

## 7. Integration with wider policy objectives

Figure 16 illustrates how wider policy issues (reported in this section) and national and local targets (reported earlier in this APR) link to the delivery programme of the Plan Partners.

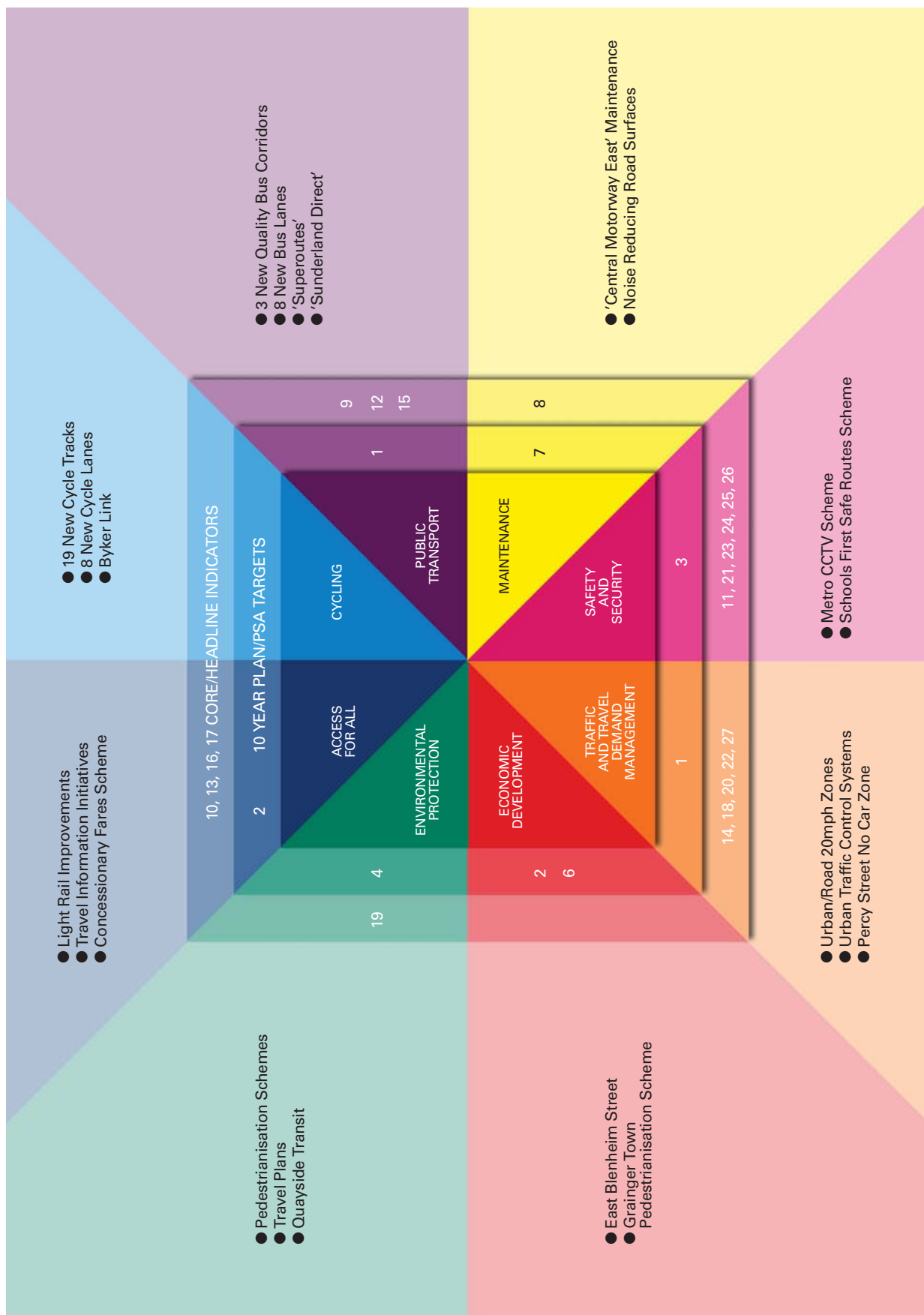


Fig. 16 Linkages to wider policy

## 7.1 Regional Spatial and Transport Strategies

2002/3 saw the publication of both revised Regional Planning Guidance (November 2002), as well as a draft Regional Transport Strategy (RTS) for the North East. The North East Assembly in consultation with key stakeholders is working on developing these documents with a view to producing a draft Regional Spatial Strategy (RSS) for consultation during Autumn 2003. It is expected that the final RSS will be published in 2005, and will include the first RTS for the North East

A key element of Regional Planning guidance is focussing sustainable development and regeneration within the existing Tyne and Wear conurbation. Allied to this are the recognition of the regional importance of Newcastle and Sunderland City centres, the Metro Centre, Newcastle Airport and the Port of Tyne. RPG seeks to ensure that the distribution of development and other policies encourage centres to have a closer balance between population and jobs. Such integration will reduce the need to travel and maintain the vitality of communities. These key themes are supported by the aims of the current LTP which seek to reduce the need to travel and promote sustainable travel modes.

The key challenge for the LTP partners is developing an integrated transport network which balances the future development pressures of a compact and vibrant urban area with the wider transport requirements for journey to work, school, shopping and leisure opportunities. The approach of the current LTP, with a strong focus on sustainable modes, and selective improvements to highways already goes some way to supporting this. Indeed, the Regent Centre, Newcastle and the Metro extension in Sunderland are included as case studies in the Transport Development Areas Guide to Good Practice (RICS 2002), and the Partners will, through the planning process, be promoting well designed, higher density development around good public transport nodes in the City.

The need in the medium to long term to ensure a robust approach to demand management is also recognised, and the first steps in achieving this are set out in our congestion statement (see Page 34) The demand management strategy can be enhanced greatly by the implementation of 'Project Orpheus'

Project Orpheus aims to expand the Metro system in Tyne and Wear on either conventional LRT or Metro Complementary Routes, using the latest available technology. This is consistent with the Metro Strategy set out in the LTP, to protect the historic investment in Metro and improve and expand the system.

In producing the Tyne and Wear public transport strategy 'Towards 2016', a number of potential corridors for major public transport improvements were identified. In 2002/03, consultants appointed

on the project, have examined possible public transport improvements on 29 corridors in Tyne and Wear and the impact on neighbouring counties. The appraisal considered the best economic and technical solutions for each corridor based on NATA and major scheme guidance.

The appraisal and consultation processes will lead to a case for a limited number of fixed-track systems. The first business cases for Project Orpheus will be submitted to Government in 2004. Others will be submitted as the technical and economic issues are resolved. Options for non-fixed track Metro Complementary Routes and Superoutes will be developed as comprehensive public transport corridor solutions in partnership between Nexus and other Plan Partners.

Work has been commissioned by the Assembly to extend the Accessibility Model developed by the Tyne and Wear Plan Partners to the North East Region. This will provide a valuable tool for considering the wider transport impacts of regionally significant development, and will help underpin work on further development of both the RTS and the LTP.

At a local authority level, the forthcoming review of UDPs and their incorporation into Local Development Frameworks will provide an important means of furthering the integration of transport and land use planning matters. Important issues include the land use impacts of potential major transport initiatives and policies (including demand management), use of accessibility criteria in determining future land uses, and developing more consistent approaches towards transport improvements needed in connection with major development.

As Unitary authorities the Tyne and Wear districts are able to integrate directly land use and transport policy at the local level. Examples of this include:

- increased requirements for the development of travel plans as part of new development. A dedicated travel plan officer has recently been appointed at the Metro Centre as part of the Red Quadrant re-development. The Metro Centre Red Quadrant re-development already provides for a new public transport interchange, while land use proposals are critical elements of both proposed new major schemes, at Eldon Square and Northern Gateway. New housing at Tyne Park in Gateshead is being constructed with a home zone as an integral part of the design (using DfT challenge funding).

Residential development within Newcastle Great Park is also designed utilising Home Zone principles, and all new homes are specifically designed to be within 400m of a frequent bus service.

## 7.2 Community Strategies

All districts within Tyne and Wear have, or are in the process of, preparing their own Community Strategies or Plans. The transport and accessibility elements of these documents are consistent with the strategic framework and monitoring arrangements provided by the Tyne and Wear LTP. In the longer term, and particularly through the preparatory work and consultation on the next LTP, links between community strategies and the LTP will be enhanced. This will strengthen integration with wider objectives of transport, health, social inclusion, LA21, neighbourhood renewal and regeneration, crime education, cultural strategies and the modernisation agenda - key areas outlined in the DfT Transport and Social Inclusion report (2003).

Integrated transport solutions and highways maintenance are only part of a group of services that when combined together impact on people's lives. In order to recognise this, it is important that the service approach is integrated, holistic, inclusive, involving, evolving and preventative. Running the T&W LTP process alongside the development of Community strategies under the direction of Local Strategic Partnerships (LSPs) will assist in this aim (the Whole System approach).

Gateshead Council is currently in the process of producing a 'transport strategy statement' intended as a bridging document between the LTP, community strategy, and other transport related policy documents. Newcastle are combining consultation events on their Community Strategy (the Newcastle Plan) with the LTP and LDF review to improve the quality of engagement and feedback.

## 7.3 Housing Market Renewal Pathfinders

Newcastle/Gateshead have been successful in securing regeneration funding through Housing Market Renewal (Pathfinder), targeted towards key urban areas suffering from decline and low market demand. An essential element of the regeneration package is improved accessibility and integration of public transport. The delivery of these improvements can be facilitated through the implementation of current and future LTP strategies on public transport, including Superoutes, metro complementary bus services, demand responsive transport and Project Orpheus.

## 7.4 Local Public Service Agreements (LPSA)

'Transport 2010 - the 10 year plan' outlines the key targets contained in the DfT's Public Service Agreement, which are entered into by individual local authorities and the Government. The LTP's

wider objectives will contribute to fulfilment of the following DfT PSA targets:

- reducing road congestion;
- increasing rail use, light rail and bus use;
- improving air quality;
- reducing greenhouse gas emissions;
- reducing the number of people killed or seriously injured in road accidents.

All authorities within Tyne and Wear are currently engaged in the process of developing their own Public Service Agreements over different time horizons. Transport related targets under in place or under development in Tyne and Wear include:

Gateshead – reductions in numbers killed/seriously injured in road accidents;

Newcastle – reductions in numbers killed/seriously injured in road accidents

North Tyneside – still under development

South Tyneside – still under development

Sunderland – reductions in numbers killed/seriously injured and child casualties in road accidents

The agreed targets should assist in the prioritisation of investment, without detriment to other areas of LTP spending. The focus of targets through PSAs in Tyne and Wear may have to be re-evaluated to ensure consistency with LTP targets.

## 7.5 Rethinking Construction

The partner authorities are reviewing their procurement strategies and it is anticipated that a more modern approach will be allowed in the future. There are already examples of partnership working with a surfacing contractor as well as the more usual term contracts for minor works. Recent experience of working with consultants on the delivery of Integrated Transport Schemes has shown that there are gaps in the knowledge of some suppliers. In the future though, Plan Partners may enter a framework agreement with the most proven and experienced.

The Plan Partners recognise the benefits that would accrue if the principles set out in Sir John Egan's report 'Rethinking Construction' were to be adopted by the partner authorities. However, progress in this area has been somewhat constrained by our traditional public sector procurement strategies.