

Policy 53

Id No	Respondent	Policy 53
428	Campaign To Protect Rural England	<p>CPRE North East support this policy but believe it could be strengthened by making reduction in car usage and explicit objective of demand management: Amend: should develop integrated demand management measures to reduce private car usage, environmental and safety issues.</p> <p>Car sharing within households should be encouraged too: Amend c): Car sharing schemes, car clubs, including car sharing within households ('Kiss and Ride')</p>
57	Capital Shopping Centres	<p>CSC suggest amendments to policy 53 (see document for details of all suggested amendments) to identify The development of integrated demand measures which address congestion, environmental and safety issues and also ensure key urban sites can fulfil their regeneration potential. Also seek to recognise demand management measures might include or flow from the design and management of individual developments</p>
448	Cyclist Touring Club	<p>Para 3.212 Last sentence is too weak. There needs to be a firm commitment to reinvest revenue to improve public transport, cycling and walking infrastructure measures</p>
344	Durham City & District Chamber of	<p>The road-pricing scheme is not successful, it is half-baked pedestrianisation which induces a misplaced sense of pedestrianisation amongst the unwary. It poses a greater traffic hazard that prior to the charging scheme being introduced. Its benefits are persistently exaggerated and its negative impact ignored. As a public relations symbol it is an albatross around the retailing heart of Durham City. A stark contrast can be made between Durham City and Barnard Castle. Many people return again and again to a bustling and often congested Barnard Castle, despite it being relatively small and out of the way. It is generally perceived as being 'unspoilt'. People come to Durham for the large and iconic building for example the Cathedral, and expect to find many interesting and unusual shops. They are disappointed by the lack of small businesses which have been driven out by the reduced car parking and 'traffic management'. An even starker contrast is seen once one travel south of Barnard Castle, crossing the river Tees can seem reminiscent of crossing of the former east Berlin to the 'west'. Towns such as Northallerton, Yarm, Richmond, Stokesley etc all endeavour to provide a 'welcoming attitude' to the 'motorist shopper'. Here the transport emphasis seems to be on managing demand rather than the euphemistic control concept of 'demand management' as employed at such a heavy cost in Durham.</p>
202	Durham County Council	<p>Policy 53 on demand management gives "priority" to the conurbations. Suggest rewording to say "Emphasis will be given to Tyne and Wear" etc - to allow for possible future extension of the demand management/road charging scheme in Durham City before such measures are introduced in the conurbations.</p>
95	English Nature,	<p>Amend text in criterion (a) to read:</p> <p>'a) bus lanes and other highway and reallocation and management measures which lock in the benefits gained as a result of the introduction of other measures to reduce congestion.'</p> <p>Reason:</p> <p>To give stronger emphasis in the RSS to the concept of locking in the benefits of new measures in keeping with national policies.</p>

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163	Friends of the Earth North East	<p>Friends of the Earth supports this policy as essential to achieving a sustainable transport system, tackling climate change and addressing the other negative environmental and social impacts of road traffic.</p> <p>We recommend that the first paragraph is amended to read:</p> <p>‘In order to achieve the road traffic reduction target in policy 49, Local Transport Plans and other strategies, plans and programmes must develop integrated demand management measures to address congestion, environmental and safety issues, which include the contribution of:...’</p> <p>After point g), insert a new paragraph as follows:</p> <p>‘Local authorities, particularly in the key urban centres, should make use of the powers provided by the Transport Act 2000 to introduce new charging initiatives, working individually or collectively as appropriate, as part of an overall policy of travel demand management and also as a means of generating revenue for sustainable transport investment.’</p> <ul style="list-style-type: none"> • The outcomes should be: ‘A regional study of the feasibility of pricing measures to have been completed by end 2008’, 100% of urban planning authorities to have conducted a feasibility study into pricing measures by end 2008’, 100% of LDFs/LTPs with policies to support and facilitate car-sharing schemes’, ‘100% of LDFs/LTPs having policies to achieve modal shift in their areas’, ‘100% of LDFs/LTPs with policies to stabilise the amount of total person miles travelled by car in the region by 2008, and reduce it year-on-year thereafter.’
329	Friends of the Earth South Tyneside	<p>South Tyneside Friends of the Earth supports this policy as essential to achieving a sustainable transport system, tackling climate change and addressing the other negative environmental and social impacts of road traffic.</p> <p>We recommend that the first paragraph is amended to read:</p> <p>‘In order to achieve the road traffic reduction target in policy 49, Local Transport Plans and other strategies, plans and programmes must develop integrated demand management measures to address congestion, environmental and safety issues, which include the contribution of:...’</p> <p>After point g), insert a new paragraph as follows:</p> <p>‘Local authorities, particularly in the key urban centres, are strongly encouraged to make use of the powers provided by the Transport Act 2000 to introduce new charging initiatives, working individually or collectively as appropriate, as part of an overall policy of travel demand management and also as a means of generating revenue for sustainable transport investment.’</p>
4	Friends of the Earth Tyne Bridge	<p>We strongly support this policy, connectivity Key Objective No.7 and Para 3.175 which make excellent reference to demand management measures. We believe if fully implemented it could significantly improve the health, well being and quality of life of many inner city residents for comparatively little investment referring particularly to Prof Phil Goodwin’s insightful report Valuing the Small: Counting the Benefits (2004).</p> <p>However, it fails to include targets traffic reduction or specific deadlines for introduction of these measures. For example. the Transport Technical Paper (Paragraph 2.50) calls for a specific park and ride scheme at Morton Palms in Darlington, but there is no sign of this in the actual RSS.</p> <p>There is also little clarity about where, when or how road-user charging might take place, despite the fact the Policy context of the RSS’s Transport Technical Paper (Paragraph 2.46, p.12) says that there are “implications” for the RSS in the Tyneside Area Multi-Modal Study of</p>

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December 2002, which said that “road charging was proved to be a success” and “met local objectives of the study”, while the draft RTS (see TTP, P.9, Para 2.28) also favours congestion-charging. Despite this, congestion-charging gets lukewarm support: Para 3.212 says its “benefits are uncertain” despite the evidence of London or (nearer to home) Durham City’s own Palace Green.

It is interesting to note that there is also no mention of air travel as being susceptible to demand management, rather there seems to be a general acceptance that an increase in flights is inevitable.

- 215 Government Office For The North Congestion is not widespread now but may grow if the region's economic growth strategy is successful if compensating policies are not put in place. How should this be prevented from happening now rather be a problem to be solved at greater expense later?
- 160 Highways Agency The North East is comparatively uncongested with the exception of several hotspots already mentioned. Congestion will increase and this is damaging on the economy and the environment. Local plans must provide for measures that will decrease congestion particularly at peak hours bus lanes etc. car sharing schemes
- 273 Member of Public I am astonished that the RSS takes such a view of congested road networks and opting out again from the RS to the LTP being the solution instead of being driven by the RSS? If you are serious about road pricing for example then this will have to be led at regional level as otherwise the talk will continue with no change for another decade or more.
- 453 Member of Public :
Recommend first paragraph id amended :
"In order to achieve the road traffic reduction in policy 49 LTPs and other strategies plans and programmes must develop integrated demand management measures to address congestion environmental and safety issues which include the contribution of ..."
- After point g) insert :
"local authorities particularly in key urban centres, are strongly encouraged to make us of powers provided by the transport Act 200 to introduce new charging initiatives working individually or collectively as appropriate as part of an overall policy of travel demand management and also as a means of generating revenue for sustainable transport investment2
- 272 Middlesbrough Town Centre Policy as drafted does not distinguish between long and short stay parking requirements, nor adequately reflect the stage of evolution and development of particular centres. While the move to more sustainable transport modes is laudable it completely misses the fact that Middlesbrough's evolution as an important and thriving sub regional centre for the Tees Valley, capable of providing the quality of life which will retain and attract talent, requires its influence to expanded into a wider hinterland which has no access to appropriate public transport even if it wished to travel by this means. In the medium term Middlesbrough's economic success will depend on attracting more car borne users. This is the reality. Nothing in this strategy should hinder that aspiration.
- 449 National Trust North East The National Trust supports this policy.
- 94 Nectar Policy 53 is supported by NECTAR but the reduction of private car traffic should be included in the list of objectives included in the introductory statement. This statement should be extended to make clear that until demand management measures have been fully implemented and evaluated, new infrastructure proposals will not be considered.

The Policy should make clear that the suggested schemes are predicated on a planning presumption in favour of the pedestrian and where conflict arises, against the motorist; pedestrian zones, street layouts, crossing arrangements, road signs etc should be designed to enhance the quality of life of those who live and work in the area. An attractive and desirable built environment should become a key feature of any sustainable community. Emphasis should be placed on the need to provide attractive access on foot to key services (health, shopping, recreation etc) locally provided.

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66 Railfuture

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42 Redcar & Cleveland Borough Council

Policy 53 and Implementation Plan

The Implementation Plan includes a section on workforce development; however, this is a consideration of generic skills needs and development. The skills shortages in the construction industry that could impact upon the deliverability of the strategy are not specifically addressed.

The RSS should include further consideration of the potential impact of the predicted skills shortage in the construction industry could have on the deliverability of the RSS.

The RSS Implementation Plan recognises there may be scope for a regional or sub-regional strategy that addresses demand management issues. It will be vital for a co-ordinated approach to demand management to be applied cross the sub-region in order for this to succeed. It is considered that the RSS should take a stronger strategic approach to transport policy at the sub-Regional level to ensure consistency in approach across local authorities.

151 Sunderland ARC

53 Demand Management Measures and Policy 54 Parking and Travel Plans: whilst these policies are supported, the lack of any reference to the elimination of free car parking at out of town shopping facilities, notably the MetroCentre, is noticeable by its absence. There is also a need to emphasise the importance of competitive pricing for public transport, including park and ride charges.

72 Sven Investments Ltd

The idea of Park and Ride and related concepts, set out at Policy 53 is warmly supported. It is a topic which has been much discussed within the Tees Valley over many years but to date, only limited progress has been made towards actual provision. In the absence of core public funding for 'stand alone' initiatives, it seems likely that delivery will only take place as part of significant mixed use schemes on peripheral locations. There are opportunities provided by large scale mixed use development schemes adjacent to major transport nodes provides an opportunity to start to encourage car users to leave their vehicles at a P&R facility. To be successful, such facilities need to be located in gateway locations. Such sites, by their very distinct locational requirements, might have to be located on Greenfield locations in order to further broader, more strategic sustainability objectives.

It would be helpful if the RSS were to recognise some of the practical ways in which P&R schemes could be brought to fruition within the plan period, by:

- Providing more specific guidance on potential ways in which delivery could be achieved and;
- Providing more specific guidance to Local Planning Authorities for incorporation into Local Development Frameworks.