



Local Transport Plan
Tyne and Wear

Delivery Report
2001-2006

A central panel with a black background. At the top is a white outline map of Tyne and Wear. Below the map is the text "Local Transport Plan Tyne and Wear" in white. Underneath that is "Delivery Report" in yellow, and at the bottom is "2001-2006" in white.

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Foreword

Tyne and Wear's first five year Local Transport Plan (LTP) was published in 2000 and covered the planning and delivery of a range of transport schemes and programmes in the conurbation for the period between April 2001 and March 2006. This first LTP for Tyne and Wear provided an ideal opportunity to introduce a step-change in transport infrastructure and service provision following years of under-investment.

The six partners in the LTP welcomed the opportunity to introduce significant and visible improvements, not only to transport related infrastructure, but also to services across the area. During the lifetime of LTP1 over £150 million has been invested in the region's transport network from the integrated transport block. This has been supported with additional funding from the Plan Partners and other sources.

Tangible benefits have been demonstrated for the area, with over £87 million invested in strategic major schemes. Extension of the Metro to Sunderland has made a real difference to the travel choices of the region's commuters. Fast, modern and effective bus services such as Centrelink, Quaylink and the Route 19 Stephenson Link service have been introduced, and many of the conurbation's strategic roads have benefited from upgrading and improvement. Much has also been done over the last five years to maintain our valuable highway and bridge assets.

Elsewhere, the first LTP has seen the delivery of over 15,000 transport schemes of varying sizes. All of these schemes have been designed to make travel in Tyne and Wear faster, safer and less environmentally damaging whilst increasing accessibility and travel choice for the majority of residents.

Innovation has been key to the principles of the first LTP; we have introduced Demand Responsive Transport (DRT) to augment the core bus network, invested in hybrid-electric buses to reduce pollution and employed original engineering solutions to enhance road and public transport infrastructure.

However, the first LTP has not been simply about improving transport for its own sake. Good transport infrastructure and provision is a means to an end. As this Delivery Report makes clear, many of our schemes and programmes are designed to reflect and support the wider objectives of the region as described in the respective corporate plans and community strategies of the partners. The first LTP has visibly supported the area's social inclusion and economic development aspirations as this document clearly demonstrates, and we are proud of our achievements.

Despite this optimism, the partners are aware that we still face many challenges. Our experience with delivering the aspirations of the first LTP provides a solid foundation for further success, but we are well aware that the lessons we have learned during LTP1 will need to be applied intelligently, to ensure that LTP2 builds upon the hard work of our first five years.

I commend this report to you, and hope that you will be pleased to see the range of schemes and measures and their associated benefits introduced to improve transport in Tyne and Wear.



Councillor David Wood

Chair of the Tyne and Wear
Joint Lead Members (Transport)