

Summary Document: Delivering Green Transport

Kim McGuinness
North East
Mayor

NE North East
Combined
Authority





Foreword

The North East is on a mission to be known as the home of real opportunity, and this transport plan represents our path to a better region.

In this plan I set out a vision for a reliable, accessible and green public transport system that works for all.

From a new railway line in Durham to electric vehicle charging points in Northumberland and an extended Tyne and Wear Metro, this plan is our region coming together to deliver real change.

We're ambitious and we're moving fast. The first three years of this plan will see more than £800m invested in major regional infrastructure and local authority transport projects.

We'll also take a new approach to public safety, making sure the transport system recognises that women and girls must feel safe if we are to have a truly accessible network.

We know also that years of austerity have hit our transport network hard, and as such we are prepared for further transport infrastructure challenges and the need to be flexible in our response.

The plan set out here will not create opportunity overnight, but in everything from bus reform to a new Metro fleet I am confident we are laying the foundations that create a new era of better, greener public transport.

Kim McGuinness
North East Mayor

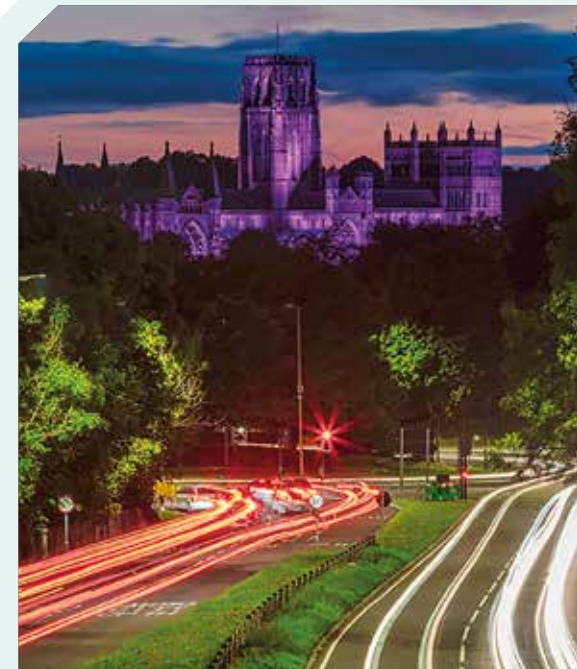
North East Combined Authority missions

This North East Local Transport Plan (LTP) is supported by our five missions:



Our transport activities will contribute to the North East Combined Authority's role in improving our economy, skills, health, and environment.

Making journeys is good as it benefits our economy. However, greener journeys are even better as they also benefit our environment and health. We are confident that the following themes in this document will help us to achieve the Mayor's aim to deliver a green, integrated transport network that works for all, enabling more people and freight to make greener journeys. Achieving this aim will ultimately support the delivery of our five missions.





Where we want to be

To help achieve the Mayor's aim we ultimately need to address the transport challenges currently being experienced in the region, ensuring better sustainable journeys and creating a network that acts as the yardstick on which all other networks are judged.

This involves creating a green, integrated transport network that works for all. This will make sustainable travel options more attractive and convenient, enabling more people and freight to make greener journeys.

This will help the region meet its challenges head on, providing sustainable, integrated links between communities, services, and opportunities, paving the way for growth and further inward investment.

The LTP sets out an ambitious set of service standards that we would expect to see in this improved network, to help tackle the transport challenges we're currently experiencing.

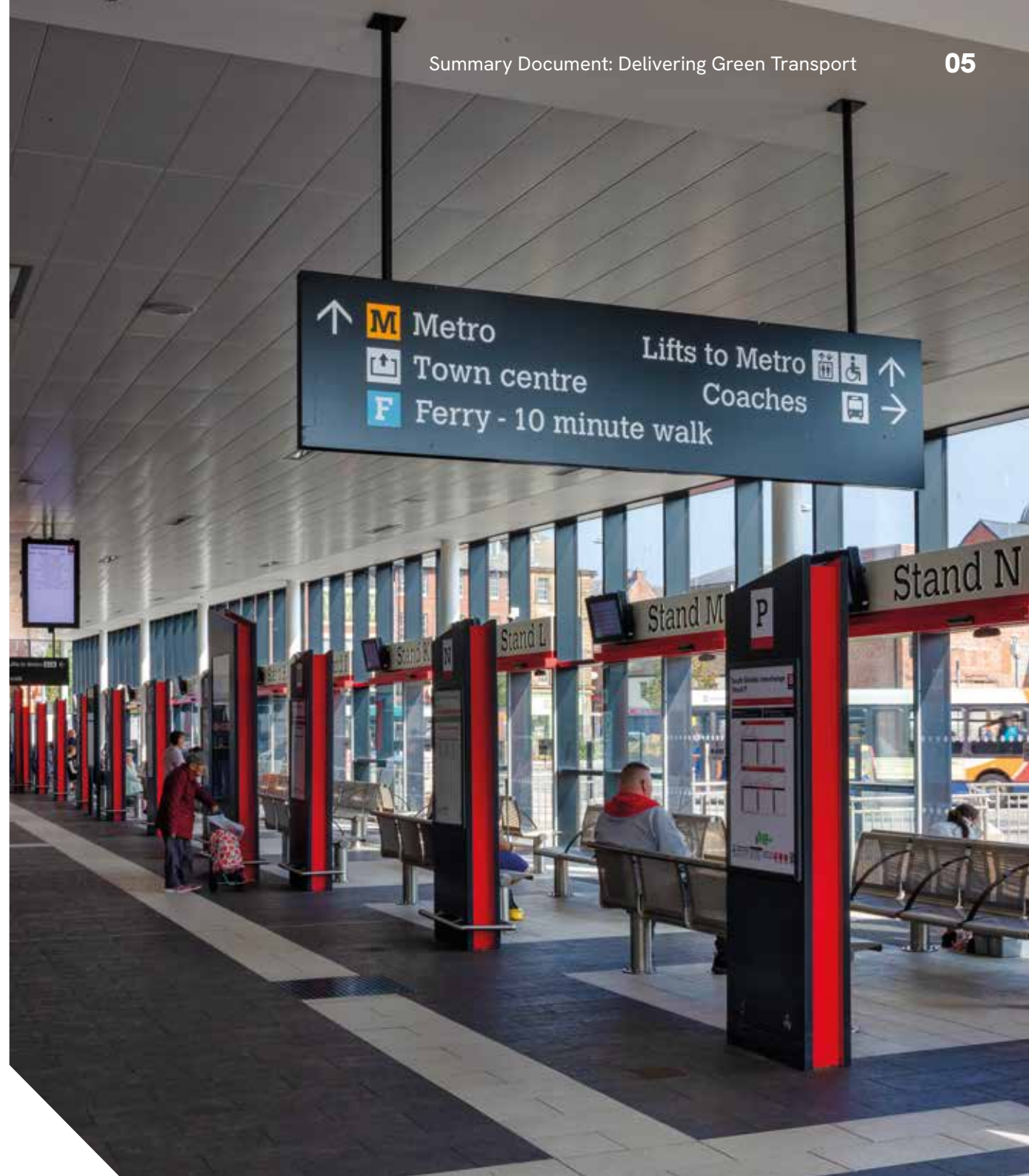


1 Planning journeys, informing users, and supporting customers:

- Information, help, or assistance should be easily available and accessible to everyone before, during, and after a journey.
- Live journey information should be accurate and consistent and should be presented in a way which is easily understandable and trusted by people.
- The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.

This will help us tackle our current transport challenges:

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





2 Ticketing and fares:

- Fares and tickets should be as simple, affordable, and as easy to use as possible.
- People should be able to travel across the region, and via different types of transport, without needing to buy multiple tickets.

This will help us tackle our current transport challenges:

- There are several types of tickets available for different transport options and different operators.
- A limited range of tickets are available that allow travel across multiple types of transport or different operators.
- Smart ticketing is not always available.
- Not all travel is price capped which does not limit the amount customers spend on their daily travel.



3 Reach and resilience of infrastructure:

- The network should be able to deal with disruptions, accidents, and extreme weather more effectively. The region will pro-actively consider approaches to maintaining critical infrastructure which reduce whole-life costs and minimise disturbance to the region's network.
- The integrated network should extend to all areas of the region where it is needed, not just where is profitable, this is particularly important for our rural and coastal areas. There should also be strong transport connectivity beyond our boundaries for both people and freight.
- Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities.
- Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should

seamlessly link together with public transport for longer journeys.

- Resilience refers to the ability of our transport infrastructure to withstand and effectively deal with problems such as congestion, faults, and severe weather events and the network should be able to avoid disruption and mitigate against extreme weather and other events effectively.

This will help us tackle our current transport challenges:

- There are still significant gaps in our transport network.
- Some types of sustainable transport don't reach all places, particularly our remote rural areas.
- There are several areas where resilience issues have a knock-on impact on passengers including disruption, delays and congestion.



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

- People's safety should be central to the network, with a particular focus on the safety of women and girls and other vulnerable groups. Drivers and other front-line staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.
 - Everyone should feel safe when waiting at interchanges, stations and bus stops, and when travelling on public transport. The specific safety needs of women and girls, and other vulnerable groups, will be taken into account when designing safety features on the network.
 - People should be able to report concerns and have the confidence that these will be dealt with promptly.
 - 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. People should feel a sense of pride in the network and be keen to use it again.
 - The North East should set the highest standards for a fleet of green public transport vehicles.
 - Accessibility should be at the heart of the network and its services; it should be accessible for all people and ensure that those with disabilities are not excluded.
 - The green, integrated network should bring new, safer bus stops.
- This will help us tackle our current transport challenges:**
- Low perceptions of public transport service quality, particularly regarding their punctuality and reliability.
 - Actual and perceived safety concerns that need to be addressed to increase confidence and ensure that everyone is safe whilst travelling on the network.
 - Transport options do not always match up to people's lifestyles, for example the need to travel in the early morning, late evening, and on weekends.



5 Connections between different transport types:

- 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.
- 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.
- There should be well co-ordinated public transport timetables and services which allow for smoother journeys.

This will help us tackle our current transport challenges:

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

Delivery plan

This section sets out a snapshot what we will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all.

The full list of schemes can be found in our Delivery Plan, along with details of what mechanisms we will use to deliver, fund, and finance these interventions.

The key commitments are outlined below, broken down into respective time periods:



Improvements we will deliver by 2027*

We will deliver:

- **Expanding and improving our network** - infrastructure improvements including a new North Shields Ferry landing and a package of maintenance and renewals of the network.
- **Making transport safe for women and girls** - safety and security improvements on public transport including more Metro gatelines, safer stops and shelters and accessible information.
- **Starting the delivery of the largest electric vehicle charging network in the country** - expansion of the electric vehicle charging network with home based and key destination and station charging.
- **A joined-up walking and cycling network** - including, active travel hubs, bike parking at key stations and interchanges and the first phase of active travel network improvements.
- **Improving stations and connecting rail to public transport** - stations will be upgraded and integrated with the wider public transport and active travel network. The Pop card will be brought to local rail services, and we will investigate bringing stations into public ownership.
- **Setting the standards for green buses** - with new Zero Emission Buses rolled out.
- **Working towards a fully integrated public transport network** - including enhanced and supported fares, ticketing and information including account based and contactless ticketing on Metro.

We will be actively developing:

- Business cases for a new bike and e-bike network connecting Washington by Metro and the Leamside Line.
- Bus Reform; and propositions for 2027 and beyond.

* Subject to funding and powers



Improvements we will deliver by 2032*

We will deliver:

- **Bus reform.**
- **Washington connected by Metro.**
- **Free travel for all under-18s.**
- **Expanding and improving our network** - the network will continue to be maintained including critical structures and the re-signalling and renewals of the Metro.
- **A joined-up walking and cycling network** - the next phase of active travel investment filling gaps in the network to create a cohesive joined up network.
- **Improved rail and road arteries we need to power our economy** - including continuing investment in network improvements to facilitate housing growth through local network schemes and working with National Highways to deliver upgrades to the A66, A1 dualling to Ellingham and Junction upgrades on the A19 at Moor Farm / Seaton Burn.

- **The delivery of a fully integrated public transport network** - a comprehensive customer experience approach to make it easy and safe to plan and make journeys, continuing to focus on safety for women and girls on public transport and a programme of public transport station improvements.
- **Setting the standards for green transport** - decarbonising our public transport network.

We will be actively developing:

- **River crossing proposals.**
- Further **Metro and rail extensions including the Leamside Line.**
- **Propositions for 2032 and beyond.**

* Subject to funding and powers

Improvements we will deliver by 2040*

We will deliver:

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

We will be actively developing:

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



* Subject to funding and powers

Useful links

North East Local Transport Plan

Delivery Plan

Integrated Sustainability Appraisal



Consultation overview and findings




www.northeast-ca.gov.uk/localtransportplan

The LTP and accompanying delivery plan and Integrated Sustainability Appraisal (ISA) have been subject to an extensive consultation which ran across a 12-week period between 4 November 2024 and 26 January 2025. There were over 16,000 responses to the consultation. The documents have been reshaped following consultation to reflect feedback received.

Kim McGuinness
North East
Mayor



 enquiries@northeast-ca.gov.uk
 northeast-ca.gov.uk

 [the-north-east-combined-authority](https://www.linkedin.com/company/the-north-east-combined-authority)
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