.
	ST12	A1018 Multi-Modal Corridor Improvements	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	2026	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn	This scheme will complete the upgrade of NCN1 from South Shields to Sunderland. Focussing specifically on a section through Whitburn. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	2026	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST16	Major Highway Structural Maintenance Improvements (Heugh Street, Newcastle Road, Jarrow Slake).	Significant Capital Investment is required to ensure that the Bridge Assets are maintained to the expected requirements.	2025	Maintenance	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	ST18	National Cycling Network - Route 14 Improvements	This scheme will complete the upgrade of NCN14 from South Shields to Gateshead. Focussing specifically on a section through Hebburn and Jarrow. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	2026	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	SU01	Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction	The scheme consists of improvements to the A1231 between the north bridgehead of the Northern Spire Bridge (Sunderland Strategic Transport Corridor Phase 2) and the junction with the A19, developing interface improvements with the Highways England network. This will include upgrading of existing roundabouts with traffic signals and the creation of additional capacity at the current A19/A1231 junction. The scheme will also add new provision for non-motorised users.	2026	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU03	St Michael's Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety	Removal of congestion pinch point on St Michaels Way, providing journey time saving and congestion relief.	2027	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU09	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth	To deliver a 4.23 km route, comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU10	SSGA to Ryhope Village Cycle Route	Potential for a high-quality connection between SSGA/Ryhope and Hendon/City Centre, with scarcely interrupted journeys and exit points to key junctions along the route; Wide new road with long straight sections lends itself to dedicated cycle Lane provision; South end of this route taps into the eastern end of the major housing development of the city including doorstep market to the South of Saint Nazaire Way, and Cherry Knowle housing development; This link runs parallel to the rural coastal band of South Sunderland, which includes the 'England Coast Path' National Trail on the Durham Heritage Coast.	2025	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU25	Inner Ring Road Western Section St Michael's Way/Chester Road Junction	Remodelling of the existing junction and replacement with a new signalised junction utilising C-ITS technology which will link to adjacent junctions with new bus priority lanes and new, improved crossing facilities for non-motorised users.	2027	Bus and Last Mile	**No**	The scheme is over 4 km from the closest European Site and would, therefore, be unlikely have an LSE.
	SU26	Inner Ring Road Western Section Park Lane Interchange Entrance from Stockton Road	The scheme provides bus priority on a key corridor approaching Park Lane Interchange. The scheme will include a new signalised junction and improved approaches which will improve journey time consistency for all users. The scheme will improve access for non-motorised users by providing new crossing facilities. The new access and route into the Interchange will lead to the removal of buses on heavily pedestrianised areas in the city centre which will improve safety and should lead to increased footfall in the city centre.	2027	Bus and Last Mile	**No**	The scheme is over 4 km from the closest European Site and would, therefore, be unlikely have an LSE.
	SU31	Improving Strategic Cycle Networks in Sunderland – Ryhope Road Strategic Cycle Route	A 2.12km section of fully segregated cycleway linking the Grangetown area to the south and the city centre to the north	2026	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	SU32	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth Phase 2	To deliver a 924m route, connecting the proposed comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA22	Transport and Future Energy Solutions across the region	A regional energy package focused on generating energy on our transport assets, depots, stops and stations	2030	Decarbonisation	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA33	Addressing Severance of the Road network through targeted approaches	Targeted approaches to reduce the severance of the road network. Linked to severance and active travel initiatives look to undertake a review of crossing facilities and a package of Designated Fund measures	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA34	Integrate taxi services with other public transport provision	Integrating taxi services with other public transport provision	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA37	Freight consolidation	Freight consolidation to reduce duplicated road miles and promote alternatives road freight distribution	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA38	Increased Lorry Parking and Servicing opportunities across the region	Work with Highways England to study the need for more service provision, including lorry parking, on or adjacent to the region's Strategic Road Network	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU32	Delivery of improved active travel infrastructure, signals upgrades and measures on the A692 in Durham and Gateshead	Corridor based improvement world along the A692 in Gateshead and Durham to improve safety	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU33	Delivery of improved active travel infrastructure, signals upgrades and bus capacity on the A694 in Durham and Gateshead	Corridor based improvement works along the A694 in Gateshead and Durham comprising a package of small scale measures aimed at relieving congestion, improving road safety and improving sustainable transport movement.	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU34	Corridor based improvement works along A167 in Durham and Gateshead to deliver improved access to housing development by sustainable modes, enhanced active travel infrastructure, bus lane extensions and signals upgrades.	Corridor based improvement works along A167 Durham Road between Gateshead and Chester le Street with the principle aim of improving sustainable transport movement along the corridor.	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU35	Walking and cycling improvements countywide	Because of the rural nature of the county, upgrading or providing new active mode links to the network enables more people to walk and cycle more often everyday giving better transport options to residents enabling them to travel actively and sustainably for both work and leisure purposes. 11 adopted Local Cycling and Walking Investment Plans	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.

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	DU36	Durham City Park C Ride Expansion	Extend Durham City's offer for PCR including a potential new site.	2030	Park and Ride	No	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU37	Great North Cycle Route improvements in County Durham.	A167 from Blyth to Darlington is being delivered piecemeal given its length to create a continuous route through Durham.	2030	Active Travel	Yes	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU40	Three towns active mode improvements	Lack of active mode infrastructure: Limited infrastructure for active modes in the Three Towns is inhibiting mode choice for residents who wish to travel between Willington, Crook and Tow Law. Current provisions are intermittent, and there is limited access to the NCN, which provides connectivity further afield to places like Bishop Auckland and the City of Durham. This project will seek to connect the towns with high quality active mode networks.	2030	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	DU41	North West Durham active mode improvements.	Improved active mode connectivity in North West Durham	2030	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	DU47	Bishop Auckland Attraction Electric Bus	Fleet of electric buses to connect tourism sites	2030	Decarbonisation	No	This will not lead to development that could have an LSE on the European Sites.
	DU48	Electrification of subsidised fleet	Introduce EV to subsidised contract fleet	2030	Decarbonisation	No	This will not lead to development that could have an LSE on the European Sites.
	EX13	Autonomous vehicle tests on the strategic network	Autonomous vehicle tests on the strategic network	2030	Information, Ticketing and Technology	No	This will not lead to development that could have an LSE on the European Sites.
	EX14	Enhancing the Electric Vehicle offer on the strategic road network	Enhancing the EV offer on the strategic road network	2030	Road	No	This will not lead to development that could have an LSE on the European Sites.
	EX16	A66 Dualling	Dualling of the A66 between Scotch Corner and Penrith	2030	Road	No	The scheme is over 5 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA01	Future of Gateshead Bridgeheads	To address active travel, bus and vehicle routing for river crossings .	2030	Active Travel	No	This will not lead to development that could have an LSE on the European Sites.
	GA03	Gateshead Central Integrated Transport Improvements	Reconfiguration of road network in and around Gateshead town centre to reduce severance and dominance of road traffic	2030	Road	No	This will not lead to development that could have an LSE on the European Sites.

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	GA40	Access to Tyne Marshalling Yards	To address potential active travel and road access issues for the Tyne Marshalling Yard	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA05	Traffic signals repair across Gateshead	Traffic signals across the network are in need of repair	2028	Maintenance	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA07	West Tyneside cycle route (bridge over ECML)	New bridge over East Coast Main Line between Chowdene and Team Valley	2030	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA09	Gateshead Local Cycling and Walking investment proposals	Corridor upgrades for walking, wheeling and cycling	2028	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA10	Portobello to Washington footbridge access improvements	Improve approaches to the bridge on both sides of the A1 to make the route more open and inviting to users, whilst also providing a ramped access for cyclists and street lighting	2030	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA13	Upgrading the National Cycle Routes in Gateshead	Upgrading of NCN cycle routes to meet current standards	2030	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA15	A195 Follingsby Roundabout Improvements	Improvements to ensure access for all users to the employment area at Follingsby, including potential future park and ride	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA18	New Bridges to remove severance e.g. Blaydon / Newburn, A194M/Follingsby, A1 Coalhouse	New Bridges over key motorway / A road infrastructure	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA19	Small Scale Highways Improvements / Junctions	Measures are aimed at relieving existing problems on the network associated with existing junctions. These will provide benefits to general traffic, but are targeted at relieving identified problems for bus operation and also cycle and pedestrian movement	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA22	EV Charging Improvements	Provision of convenient EV charging facilities in car arks owned by Gateshead Council	2028	Decarbonisation	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA24	Coatsworth Road improvements	Enhancements in area around Coatsworth Rd	2028	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE02	Maintenance to Urban Core Distributor Route and all user improvements	Package of maintenance and junction improvements to roads on the Urban Core Distributor Route.	2030	Maintenance	**No**	This will not lead to development that could have an LSE on the European Sites.

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	NE03	Ponteland Road Corridor sustainable and housing improvements	Upgrades to junctions on key roads to West of Newcastle in order to enable development	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE04	Scotswood Bridgehead accessibility improvements in Newcastle	Upgrades to northern end of Scotswood Bridgehead	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE05	Rotary Way junction upgrade and cycling improvements`	Investment and upgrade around the A1-Rotary Way- Great North Road junction to enable local plan development	2030	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NE06	Newcastle Station : Enhanced capacity and Links	Investment to unlock the potential around Newcastle Central Station, including access improvements to Stephenson Quarter (Southern Entrance)	2030	Heavy Rail	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE10	Skinnerburn Road Maintenance	Structural Maintenance scheme on Skinnerburn Road	2028	Maintenance	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE12	Flood and Climate Resilience (Newcastle citywide)	Maintenance of highway structure, gullies and culverts to provide greater resilience to climate change	2030	Maintenance	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NE13	A696/A167 and Airport Junction upgrade	Improvements to junctions to account for growth at Airport and nearby housing sites	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO06	Delivering improved all user connections on this route (A1068 Fisher Lane) between South East Northumberland and Tyne and Wear.	The scheme involves the upgrading of the remaining single carriage section of the A1068 Fisher Lane (approximately 1 mile) to dual carriageway standard between the C366 Blagdon Lane and the A19 Seaton Burn junction, a segregated cycleway from Seaton Burn to Cramlington linking to the new development areas, cycleways and a new roundabout at the A1068/Blagdon Lane junction, removing a congestion pinch point on this key strategic route into Tyne C Wear, improving cycle provision, bus journey time reliability and access at the A1068/Blagdon Lane junction.	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO16	Future extensions for the Northumberland Line	Improving accessibility to South East Northumberland by rail.	2032	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NT02	River Tyne Economic Corridor (NEIZ) Enabling Works	Bridge strengthening works and works such as removal of highway obstructions and barriers to improve highway resilience and capacity		Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.

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	NT08	Local sustainable routes in North Tyneside	Improvements within and around town and district centres to sustainable routes with a focus on 'last mile' connectivity into town centres		Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT09	A193 Wallsend Road Bridge deck replacement and repairs	A193 Wallsend Road bridge forms a crucial component in the local strategic highway network, linking North Shields and Tynemouth to the A19.	2030	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT13	Sustainable access improvements North West of North Tyneside	Improvements to public realm and infrastructure for cycling, walking, wheeling and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside.	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NT15	Weetslade Bridge – major concrete repairs and re-waterproofing	Major maintenance, principally concrete repairs and re-waterproofing	2030	Maintenance	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT16	Highway and structural maintenance work to address the maintenance backlog	Expand the delivery of highway and structural maintenance works in accordance with the North Tyneside HAMP to stabilise the highway maintenance backlog	2030	Maintenance	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NX07	Car Park Maintenance Programme	Park and Ride and car park maintenance and improvements are key components of the recovery plans to attract customers back and to forge new markets. 'Consideration to extending park and ride facilities at multi-modal interchanges across the North East region. Not just limited to metro stations, but also bus / train stations. With improvements required at Hebburn, Tyne Dock, East Boldon and Fellgate within South Tyneside.	2028	Park and Ride	**No**	This will not lead to development that could have an LSE on the European Sites.
	NX11	Creating Electric Vehicle charging points across Nexus car parks	Proactively identify site suitable for charging points and install a comprehensive network, aligned to the wider regional strategy	2027	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	NX12	Installing Solar panels at Nexus infrastructure	A comprehensive, integrated programme of PV installations across the Metro network at locations of maximum efficacy and where power can be best redistributed for Nexus' use.	2027	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	NX23	Howdon Viaduct	Replace the current track support system with a ballasted construction. Ensure the viaduct is suitably strengthened to accommodate the additional loading of ballast and concrete sleepers.	2027	Metro	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	RTS01	North East Traffic Signals Resilience and Decarbonisation	Delivering the latest signal technology across the North East. 1/ Climate change targets have lead to Tungsten Halogen (TH) lamps used in the traffic signals industry becoming obsolete. This will eventually lead to equipment becoming obsolete. 2/ To reach net zero targets, more energy efficient systems will be deployed.	2030	Road	**No**	This will not lead to development that could have an LSE on the European Sites.

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	ST17	Mill Lane Metro Station	This scheme, subject to design will provide a new Metro Station at Mill Lane	2030	Metro	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	SU02	A690 all user highway improvements including at North Moor Lane Barnes Gyratory Grindon Lane and B1286 junction	To provide bus priority measures, improve journey times and reliability, and reduce junction delays.	2030	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU06	Continued improvements to access the IAMP area including off- road cycle facilities to accommodate expected increase in traffic and stimulate economic development (IAMP Infrastructure Phase 2)	Additional highway infrastructure to accommodate growth. New road layouts, junctions and public transport infrastructure will be required Road bridge over the A19 may be required depending on modelling outcomes Road bridge over Leamside line may be needed to facilitate growth to the north west of the site.	2030	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU08	Upgrading existing traffic signals in Sunderland	Deliver modern, intelligent, networked equipment and design, there would be substantial gains in efficiency for highway users by reduction of delays/stopping/speed alterations. Additionally, modern LED aspects use substantially less energy, leading to reduced revenue costs as well as measurable carbon savings.	2030	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU11	A183 Whitburn Road Roker Ravine Cycle bridge	Improving the pedestrian and cycle route and reduce their conflicts on existing section of shared use area on Roker Ravine bridge. To improve the shared section and bring it up to LTN 1/20 standards for Active Travel purposes.	2030	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU12	Active Travel Improvements in Sunderland - Route 2 - Newcastle Road	Segregated Cycle lane from Wearmouth Bridge Northern Bridgehead travelling along A1018 Newcastle Road towards boundary with South Tyneside	2028	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU13	Active Travel Improvements in Sunderland - Route 3 - West (Barnes Park Greenway)	Two- way cycle route heading into city centre from the west, starts to the east of the A19 and runs through residential areas and schools Upgrade of existing facilities Includes new street lighting and CCTV Downgrade speed limits and reconfigure road layout on Springwell Road	2028	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU14	Active Travel Improvements in Sunderland -Route 4.1 - SSGA to Spire Bridge	Narrow traffic lanes and repurpose existing footway to provide segregated uni directional cycle facility with floating bus stops. Road roundabout layouts to be reconfigured to provide continuous cycle facilities along the route. Tie into proposed active travel scheme on European Way.	2028	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU15	Active Travel Improvements in Sunderland - Route 4.2 - Route 3 to South Hylton Metro	Two way cycle route connecting Route 3 from the south to South Hylton Metro station to the north	2028	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.

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	SU16	Active Travel Improvements in Sunderland - Route 5.1 - SSGA Link to Nissan IAMP	Widening existing tracks where applicable, improving the route adjacent to the A19 and a new access to an improved crossing point over the River Wear	2029	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU17	Active Travel Improvements in Sunderland - Route 5.2 - NC70 to North	New Cycle route in residential area connecting National Cycle Network Route 70 in the south to Route 5.1 and Route 3 to the north	2029	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU18	Active Travel Improvements in Sunderland - Route 6 - West Link Hetton to Nissan/IAMP	Widening existing tracks where applicable, combined with new routes improving the route adjacent to the from Hetton Town Centre, through Houghton le Spring and an improved crossing point over the River Wear into Washington and onwards towards Nissan/IAMP	2029	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU24	Sunderland Inner Ring Road Western Section St Mary's Boulevard / St Michael's Way roundabout Junction improvements	Removal of congestion pinch point on St Michaels Way, providing bus priority on route to Park Lane Interchange, journey time saving for all users	2028	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU27	Sunderland Inner Ring Road Western Section - Esplanade Gyratory	The scheme intends to replace the existing gyratory with a new two-way system with new crossing points, new footways installed and existing footways widened. A new bus priority lane will be included for southbound buses leaving Park Lane Interchange.	2030	Bus and Last Mile	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE01	Airport access upgrades to facilitate housing growth and the onward success of the airport	Development of a link road to Newcastle Airport between A696 and Brunton Lane, to enable development of Newcastle Airport Enterprise Zone and Newcastle housing sites	2035	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	CA25	Freight Gauge Clearance	Freight gauge clearance -Work closely with Network Rail and private sector to improve line speeds along freight routes	2035	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA27	Transport Maintenance	Continued transport maintenance funding and targeting decarbonisation solutions and maximising technology for asset management;	2035	Revenue	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU57	Bishop Auckland to Barnard Castle active mode route improvements	Upgraded/new off carriageway track connecting Bishop Auckland and Barnard Castle Feasibility study only to review opportunities to reopen the former railway line between Barnard Castle and Bishop Auckland as an active mode route.	2040	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU58	Barnard Castle Local Traffic Improvements	Measures in and around Barnard Castle, discouraging non essential traffic away from the Town Centre bringing associated environmental, road safety, and air quality benefits to the Town.	2040	Road	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU59	Public transport connectivity improvements between Consett and Tyneside	Connectivity improvements along the Derwent Valley Line. Connectivity improvements between Consett and Newcastle, the highest performing option of the SOBC identified the former Sunderland Line having best patronage and links to tourism (Beamish), retail (Team Valley) and employment (Newcastle).	2040	Heavy Rail	**No**	This will not lead to development that could have an LSE on the European Sites.

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	DU60	Weardale Railway - commercial passenger route from BA to Stanhope	Opening the tourist Bishop Auckland Railway Line for commercial passenger travel from Darlington to Eastgate, considers a new spur to Crook. Include upgrades and improvements to Bishop Auckland Railway Station	2040	Heavy Rail	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU61	Leamside Line	Reopening the Leamside Line, improving East Coast Mainline capacity and creating Tyne to Tees and Sunderland to Durham connections.	2035	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU62	West Auckland Bypass	Potential second phase of Toft Hill scheme from Spring Gardens to A68.	2035	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	EX06	A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63)	Requires further studies but looking at capacity improvements on the A1 between Barton and Chester Le Street	2035	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	EX15	Ensuring targeted investment in digital connectivity when making physical alterations to works	Ensuring targeted investment in digital connectivity when making physical alterations to works	2035	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA16	New Derwent Walking and Cycle Crossing at Metrogreen	New crossing of River Derwent at Metro Green	2035	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE14	New PT Route delivered to the West of Newcastle	New Westbound public transport from Central Station/St James, either using Forth Banks alignment or any other	2040	Metro	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO01	Facilitating growth of Ponteland and addressing congestion	The A696 is part of the Primary Road network in Northumberland. The scheme objectives are to provide an alternative route for through traffic including heavy goods vehicles thus reducing delay to traffic through the village.	2040	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO09	Facilitating the growth of Newbiggin and Ashington, improving public and active travel routes, capacity and addressing congestion	Road network improvement scheme - provision of a new link road between Newbiggin and Ashington	2035	Road	**No**	The scheme is over 6 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO10	Facilitating the growth of Morpeth, improving public and active travel routes, capacity and addressing congestion	Limited east west connectivity through Morpeth resulting, specifically in capacity constraints at A197/A192 Mafeking roundabout. This has a significant impact on journey time reliability on what is a key strategic bus route	2035	Road	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO11	Facilitating the growth of Cramlington, improving east west public and active travel capacity and addressing congestion	Proposed route consists of two separate lengths of road the north of the town centre which would complete the link from Station Road roundabout in the west to the B1505 or A189 Spine Road in the east. This can link into the existing extensive network of cycle connections across the town.	2035	Road	**No**	The scheme is over 5 km from the closest European Site and would, therefore, be unlikely have an LSE.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	NO12	Facilitating the growth of Cramlington, improving public and active travel capacity and addressing congestion	Road network improvement scheme- provision of a new link road at Lancastrian Road Cramlington.	2035	Road	**No**	The scheme is over 5 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NO14	Belford Station	The proposal is to construct a new station to serve the village of Belford and the surrounding catchment area of north Northumberland.	2036	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NT12	New rail station on East Coast Main Line - North West of North Tyneside	Provision of a rail station on the East Coast Main Line in the North West of North Tyneside, and associated infrastructure	2035	Heavy Rail	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NX16	South Shields Ferry Landing Renewal and Replacement of both vessels	Renewal of the South Shields ferry landing, replacement of the Pride of the Tyne with an ultra- low/zero emissions vessel, longer-term replacement of Spirit of the Tyne or retrofitting to ensure improved environmental performance	2035	Ferry	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU05	Kier Hardie Way All user improvements	As above, intervention has not been fully finalised as of Spring 2024. However, the intention is to convert the A1290 Kier Hardie Way running from the Camden Street gyratory in the west to the junction with the A1018 in the east into a dual carriageway.	2035	Road	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU07	Queen Alexandra Bridge (A1231) / Camden Street Gyratory improvements. To provide congestion relief and bus priority	Removal of gyratory system and replaced with a new two-way system between Wessington Way and Kier Hardie Way Improvements to non-motorised user route that runs adjacent to the route.	2035	Information, Ticketing and Technology	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU19	Inner Ring Road Eastern Section Southern bridgehead Junction	Remove roundabout and install new signalised junction to accommodate changes in traffic flows and use	2035	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU20	Inner Ring Road Eastern Section High Street West junction	New signalised junction with dual carriageway approach	2035	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU21	Inner Ring Road Eastern Section Borough Road Junction	New signalised junction with dual carriageway approach	2035	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU22	Inner Ring Road Eastern Section Hendon Road/Lawrence Street junction	New signalised junction with dual carriageway approach	2035	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

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	SU23	Inner Ring Road Eastern Section - A1018 / A1231 Junction	Replacing existing roundabout at A1018/A1290 junction with a new signalised junction with bus priority and new crossing facilities for non-motorised users. Increase lane width on approaches.	2035	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
Connections between different transport types	CA24	Customer Experience Strategy and delivery of measures to support an integrated network	To help our residents and visitors undertake integrated journeys we need an integrated transport network which meets users' needs and is attractive. A integrated transport network which is simple and easy to use, affordable and gets people to where they need to be will key in encouraging people to travel sustainably where possible, freeing up the road network for essential journeys that need to be made by car or van. This customer support strategy will set out measures to support customers at each stage of their journey, from the point of deciding to travel right through to arriving at their end destination and a series of first phase measures that will be invested in.	2026	Behaviour Change	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU02	Walking C Cycling Improvements in Durham City	Creating and improving links to key employment, education and tourism sites across the City and to wider urban settlements to create a feasible alternative to a private car journey.	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU03	County Durham Accessible Routes	Improvements to walking and wheeling routes across the County	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU04	Aykley Heads Connectivity	Connecting Aykley Heads to wider transport (bus stops, cycle links and railway station links) as well as making existing routes fully accessible.	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	DU11	Horden Active Mode streetscape improvement in residential areas.	Active mode improvements in the Horden Area with public realm and landscaping improvements.	2027	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU27	Durham City Approaches: Bus Priority Measures.	Considers bus priority measures to improve key radial commuter routes into Durham City to improve the reliability of the bus services and encourage a modal shift. Includes: A177 Shincliffe, A181 Gilesgate and A690 Nevilles Cross	2027	Bus and Last Mile	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU29	Funding for development and potential DCC match swap	A fund to safeguard current major projects.	2027	Revenue	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU30	Durham Northern Approaches. (Active Travel)	New College Durham to Arnison Centre in 2 phases (Rotary Way then Framwellgate Front Street) making the current arrangements permanent	2025	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU31	Baths Bridge - Create an active mode link across the Wear linking residential, employment and education sites.	Replace the footbridge over the Wear for pedestrians and cyclists.	2027	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.

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	GA26	Mobility Hubs	Across the funding period will install 5 multi-modal mobility hubs, strategically integrated into the public transport network	2027	Behaviour Change	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA31	MetroGreen Intermediate schemes	Facilitating development in the area action plan area of Metro Green through sustainable transport improvements	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA37	Gateshead Quays (masterplan outcome measures and active travel infrastructure)	Further transport infrastructure is required in the Quays area to support the regeneration of the area	2027	Active Travel	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA39	Traffic monitoring infrastructure	There is an established need for data collection and monitoring of vehicular traffic and the use of active modes across the North East. This requires counters to be installed and maintained at strategic points on the network. These counters regularly need to be updated and renewed.	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE09	Connected Communities	Delivery of community based active travel opportunities	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NE11	Central Newcastle - Walking, Cycling and Public Transport improvements	Investment in public transport, walking and cycling to enable a zero carbon central Newcastle	2027	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NO19	Blyth to St Mary's Active Travel Scheme	Delivering a segregated high quality active travel route from Blyth to the North Tyneside border	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NO17	Recreational cycle network development in Northumberland	Capital investment targeted at improving the walking and cycling networks in Northumberland to support greater opportunities for recreational cycling and accessing the visitor attractions across the county by active modes.	2028	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	NO20	Connected Stations - Delivery of elements in Northumberland.	1. Bedlington - Bus connectivity, sympathetic to the LUF walking and cycling corridor. 2. Station signage - All stations, improved signage for onward connectivity, details on bus connections, walking and cycling routes. 3. Morpeth and Hexham - Brompton e bike storage. 4. Cycle storage - Morpeth, Prudhoe, Haltwhistle. 5. Station facilities audit - Station audits, a research study.	2027	Heavy Rail	**No**	This will not lead to development that could have an LSE on the European Sites.
	NT03	Delivery of the transport elements of the North Shields Fish Quay Plan	Improve sustainable links between Fish Quay, town centre and active travel routes and complement wider regeneration	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

Policy Type	Scheme ID	Scheme name	Scheme description	Delivery Year	Scheme Type	LSE	Justification
	NT06	Improving Wallsend town centre public realm delivery and improve accessibility for all users	Improve public realm and accessibility in the Wallsend town centre area, building on earlier regeneration work	2027	Active Travel	**No**	The scheme is over 6 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT07	Improving Whitley Bay town centre public realm delivery and improve accessibility for all users	Improve public realm and accessibility in the Whitley Bay town centre area, complementing wider regeneration work	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	NX21	Callerton Park and Ride Extension	Expand Car park and improve all facilities	2027	Park and Ride	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	ST01	Improved Cycling Links to Tyne Pedestrian Tunnel	Improved connections on both the South and North side of the Tyne Pedestrian Tunnel	2025	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	ST15	Micro Mobility Hub	Delivery at South Shields Interchange of a 16 bay automated bike hire machine.	2025	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	ST20	South Shields Town Centre Active Travel Route	The proposed route would provide a direct and dedicated route over 1.4km between the Ferry Landing to the South Shields Foreshore along King Street providing seamless access to South Shields Town Centre, Public Transport Interchange and Ferry Terminal. This is in addition to providing access for the proposed South Tyneside college relocation into the Town Centre.	2027	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA23	Demand Responsive Micromobility Transport trials	Innovation - Demand Responsive Transport – investigating and testing micromobility solutions with New forms of last mile connectivity integrated into our transport network	2030	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA39	Park and Rides	Proposed package of strategically placed, Park and Ride sites to make it easier for people to join the bus and rail network. Sites will be identified by LAs in both suburban and rural areas and will act as hubs for connections between new Demand Responsive Services and the wider bus network.	2030	Bus and Last Mile	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	DU39	Newton Aycliffe active mode improvements	The project would enhance and improve cycling and walking routes across Newton Aycliffe linking the town centre with key employment locations, rail and bus infrastructure, green open space and residential areas by delivering the priority phases of the Local Cycling and Walking Infrastructure Plan for Newton Aycliffe.	2030	Active Travel	**No**	The scheme is over 6 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU42	Park and Pedal	Car parks on the radial routes to the City within a 5 mile radius to allow users to park and then cycle into the City.	2030	Park and Ride	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU43	Cycle super routes (5miles radius of Durham City)	Improve active mode offer on key commuter routes into the City Centre (A167 Chester le Street, A691 Langley Park, Witton, Consett, A690 Meadowfield etc)	2030	Active Travel	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.

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	DU44	Pop up PCRs	Improving or creating small car parks near key residential areas, close to public transport infrastructure to encourage the 'last miles' into the City via bus.	2030	Park and Ride	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU45	Milburngate Footbridge	Introduce a footbridge over the River Wear between Penny Ferry Bridge and Milburngate Bridge, linking Freemans Reach and Framwellgate Waterside.	2030	Active Travel	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU49	Secure cycle parking across the DCC building sites.	Improving the cycle storage offer at DCC buildings across the County.	2030	Active Travel	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU50	Connectivity for stations and secure cycle parking (Chester le Street)	Provide and improve cycle storage facilities at existing and future Railway Stations.	2030	Active Travel	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	DU52	Bus priority pinch points.	Undertake a detailed design and cost plan for public transport pinch points across the County as identified in coordination between bus operators and DCC public transport.	2028	Bus and Last Mile	**No**	The scheme is over 8 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA25	Park and Ride	Continued congestion through central Tyneside caused by traffic accessing the key employment, shopping and leisure opportunities in the area. Three potential bus-based PCR schemes are identified in the Council's Local Plan and also promoted by the Council through the BSIP process.	2030	Bus and Last Mile	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA34	Liveable neighbourhoods	Lack of alternatives to car use for certain communities to access essential services	2028	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA36	Riverside Park transport improvements	Riverside Park (between Askew Road and the River Tyne in the area around the Redheugh Bridge, extending to Dunston Staithes and also on to the Derwent Walk in future phases) is identified in the urban core strategy as an area requiring stronger links through to Windmill Hills and beyond to Gateshead town centre and the Quays, and links to the riverside/Keelmans Way cycle route with good links to Newcastle Quayside. Objectives would be to improve connectivity and environment for active travel, improve permeability by bus with stops and to make this a destination.	2028	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NE17	Sustainable permanent mitigations for the Tyne Bridge	Access arrangements at Cowhill, Jesmond, New Bridge Street and Pilgrim St for Buses, cyclists and pedestrians.	2030	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NT14	Coastal Connectivity	Extension of high quality active travel links and public realm enhancements linking to local district and town centres	2030	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

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	NX13	Cycle Parking C Hubs at Nexus sites	A network of secure cycle lockers that are smart enabled across Metro stations, bus interchanges and rail stations. Development of a series of secure cycle hubs at public transport interchanges/Metro stations	2030	Active Travel	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU30	Riverside Sunderland footbridge approach improvements	New footbridge over a ravine to form a closer link with Sheepfolds developments and the Stadium of Light area New connecting cycle links from the near Wear footbridge to Newcastle Road and the Dame Dorothy Street cycle route (under construction)	2030	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	SU33	Mobility Hubs in Sunderland.	To provide mobility hubs at a proportionate scale in Sunderland city centre, Sunderland North, Sunderland West, Washington and Coalfields areas	2030	Behaviour Change	**No**	This will not lead to development that could have an LSE on the European Sites.
	SU35	St Mary's Boulevard - Bus Priority and Pedestrian movements	A number of new developments are planned or in the process of delivery on the Riverside Sunderland site. To reduce severance for pedestrians between the city centre and the Riverside Sunderland site it is proposed to realign the existing St Mary's Boulevard to a more pedestrian friendly arrangement.	2030	Active Travel	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.
	CA31	Regional Autonomous Vehicles testbed	Increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed	2035	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	CA51	Unified open data for regional transport	A unified open data operation for regional transport so it is fully accessible to all and do data provided for different types of transport is in a similar format	2035	Information, Ticketing and Technology	**No**	This will not lead to development that could have an LSE on the European Sites.
	GA04	Blaydon station to town active travel link	Potential improvements at Blaydon rail station.	2035	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	GA11	Bill Quay pedestrian link to a future Metro Station	Pedestrian link from Gullane Close in Bill Quay to proposed Metro Station at Mill Lane	2040	Active Travel	**No**	The scheme is over 10 km from the closest European Site and would, therefore, be unlikely have an LSE.
	NX20	Ferry - Royal Quays Landing study	To explore a Ferry Landing at Royal Quays	2035	Ferry	**Yes**	This may lead to development that could have an LSE on the European Sites, subject to the nature, scale and location of the works.

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