

Policy 51

Id No Respondent

Policy 51

428 Campaign To Protect Rural England

In CPRE's view, this is a good framework of policies, with the stated aim of a presumption in favour of public transport. Experience elsewhere (eg Humberside) demonstrates that the subsidised preparation of integrated timetables encourage the co-ordination of different transport modes at very modest cost.

However, the policy should emphasise that public transport provision should be for all, with the objective of promoting modal shift from private car use rather than a social inclusion measure targeted at those who cannot afford to run a car. It is vital that affluence and car use are 'de-coupled' given the RSS' economic growth objective.

Amend (h):

"... public transport solutions to reduce social inclusion dependence on car-use in urban and rural areas"

(i): It is unsatisfactory to introduce public transport links to serve employment or retail sites six months and more after the development is up and running, when habits are already formed. Ideally, the pre-existence of public transport services should be a factor in determining the location of employment or retail sites. If new services are being established, then they must be running as soon as the development comes into use.

200 Environment Agency

3.202

Pleased to see access to environmental (and other) assets have to be provided in a sustainable manner.

163 Friends of the Earth North East

Friends of the Earth strongly supports the Regional Public Transport Provision Section as a whole, and policy 51 in particular, as they reflect sustainable development principles and have the emphasis and tone that the whole of theme 3D needs to adopt to deliver sustainability and the RSS vision of a high quality of life for all. There is considerable evidence of the results that can be achieved when improvements to bus services in urban areas are made. For example, Dublin has greatly improved its bus corridors in and out of the city over the past four or five years with a suite of measures, including improved bus lanes, high quality waiting areas, real-time passenger information and landscaped walkways to access the bus stops. Consequently, bus use has increased by 38%.

We recommend the following minor changes are made:

- The Department for Transport's PSA 3 target is, 'By 2010, increase the use of public transport (bus and light rail) by more than 12% in England compared with 2000 levels, with growth in every region.' To reflect this target, we suggest that the first paragraph is amended to read:

'Local Transport Plans and other strategies, plans and programmes will focus on developing public transport provision that supports the RSS and encourages a rebalancing of the transport system in favour of sustainable modes. Policies will be designed to increase the use of public transport (bus and light rail) by more than 12% compared to 2000 levels by 2010, through measures that...'

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- In line one, replace 'should' with 'will' to remove any room for ambiguity.
- Amend c) to read, 'prioritise the continued development....'
- Amend i) to read, 'ensure the provision of new and improved....'

- The outcome should read: '100% of LDFs/LTPs including policies to achieve significant improvements in public transport provision through the measures outlined in policy 51.'

329 Friends of the Earth South Tyneside

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4 Friends of the Earth Tyne Bridge

Policies 51 and 52 contain no specific plans to expand the rail network, despite the fact the Government's Public Service Agreement targets (quoted in the Policy Context of the RSS's Transport Technical Paper in Paragraph 2.03, p.4) call for a 50% increase in GB rail use between 2000 and 2010, while the SRA Plan (2003) on p.8 of the TTP expects increases in passenger and freight transport of 50% and 80%

respectively. The RSS sets no such targets. The same plan (TTP p.15, Para 2.57) says the DfT recommended a High Speed Line, but the RSS mentions no such developments. Meanwhile the Tyneside Area Multi-Modal Study of December 2002 (quoted in Paragraph 2.46, p.12) highlights the benefits of rail services between Ashington and Blyth and two other locations, while the Tees Valley Rapid Transit is talked about positively (Transport Technical Paper, p.18), yet while Para 3.197 is very promising the actual Policy (No. 50) only specifically mentions the ECML and Teesport. Much more emphasis is given to roads, namely the A1, A66 and A19. Para 3.203 explains that rail improvements are all "longer term".

Id No	Respondent	Policy 51
215	Government Office For The North	<p>Again too general and not sub-regionally specific enough - where specifically are problems of congestion (which sections of highway) and where specifically are there rural areas which have accessibility problems? The draft has registered the problem that new centres of employment and retail are often not well served by public transport, and there is some indication that the planners should try and avoid that in future (3.200). Policy 51 'I' states they should 'promote and encourage' new services to these places, which is sensible if rather vague and it would be good to know of some initiatives. They could, for example, be looking at demand-responsive services (works well in Deeside) and/or employer-sponsored buses (S Yorkshire doing that).</p> <p>Part 'e' - 'Introduce common fares standards, particularly discounted fares for children and older people'. Local authorities have no power to set standard fares - that is a matter for operators and subject to competition law. They can agree a standard policy on concessionary fares, but for older people on buses they will all have to allow free travel from 1 April 2006 - that just leaves rail and the T&W Metro. There is also scope for multi-operator ticketing though again not for the local authorities to determine the prices.</p>
160	Highways Agency	<p>There is also a pressing need for improvements on the A66 at Darlington and the A1 Newcastle and Gateshead to address congestion hotspots. In the longer term further study is required of the A1 north of Newcastle and in County Durham on the A19/A66 junction in the Tees Valley conurbation to tackle congestion and safety issues. A Route Management Strategy approach should be adopted for all strategic highways. Future rail investment also needs exploration and this form of transport is recognised as an underused asset. The relative cost of owning a car in the past decades compared to public transport has led to a significant increase car ownership and the routes and recent development have not lent themselves easily to public transport use.</p>
300	Member of Public	<p>The Metro need re-funding before expanding. Rethought out approach to bus service and timetabling is needed to improve connectivity.</p>
293	Member of Public	<p>The Metro needs re funding before expanding. A re-thoroughout approach to bus services and timetabling is needed to improve connectivity.</p>
453	Member of Public	<p>Recommend following changes: First paragraph to reflect Dept for Transport's PSA3 target</p> <p>In line one replace "should" with "will" Amend c) to read "prioritise the continued development.." Amend i) to read "ensure the provision of new and improved..."</p>
273	Member of Public	<p>Again the RSS is reliant on LTP's but if we are to achieve the objective of a shift to other transport then this needs to be a core policy and driven with something more than ensure, support etc. Unless public transport is elevated to a better quality system and truly attractive then modal shift will continue to be mere words with zero action.</p>
185	Middlesbrough Council	<p>The policy specifically identifies the need to revitalise the Tyne and Wear Metro and to provide adequate levels of revenue, but does not include specific proposals for the Tees Valley. Table 2 of the RSS identifies transport schemes where Government support is requested, including the Tees Valley rapid transit/bus based solutions. It is considered that this scheme should be specifically identified within policy 51.</p>

Id No	Respondent	Policy 51
		Requested Changes
272	Middlesbrough Town Centre	Policy 51 should include reference to proposals for the development of the Tees Valley rapid transit/bus based solutions
		Policy contains reference to need to "encourage and support the revitalization of the metro system" and "provide adequate levels of revenue to maintain and enhance, where appropriate, the quality of bus, rail, coach and Tyne & Wear metro services" but makes no reference to the aspirations in the sub region to provide some new and efficient mass transit system as is being pursued by TVR. A suitable reference should be included.
334	Morpeth Town Council	Welcomes statement but stresses public transport networks should cover whole area.
		With regard to h) the Council strongly disagrees with this. Public transport should be an attractive and economic option to everyone and therefore discourage use of the car, not just a social inclusion for those who cannot afford to run a car.
449	National Trust North East	The National Trust supports this policy
94	Nectar	Policy 51 is supported by NECTAR.
		Reference should be made to the finding of the SDG Report for ONE North East (Steer, Davies, Gleave: Economic Benefits Appraisal of Existing and Future Transport Infrastructure Requirements for the North East, 2003) that "The changes in transport policy required to bring about significant and sustained locational changes would in our view be concerned with the cost of use of the system rather than with investing in more infrastructure."
		The Policy would be enhanced by specific reference to the role of railway stations as gateways to the rural communities and the need for the development of feeder bus services to these stations. Similarly, the need to match the station to the expanded domestic and industrial role played by outer suburban towns such as Cramlington (2.68), Prudhoe (2.33), Chester le Street and similar stations in the Tees Valley should be identified.
		Reference should be made to developing public transport as the mode of choice for many journeys. A further statement should be introduced adjacent to Policy 51h and should read, 'encourage and investigate the application of innovative public transport solutions to reduce car dependence in rural and urban areas.'
		The timescale for the Ashington, Blyth and Tyne passenger railway development should be advanced to medium term as, in conjunction with Metro services, it would also facilitate health service patient and visitor links between Wansbeck, North Tyneside and the Newcastle hospitals as well as gain and give mutual support to and from the Woodhorn Museum project. This project should be identified in the specific list, adjacent to Policy 51f. (Policy 6v also refers.)
157	Nexus	Nexus is currently actively investigating the possibility of introducing one or more formal Quality Contracts in the Tyne and Wear area to ensure delivery of the Local Transport Plan Bus Strategy. If implemented, Quality Contracts would set service and fares standards, and would prescribe a bus network capable of delivering increased patronage.
10	North Tyneside Council	Supports the principle of retention of this route but considers that the particular means/mode of delivering any service needs further consideration.
222	Northumberland County Council	The County Council support the development of the Ashington, Blyth and Tyne line for rail passenger services identified in this policy
338	Northumberland Tyne & Wear NHS	NHS welcomes measure.

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66 Railfuture

Policy 51 is supported by Railfuture northeast.

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42 Redcar & Cleveland Borough Council

The approach to improvements to the bus system set out in Policies 51 and 52 is supported in the short term.

124 South Tyneside Council

Some of the elements have no direct spatial influence [eg. real time information and Traveline]. It is queried why it is considered that they are relevant to RSS?

This also applies to some other policies

151 Sunderland ARC

Regional Public Transport Provision is supported, subject however to the reservation that the relatively peripheral location of a number of the ‘Prestige Employment Sites (subsection i) will effectively require scarce resources for public transport infrastructure to be directed away from the conurbations and other main towns (and hence away from the most excluded communities) in order to support developments that could be more beneficially located in or on the edge of main centres. At the same time, this requirement does nothing to indicate whether or not the sites in question have been subject to any form of public transport accessibility test. In fact, it is apparent that some would perform poorly in relation to such a test. This highlights the central importance attached by Sunderland arc to reversing the trend to peripheral Business Parks and supporting facilities that can be better located in and on the edge of town and city centres in order to capitalise on the significant public transport investment that has already been made.

207 Tees Valley Joint Strategy Unit

This policy, which refers to regional public transport provision and the need to provide more sustainable forms of transport, specifically identifies the need to revitalise the Tyne & Wear Metro system and the need to provide adequate revenue to maintain and enhance Metro services. In a similar way it is considered that a reference should also be made to the Tees Valley rapid transit/bus based initiative. This scheme, which is included in table 3 part 2 of the RSS on page 144, is a major initiative that will:

Assist with regeneration

Improve public transport accessibility

Encourage a mode switch from car to bus

Enhance social inclusion, and

Support principles of sustainable development.

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11 Tyne & Wear Authorities (Jointly)

Policy 51

Transport

There isn't really a transport strategy as such, and transport issues are fragmented. The real priority is to ensure that the majority of all new economic activity and other development should be located within public transport corridors. At present RSS fails to provide a fully integrated statement of transport strategy and this should be rectified.

Policy 51 should be amended to better express a spatial strategy for public transport. It should also be promotional and give much stronger emphasis on the provision of new major infrastructure as being a priority necessary to sustainable development of the conurbation, in particular not accepting revitalisation of the Metro as "long term".

The text 3.217 to 224 should mention (in 3.221) the high priority that needs to be given to the new Tyne Crossing, in support of its mention in Policy 55

Major Regional Transport Schemes, including several of importance to Tyne and Wear are referred to sporadically in different policies. However Table 3 which includes all the schemes should be reflected in a policy. Point 5 (Metro) should be moved above point 4 (Ashington Blyth and Tyne) as reflecting its importance

105 Tynedale Council

There is no reference within this policy (or its supporting text) to the new city regions. This may be a more appropriate terminology to use than "Tyne and Wear conurbation", given the need to integrate public transport across the wider catchments and commuter zones of the conurbation. In relation to this, it is noted that public transport improvements between Tyneside and (west of) Hexham are proposed on the "Connectivity" Key Diagram.