

Policy 52

Id No	Respondent	Policy 52
57	Capital Shopping Centres	The Submission Draft does not recognise the important role the Metro Centre plays in regional public transport provision. Suggested amendments (see documents for details of all suggested amendments) seek to remedy this and recognise the potential increased role it could play in this respect in the future. CSC considers transport issues in the area and role the Metro Centre can play in improving public transport reinforces need for coordinated approach to development in Gateshead Tyne river corridor.
200	Environment Agency	3.207 Agree that “Higher densities should be located particularly within close proximity to strategic and local public transport hubs to encourage travel by public transport.”
163	Friends of the Earth North East	Friends of the Earth supports this policy as an essential component of delivering a high quality, sustainable transport system, and ensuring the effective integration of land use and transport to deliver sustainable development
329	Friends of the Earth South Tyneside	South Tyneside Friends of the Earth supports this policy as an essential component of delivering a high quality, sustainable transport system, and ensuring the effective integration of land use and transport to deliver sustainable development.
215	Government Office For The North	Part ‘a’ states that high-density land uses should be located at strategic public transport hubs, yet there is no reference to this elsewhere in the document. Part ‘d’ states that Strategic Public Transport Hubs should be the focus for land uses which require a high level of accessibility. However, this seemingly key policy statement is not referred to elsewhere in the document. These are not Connectivity policies.
195	Grainger Trust	GT’s support remains for policy 54 and its recognition of improvements of public transport hubs in regeneration areas
160	Highways Agency	LTP's and other strategies should support the development of 'Core and Feeder' transport system focused on a network of key interchanges
470	Member of Public	I support the principles and proposals in this policy in general terms, and would specifically like to see better bus rail coordination for example with a feasibility study into a shuttle bus between the rail and bus stations in Middlesbrough.
272	Middlesbrough Town Centre	Middlesbrough is identified, rightly, as a strategic public transport hub which should be "the focus of improved service frequency and journey time reliability along the core corridors linking these hubs".
334	Morpeth Town Council	Welcomes recognition of market towns as strategic transport hubs to serve hinterland
94	Nectar	Policy 52 is supported by NECTAR. Consideration should be given to the benefits which would accrue from including Gateshead in the strategic hub list. Better clarity would result from the identification of railway stations as natural hubs for public transport whether in strategic, subregional, local or rural service centres. The rail network offers a fast, safe, comfortable service from these centres to the City Regions and beyond.
338	Northumberland Tyne & Wear NHS	Unsure of effects.

Id No Respondent

Policy 52

66 Railfuture

Policy 52 is supported by Railfuture northeast.

Consideration should be given to the benefits which would accrue from including Gateshead in the strategic hub list and Policy 52 revised accordingly.

Better clarity would result from the identification of railway stations as natural hubs for public transport whether in strategic, subregional, local or rural service centres. The rail network offers a fast, safe, comfortable service from these centres to the City Regions and beyond

151 Sunderland ARC

Strategic Public Transport Hubs is strongly supported. For the reasons indicated in relation to Policy 51 above, there will henceforth be a need for closer de facto integration between the objectives of the policies for public transport and the allocation of major sites for development.