

### 3. Core Indicators

**Key comments from the core indicators are, as follows:**

- Plan Partners are on course to meet their targets for road condition
- The number of deaths and serious injury's has been greatly reduced. This success has led to a new target being defined. (Supplementary evidence can be found in the Technical Annex on the analysis undertaken on road accidents over a ten year period).
- Plan Partners are ahead of target in reducing the number of children killed and seriously injured in road accidents
- Patronage of light rail in the area has been increased
- The target for rural transport accessibility has been met
- There is insufficient information to determine whether the percentage of satisfied bus users has been increased. Data is collected on a three-year cycle and will be available for reporting in the next APR.

Plan Partners acknowledge that they will not increase bus patronage by 10% by 2010. Instead, a more realistic yet challenging local target has been set to restrain decline in bus patronage to a maximum of 10% from 2001-2011. Tyne and Wear is on track to achieve this.

A number of initiatives have been put in place to address the decline in bus patronage. These include a programme of corridor-based bus priority measures, including the showpiece "Superoute" network (see page 9). In partnership with bus operators, 17 Superoutes are currently in operation with a further 17 to be added in September.

Investment in bus infrastructure is considered to be a priority with the refurbishment of 273 shelters in the past year. Interchange improvements, most notably Gateshead Interchange and Four Lane Ends have substantially improved the quality of bus travel. These improvements will be continued with a favourable outcome of this year's Eldon Square major scheme bid. A large scale CCTV programme has improved perceptions of safety and security on the public transport network. The development of the first urban demand-responsive bus service in England and plans to develop a rural scheme in Gateshead underline the Plan Partners commitment to encouraging bus use through innovative and quality enhancements.

Despite a challenging set of local circumstances, including underlying population decline and the most rapid growth in car ownership in the English metropolitan regions, the Plan Partners are confident that the decline in bus use can be addressed. The investment programme on public transport for 2003/04 has been produced with this target in mind.

Plan Partners also acknowledge that we are not on track to treble the number of cycling trips by 2010 from a base year figure from 2000. Currently, monitoring data is collected solely from on-road cordon counts which fail to account for any off-road cycle trips. This anomaly in monitoring will be addressed and a more accurate estimate of the total number of cycling trips and progress towards targets will be given in the next APR. The problem is compounded further this year by the fact that more off-road cycle tracks were delivered in 2002/03 than on-road cycle lanes. Increasing cycling trips is a priority of Plan Partners in 2003/04, with 114 new schemes planned.

#### 3.1 Headline Indicators

**Key comments on the headline indicators are, as follows:**

- An increase in the use of public transport to reach the airport has been successfully achieved
- The number of fully accessible pedestrian crossings continues to improve
- The bus operators continue to meet their target for the introduction of low floor buses
- Countywide air quality objectives are being met
- Targets for Park and ride provision are being met
- Targets for CCTV coverage are being met
- The targets for secure car parking and cycle spaces are being met
- Targets for the price of parking are also being met
- Accessibility in Tyne and Wear is on target
- Number of secure powered two wheelers spaces is increasing

## Off – Target

- Bus journey times on Superoute corridors have not improved enough to meet targets
- Interchange audit targets have not been met
- Targets for the number of new travel plans have not been met

For some targets there is no clear evidence as to whether they are being met. This is because it is the first year they have been monitored and a trend cannot be defined.

## No clear indication:

- Total vehicle Kilometres on Principal roads (data collected in alternate years)
- Number of slight casualties (1st year target has been set)
- Targets for modal share of journey to work are being met

The Plan Partners are delighted to report on progress against targets, the results of which are greatly encouraging. The capital programmes of the Partners for 2003/04 have agreed to address those areas where progress has not been as successful as anticipated. An on-going programme of monitoring is in place and is being further developed to capture information to address those targets on which it is reported that insufficient information is available to assess whether the Plan Partners are on or off target.

## 3.2 Congestion Statement

In accordance with the requirement in the DfT guidance, the Plan Partners are pleased to report here on developments of their demand management strategy for Tyne and Wear. This strategy aims to address the problem of traffic growth and subsequent traffic congestion.

The stance in the current LTP for Tyne and Wear regarding travel demand management was taken, given the circumstances prevailing at the time it was written. Arguably, there were relatively low levels of congestion and particular focus was being given to regeneration needs. Now, in light of

increasing national concern over congestion and its detrimental effects on the environment and peoples' wellbeing, the Plan Partners have begun to review their strategy for travel demand management in Tyne and Wear. Of growing concern is the fact that although car ownership is low in the region compared to other areas in the UK, the growth in car ownership is the highest of all the metropolitan areas. Current forecasts suggest potential growth rates of between 14 – 23% for the region by 2016.

Throughout the duration of the current LTP, the Plan Partners have been actively pursuing the reduction in traffic growth and congestion and placing greater emphasis on more sustainable modes of transport. Through implementation of a wide range of innovative strategies, physical restraint measures and promotional activity, the Plan Partners have been greatly encouraged by their successes to date. In fact, the region has become the focus of national attention for the introduction of 'No Car Lanes' with other cities and metropolitan areas keen to learn from the Plan Partners experience. Plan Partners are also positively encouraged by the results of the introduction of decriminalised parking in one authority.

In our efforts to manage congestion, Plan Partners have focused attention on a hierarchy of road users which least favours car users. The hierarchy is defined, as follows:

1. Pedestrians and wheelchair users
2. Cyclists
3. Local buses
4. Service and delivery vehicles
5. Coaches
6. Taxis and private hire vehicles
7. Motorcycles and mopeds
8. Cars

Table 5 – Travel Demand Management Strategy

	Strategic Measures	Tyne and Wear Plan Partners	Zone of Influence	Effectiveness in Managing Travel Demand			Timescale after Implementation		
				Low	Medium	High	Immediate	Med Term 2-5 yrs	Long Term 5+ yrs
<b>Parking</b>	Manage Supply of Parking Spaces	All authorities manage the supply of spaces	Sub-Regional			✓	✓		
	Pricing Policy	Designed to reduce demand	Sub-Regional		✓		✓		
	Park and Ride -Bus -Rail	Some Plan Partners only. Consultation on new strategy for next LTP.	Sub-Regional	✓			✓	✓	
	Parking Guidance	Produced for all areas	Sub-Regional	✓			✓		
	Decriminalised Parking	Implemented in Sunderland only	Local						
	Development Control Standards	All districts follow the guidance in PPG 13	Regional		✓				
	Work Place Parking Levy	Not implemented in any authority	Regional			✓			
	Quality Bus Corridors	In all authorities (including the Superoute programme)	Sub-Regional		✓		✓		
	Segregated Bus Lanes	Implemented by all	Sub-Regional		✓			✓	
	New Bus Stops with Travel Information	Implemented by all	Local		✓		✓		
<b>Public Transport</b>	New/Improved Public Transport Interchanges -Single Mode -Multi Mode	In all authorities, although not all have both types		✓				✓	
	Improved Security Public Transport and at Interchanges	A package of measures is underway across all authorities. Ne us have contributory strategy measures	Regional					✓	
	Integrated Ticketing	Implemented by all	Regional					✓	
	Real Time Public Transport Information	Under development by Nexus in some pilot areas	Local				✓		
	No Car Lanes	Newcastle Only	Sub-Regional		✓			✓	
	Bus Only Lanes	All most authorities	Sub-Regional		✓				
	Manage Supply of Parking Spaces	All authorities manage the supply of spaces	Sub-Regional			✓			
	Pricing Policy	Designed to reduce demand	Sub-Regional				✓		
	Park and Ride -Bus -Rail	Some Plan Partners only. Consultation on new strategy for next LTP.	Sub-Regional	✓				✓	
	Parking Guidance	Produced for all areas	Sub-Regional	✓			✓		
<b>Parking</b>	Decriminalised Parking	Implemented in Sunderland only	Local						
	Development Control Standards	All districts follow the guidance in PPG 13	Regional		✓				
	Work Place Parking Levy	Not implemented in any authority	Regional				✓		

<b>Public Transport</b>	Quality Bus Corridors	In all authorities (including the Superoute programme)	Sub-Regional	✓	✓	✓	✓	✓	✓
	Segregated Bus Lanes	Implemented by all	Sub-Regional	✓					
	New Bus Stops with Travel Information	Implemented by all	Local	✓					
	New/Improved Public Transport Interchanges -Single Mode -Multi Mode	In all authorities, although not all have both types		✓					
	Improved Security Public Transport and at Interchanges	A package of measures is underway across all authorities. Ne us have contributory strategy measures	Regional	✓					
	Integrated Ticketing	Implemented by all	Regional	✓					
	Real Time Public Transport Information	Under development by Nexus in some pilot areas	Local	✓					
	No Car Lanes	Newcastle Only	Sub-Regional	✓					
	Bus Only Lanes	All most authorities	Sub-Regional	✓					
	High Occupancy Vehicle Lanes	None							
	Traffic Calming Schemes	Implemented by all	Local authorities	✓					
	Speed Management	Implemented by all	Local	✓					
	Road Closures	Implemented by all	Local	✓					
	Pedestrianisation Schemes	Implemented by all	Local	✓					
	One-Way Streets	Implemented by all	Local	✓					
	Banned Turns (sign only)	Implemented by all	Local	✓					
	Banned Turns (physical)	Implemented by all	Local	✓					
Weight/Width and Height Restrictions	Implemented by all	Local	✓						
Change of Priority	Implemented by all	Local	✓						
Freight Management Strategy	Implemented in South Tyneside. Rolling programme to follow in other Plan Partner areas	Regional	✓						
<b>Improving other Sustainable Travel Options</b>	New Cycle Lanes	Implemented by all	Local	✓					
	Improved Cycle Parking Facilities	Implemented by all	Local	✓					
	Healthy/Walking Cycling Initiatives	Implemented by all	Local	✓					
	Improved Signing	Implemented by all	Local	✓					
	School Travel Plans	Implemented by all	Local	✓					
	Workplace Travel Plans	Implemented by all	Sub-Regional	✓					
	Car Share Schemes	By some Plan Partners	Citywide	✓					
	Promoting High Density Development	In all authorities	Regional	✓					
	Promoting Mixed Use Development	Implemented by all	Regional	✓					
	Promoting Brownfield Development	Implemented by all	Regional	✓					
<b>Charging</b>	Tolls on Tunnels	Tyne Tunnel only	Regional		✓				
	Tolls on Bridges	None	Regional		✓				
	Road Pricing	None	Regional		✓				
	Congestion Charging	None	Regional		✓				

Although car use is important in the region and growth in car ownership a sign of increased prosperity, the priority afforded to public transport users, cyclists, pedestrians and the disabled demonstrates the commitment of the Plan Partners to both address the adverse effects of traffic and congestion and aim to achieve national performance targets. Nevertheless, it is also noted that for some, there is no readily accessible alternative to the car. One of the key overarching strategies for the partnership, therefore, is to design and build transport infrastructure that encourages modal shift through choice.

By and large, this strategy has proved successful in most areas of Tyne and Wear, although it is recognised that areas of congestion do occur mainly during the peak morning and afternoon weekday periods. The Plan Partners have considered this situation in depth and are confident that for the short to medium term, a continued roll out of current strategies and physical restraint measures (reported in the 2002-03 and proposed in the 2003-04 capital programmes) will continue to sufficiently address the scale of congestion experienced in the region. However, a systematic review of the strategies will be undertaken prior to submission of the next LTP. The capital programme for Plan Partners is regarded as flexible and will be realigned to tackle unprecedented problems of congestion if they arise in the interim period.

Table 5 outlines the range of measures that have been implemented in Tyne and Wear by Plan Partners. Furthermore, it shows measures that are on trial in one or more authorities or those measures that could be implemented should the problem of congestion worsen. Moreover, it assesses the effectiveness of each measure in tackling congestion and influencing travel demand. An estimate of the timescale over which each measure influences travel behaviour is also given. Finally, it is also reported what zone of influence each measure exerts ranging from local or immediate vicinity of implementation to sub-regional or even regional level. As an

example, changing car parking pricing policy can be seen to exert influence at a sub-regional level, have medium impact on managing travel demand but would have an immediate impact after implementation.

Plan Partners are pleased to report that currently, congestion in Tyne and Wear is being managed satisfactorily with the measures or policies implemented to date. We acknowledge however, that left unabated, congestion will worsen and are committed therefore, to the implementation of a greater package of measures or policies to tackle the problem in the long term. These options include:

- Improving area wide connectivity of routes and initiatives as well as standardising traffic regulation orders among the five local authorities
- Revising parking charges to promote short stay parking
- Setting up more Park and Ride/Walk schemes
- Introduce more demonstration projects to test the implications and impacts as part of a wider strategy
- Adopt a more corridor based approach to improving public transport journey times and infrastructure
- Investigate the possibilities for road user charging/tolls
- Pilot more innovative methods of travel demand management, such as car clubs.

Very good results have been achieved from the capital expenditure in 2002/03 and predictions are for further positive results to be achieved in 2003/04. The clear objectives outlined in the current LTP still form the focus of the travel management strategy for Tyne and Wear. Informed by on-going monitoring of traffic conditions and through consultation with the stakeholders, the LTP partners will continue to strengthen our demand management policies in response to prevailing local conditions.

### 3.3 Road Safety Statement

The DfT has evidence to suggest that members of poorer communities are more likely to become casualties of road accidents than their more affluent peers. Causes for this situation are given as:

- poor environment dominated by roads;
- lack of play facilities;
- truancy;
- lack of understanding or appreciation of road safety issues;
- lack of community facilities easily accessible on foot; and
- excessive levels of through traffic.

In accordance with the requirement in the DfT guidance for production of this APR, the following section outlines analysis undertaken by Plan Partners to determine correlation between accidents and social deprivation in Tyne and Wear.

Each ward in England has an Index of Multiple Deprivation (IMD) score based on income, health, education, housing, accessibility and child poverty. The ten most deprived wards in Tyne and Wear based on these criteria are presented in the Table 6. As a comparison, the ten least deprived wards in Tyne and Wear are presented also. A high deprivation index corresponds to a deprived ward. The rank of all 8414 wards in England is also given.

Most Deprived Wards	Local Authority	IMD Score	Rank of 8414	Least Deprived Wards	Local Authority	IMD Score	Rank of 8414
Walker	Newcastle upon Tyne	75.57	30	St. Mary's	North Tyneside	6.72	7563
Monkchester	Newcastle upon Tyne	75.37	31	South Gosforth	Newcastle upon Tyne	7.56	7251
Elswick	Newcastle upon Tyne	74.59	36	Jesmond	Newcastle upon Tyne	8.47	6941
West City	Newcastle upon Tyne	73.92	40	Cleadon & East Boldon	South Tyneside	9.28	6659
Southwick	Sunderland	71.99	55	Monkseaton	North Tyneside	10.17	6316
Chirton	North Tyneside	70.85	74	Whickham South	Gateshead	13.31	5243
Byker	Newcastle upon Tyne	70.61	78	Fulwell	Sunderland	14.09	4988
Bede	Gateshead	67.82	117	Low Fell	Gateshead	15.28	4647
Scotswood	Newcastle upon Tyne	66.82	131	Castle	Newcastle upon Tyne	16.03	4429
Town End Farm	Sunderland	66.09	143	Dene	Newcastle upon Tyne	16.22	4371

Table 6 – Ranking of ten most and least deprived wards in Tyne and Wear

Based on the Index of Multiple Deprivation, of the 113 wards in Tyne and Wear 50 (44%) are in the 10% most deprived in England and 78 (69%) are in the 20% most deprived. Clearly, based on Government research, sizeable communities across Tyne and Wear are particularly vulnerable to the risk of road accidents. The information in the table shows substantial variation between the least and more affluent wards. This has been used to facilitate the analysis which follows. The accident data used in analysis was from the period 1998 to 2002.

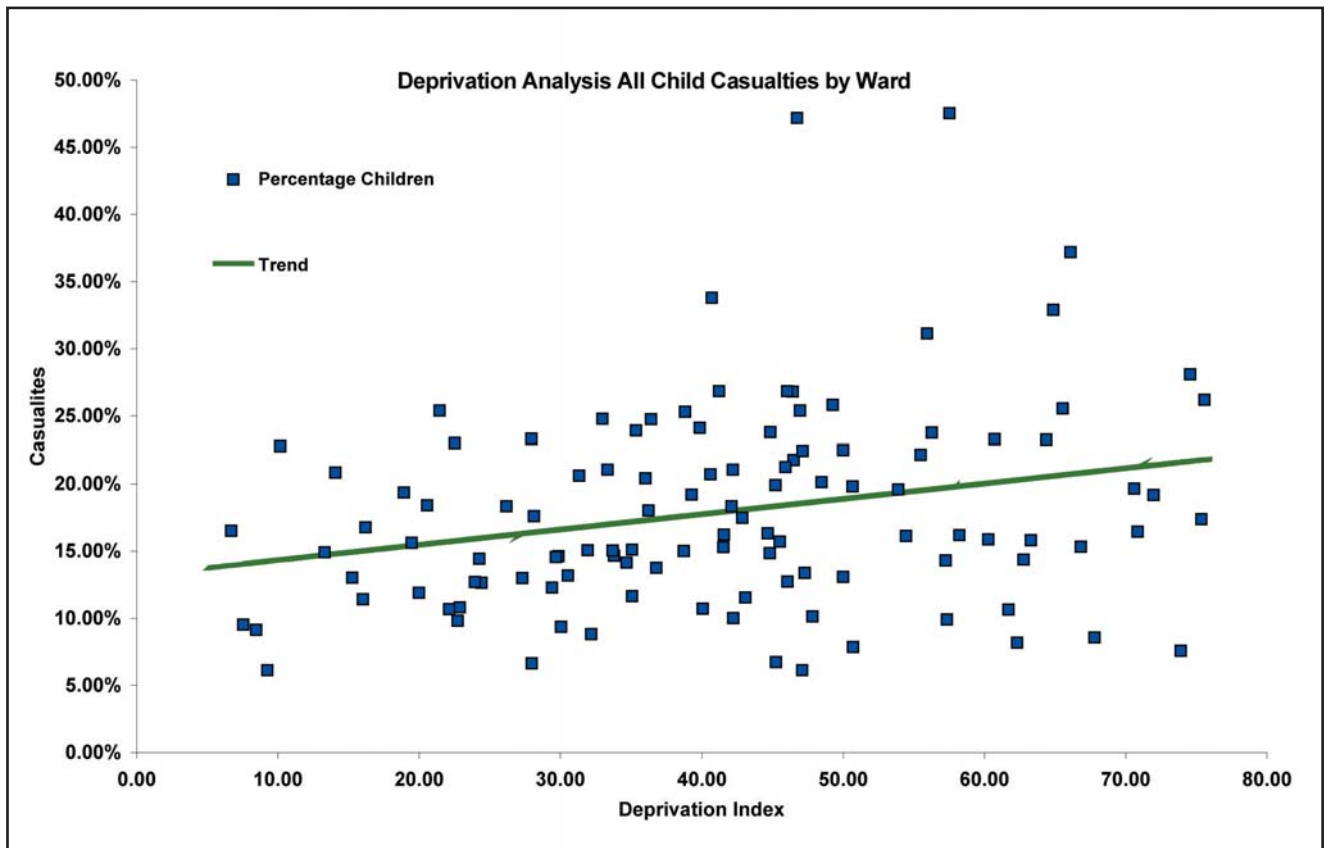


Fig. 11: Relationship between IMD and percentage child casualties for wards in Tyne and Wear.

Figure 11 illustrates the best-fit line plotted between the accident data and score for IMD, calculated by a process of linear regression. The correlation between the number of child casualties and the deprivation index, the  $r^2$  value is 0.08. This represents very weak linear correlation, as a value of  $r = 1$  corresponds to an absolute positive correlation,  $r = 0$  to no correlation and  $r = -1$  to negative correlation.

Similar correlation analysis was undertaken between IMD and other variables, as follows:

- % of total number casualties that were children by ward
- The number of pedestrian child casualties per 1000 children by ward
- % of all pedestrian casualties that were children by ward
- The number of all casualties by ward
- The number of all pedestrian casualties by ward

The results of this correlation analysis can be found in the Technical Annex.

The analysis undertaken in Tyne and Wear does not show a strong correlation of links between socio-economic groups and accident risk, found at national level. However, the Plan Partners will

continue to target their local safety scheme programmes and education, training and publicity initiatives where risk is highest, especially in the most deprived wards. This approach, in operation for over twelve years now, has identified and treated sites in some of the most deprived wards in Tyne and Wear. Plan Partners consider this approach influential in reducing risk to road users, particularly child pedestrians and cyclists and partially explains the results of the analysis presented in this APR.

Through other programmes and initiatives, as well as the LTP process, the Plan Partners have pressed for higher levels of investment to be provided in Tyne & Wear to help raise the aspirations of our communities and to improve their quality of life. The Plan Partners have taken the initiative, wherever possible to merge the efforts of the integrated transport programmes with other Government supported programmes, such as the Single Regeneration Budget to address this issue in the wards most at risk. Consequently, it is considered that the range of initiatives set out in the road safety strategy contained in the LTP has helped to minimise the risk of being in a road accident to members in the community highlighted in the IMD indices analysis. The Plan Partners road safety strategy, and the benefits of the LTP integrated transport programmes, cut across and support other important services

delivered by the Councils. These collected efforts will continue to promote, amongst other things, a road safety physiology for all members of our communities regardless of these personal circumstances.

As a matter of course, the Plan Partners will continue to monitor this relationship and will make serious efforts to solve any problems if they occur. Tyne and Wear Plan Partners are proud of our achievements in accident reduction, which is reported in the Technical Annex.

## 4. LTP Spending Programme

### 4.1 2002/03 Expenditure Overview

The Tyne and Wear Plan Partners were allocated £28.664millions in 2002/03 for local works on local transport programmes and small schemes. This allocation was divided between maintenance work and integrated transport blocks as illustrated in Table 7. An additional £10.109 million has been carried forward from 2001/02 under the 2 year SCA spending provision. In total, the level of resources available to the Plan Partners for investment in local transport systems was £38.580millions (excluding major schemes). In addition to these resources, the Plan Partners allocated a further, £864,000 to local transport programmes through the Single Capital Pot (SCP). This additional funding was necessary as bridging funds for a small number of projects which were delivered more rapidly than programme. It is probable that the financing arrangements within the partnership

will require that these funds are returned to the SCP of those authorities affected in the current financial year, meaning that in the next progress report there will be a reported under-utilisation of LTP resources. In effect, there will be a net nil effect of this use of the SCP in finance terms other than a small number of transport projects will have been delivered more rapidly than was programmed. The Plan Partners trust that Government will view this as an effective use of the SCP mechanism and a welcome acceleration of Tyne and Wear's LTP implementation programme.

The joint outturn accounts for Tyne and Wear LTP partners show that £39.356million was invested in local transport systems in 2002/03. This value is equivalent to 102% of the 2002/03 settlement plus all carry-over from earlier years. This level of expenditure has been made possible through far more effective programme management on a joint Tyne and Wear basis than in previous years. Also, a number of the Plan Partners have made use of the flexibility of the Single Capital Pot to manage the financial implications of accelerating their implementation programmes. In only one instance has there been a need to carry forward 2-year SCA funding from 2002/03 to the current financial year. This situation has arisen through a planned reprogramming of works associated with the Stephenson Corridor Link to enable the construction of priority measures at two ramps onto the Coast Road concurrently rather than spreading this work and causing inconvenience to road-users across two financial years. This modest reprogramming has required the carry forward of £88,000 2-year SCA into 2003/04.

Plan Partner	2002/03 Original Settlement (£000's)	Additional Settlement (£000's)	Nexus Allocation (£000)	Nexus Adjustment for previous Years (£000)	Carry Forward (£000's)	Total Budget available (£000's)	Expenditure 2002/03 (£000's)	Variation (+/-) (£000's)
South Tyneside	3,440		126		1,810	5,376	5,376	0
North Tyneside	3,440		191		441	4,072	3,984	- 88
Sunderland	7,493		505	-232	433	8,199	8,911	712
Gateshead	4,234		331		1,789	6,354	6,506	152
Newcastle	5,293		699		3,688	9,680	9,680	0
Nexus	4,764	64	-1,852	-25	1,948	4,899	4,899	0
<b>Tyne and Wear</b>	<b>28,664</b>	<b>64</b>	<b>0</b>	<b>-257</b>	<b>10,109</b>	<b>38,580</b>	<b>39,356</b>	<b>776</b>

Table 7 – Summary of budget provision for 2002/03 (excl. Major Schemes)

#### Notes

- 1) The totals shown are net totals excluding contributions
- 2) Sunderland's carry-forward of £433k is £459k carry-over net of £26k single pot allocation.