

I: Transport and digital connectivity



In order to achieve the vision set out in our strategic economic plan, it will be necessary for people to travel and for goods to be transported within, into and out of the area. Without this, the economy cannot function effectively and commercial competitiveness and social inclusion both suffer. The presence and effectiveness of road, rail, air and sea connections can place a limitation on how aspirational the North East Local Enterprise Partnership area can be.

Economic growth is becoming increasingly synonymous with digital connectivity and superfast broadband is fast becoming a minimum requirement for business and homeowners. In effect, it is an essential service for both business and households and its rapid adoption is important to both business competitiveness and quality of life.

Raising awareness of the benefits of superfast broadband and driving demand are essential elements of the programme. Overcoming the barriers to digital adoption is key to unlocking a wealth of opportunity. It has been estimated that more effective use of technology could add £1.2bn to the North East's gross value added (GVA) by 2017.

Transport

There is compelling evidence that transport investment will make the maximum impact on productivity, job creation and GVA where it:

- Improves the area's strategic connectivity – an area targeting smart specialisation, trading and exporting needs fast, reliable and resilient connectivity to external markets by road, rail, air and sea. It is equally about facilitating visitors to come to the area.
- Improves access from all parts of the area to the priority locations for economic growth, getting people to jobs. Transport plays an important part in ensuring that urban centres with the greatest economic potential can thrive, and everyone can participate in the area's job market.

Whilst aiming to improve transport connectivity, we are also committed at the same time to reducing carbon emitted by transport. A key way of achieving both goals is through the use of shared and sustainable modes of transport alongside reducing carbon emissions from all vehicles and networks. Two thirds of all journeys in the UK are less than five miles. The majority of these trips could be made by sustainable modes, including walking, cycling and public transport. By making sustainable travel easier and more attractive, many short trips can be taken off our local road network, with economic benefits for the area arising out of a reduction in congestion. There are also wider social and environmental benefits from reduced carbon emissions and improvements in health. These considerations are at the centre of our proposals to allocate European Structural and Investment Funds resources to sustainable transport.

The area has poor levels of public health, obesity and life expectancy. Quite apart from the personal costs, these health issues are a serious concern for the local economy, reducing the available labour pool, adding to employer costs and increasing the burden on local NHS resources.

The inactivity rate in the North East of England is, at 26.4%, the highest in England.

Included in this bid are proposals for further Local Sustainable Transport Fund (LSTF) measures that can complement the highway and public transport improvements we are seeking to deliver in our strategic economic plan and which, by promoting active travel and reducing short car trips, can assist economic growth, reduce health inequalities and enhance the quality of life for many of the area's residents.

Roads

Congestion on the area's road network occurs mainly on the A1 and A19, river crossing points and their approaches, and radial routes into the main urban centres on the local network (particularly Newcastle, Sunderland and Durham). Existing congestion on the strategic road network is expected to increase and currently the severe congestion on some links is spreading the congestion on to other strategic and local links. Without intervention, congestion and delays will worsen, with many significant bottlenecks already acknowledged in the National Infrastructure Plan.

Some work is already underway and other interventions are planned which will help relieve key constraints. For example, outside this area but with direct benefits to the North East, the upgrade of the A1 through North Yorkshire promises at last to complete the motorway link from Washington to the south. Such investments will have significant economic benefits for the whole area, and enable key developments in growth corridors to be progressed. For example, congestion on the A1 corridor is already delaying development of certain sites.

A number of locations would require significant investment before development plans can progress across the area. As such restrictions could reduce the location choices for investment and development. Government's announcement of the approval for the Lobley Hill link road scheme at the A1/A692/A189 junction in Gateshead is welcome and will address one of the worst single congestion points on the A1 Western by-pass, itself one of the most congested pieces of dual carriageway in the country.

In addition, the new river Wear crossing at Sunderland will reduce traffic congestion, improve connectivity between the Nissan plant, the Ultra Low Carbon Vehicle Enterprise Zone site and the city centre, and will unlock development sites on the banks of the river Wear.

Our priorities to improve the reliability and efficiency of the network and reduce demand on the network include investment in key bottlenecks and additional capacity alongside traffic management and measures that encourage greater use of sustainable transport options. Our transport and digital connectivity implementation plan explains in more detail how the road improvement interventions we are proposing are linked to the promotion of growth at specific economic development locations.

Road: Priorities for action with government

Ongoing investment in a reliable strategic road network with reduced congestion. Key priorities are known bottlenecks on the A1 and A19, river crossing points and their approaches and radial routes into the main urban centres on the local network (particularly Newcastle, Sunderland and Durham).

Deliver a programme of improvements on the A1 including the Lobley Hill scheme, the renewal of Allerdene Bridge and the A1/A19 Seaton Burn interchange. Act on the recommendations of the review of the A1 north of Newcastle, recognising the constrained capacity of road links between the North East and Scotland.

Secure a rolling programme for additional capacity along the whole length of the A1 Western Bypass, with the objective of dual three lanes along all of its length, excluding bridges over the river Tyne and East Coast mainline, by the end of 2023.

Government has recognised the important role of the A1 north of Newcastle in facilitating the movements of freight and providing connectivity between the UK's capital cities and we will therefore work with government to make progress on dualling of the route, which forms an important strategic link between England and Scotland.

Ensure commitments to invest in improvements to key bottlenecks such as the Silverlink junction and Testos roundabout are raised through the process for the Highways Agency post-2015 delivery programme; other A19 bottleneck junctions should follow by the end of 2023.

Continue investment in improving sustainable transport options for commuters including cycling and walking infrastructure and supporting measures which assist in the reduction of congestion.

Public transport

The bus and Metro networks are vital for connecting people to jobs, and delivering accessibility to the area's town and city centres, and other major employment sites. It also facilitates sustainable growth by promoting the use of more efficient mass transit modes.

The area benefits from a comprehensive network of local bus services operating both within and across local authority boundaries. Public transport services in parts of the area are very strong, although there is evidence of a disconnect between some population centres (including rural centres). There are also some notable gaps in provision including difficulties accessing some of the 'out of centre' business parks and manufacturing centres by public transport, with most journeys requiring an interchange through the central urban area, making journey times unattractive. In addition, there are some issues with the cost of travel by bus and other modes of public transport, with the cost of a multi modal ticket considered preventative for those seeking work.

Public transport accessibility whilst generally good, needs to be improved in a number of key areas, particularly relating to fares and ticketing, and also to improve access to key employment destinations from communities where deprivation and worklessness persist.

Public transport – priorities for local partners

Continue to develop a public transport system that meets the needs of new and existing customers through investment in infrastructure and a step change in information and ticketing provision.

Greater co-operation through the Combined Authority will allow improvements to the area's public transport network, building on substantial programmes of investment such as the Tyne and Wear Metro £389m, 11 year programme for modernising trains, stations and infrastructure.

Investment in public transport infrastructure also extends to new facilities such the new Horden Rail Station, funded by the devolved local major transport schemes, and investment in key transport interchanges such as Central Station in Newcastle, and the South Shields Transport Hub.

Single network, multi-operator ticketing will be established with discounted ticket products for job seekers and those accessing training, to assist in helping to get people into work.

Rail

The area has a relatively well-connected rail network, with connections to most midlands and southern rail hubs. However, the uneven timing of some services and short onward connection times at certain hubs can make the rail services unattractive to users.

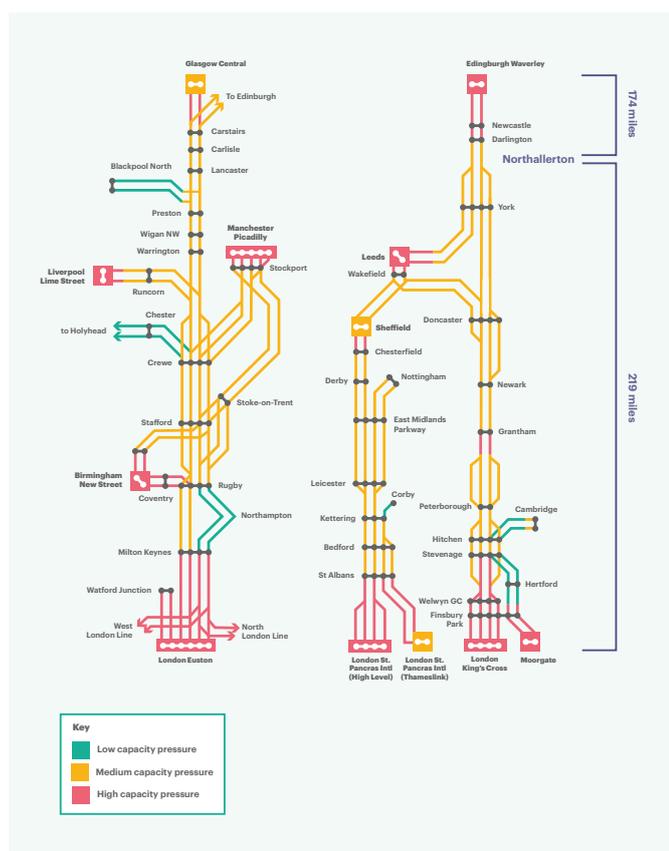
On much of the network, freight and passenger services share the same infrastructure. Projected growth in both passenger numbers and in freight tonnage means that investment in capacity is required to support growth of the economy of the area and the wider North.

There is a need for faster journey times of 2 hours 30 minutes from Newcastle to London and Birmingham and 2 hours 15 minutes to Glasgow and Manchester, to be delivered by the next East Coast, Cross Country and TransPennine franchises. In the longer term, getting the most out of HS2 requires a steady but ambitious programme of line speed improvements to the East Coast Main Line north of the connection point on to the high speed line near Leeds. This aims to achieve HS2 journey times of around 2 hours 10 minutes to London and under 2 hours to Birmingham.

In addition, better local rail services are also highlighted, including the need for a continuous 75mph route for rail freight between Newcastle and Northallerton, allowing the growth of freight traffic without impeding faster and more punctual passenger services on the East Coast Main Line.

HS2 Ltd classify the 174 miles of East Coast Main Line from Northallerton to Edinburgh (nearly half the total distance from London to Edinburgh) at the same level of capacity constraint as the West Coast Main Line between Milton Keynes and Euston by 2019. Their map of capacity constraint is reproduced below, although the different scales used in the north vs the south and the east vs the west of the UK make the 30 miles from Carstairs to Glasgow look like the same constraint on connectivity and resilience as exists through the North East.

Expert judgement on post-2019 capacity pressures on north-south main lines



This level of capacity constraint makes additional services very hard to accommodate, and passenger franchises compete against important freight movements for access to the track. With the threat of reducing some services to make room for others a real prospect (especially impacting on stations in Northumberland and Durham City and for connections to and from Scotland) there are strong arguments for reinstating the Leamside Line from both a business and passenger perspective.

The lines offer opportunities to increase significantly the capacity and reliability of the network for freight which is central to maintaining and growing the region's status as a net exporter of goods, whilst also enabling improved north-south and trans Pennine/crosscountry passenger services along the East Coast Main Line and the Durham Coast line. With recently announced plans to extend the Metro network further down the Durham Coast route to Seaham this route must be considered a priority for passenger rather than additional freight traffic.

Rail

Better local rail services into Newcastle from Northumberland, County Durham and Teesside are also highlighted as a key priority for the wider area. A plan for specific improvements to regional rail services in the next Northern and TransPennine rail franchise will be developed, and funding for it sought as part of the Rail North partnership agreement.

Investment in local rail services including improvements to the Durham Coast Line and the reinstatement of the Ashington, Blyth and Tyne line for passenger services. Re-opening of this route will significantly improve connectivity and enable development in South East Northumberland, a key labour market, and the Tyne & Wear conurbation with 250,000 passenger journeys expected annually by 2025. Investment in such routes will provide a step change in the mobility of the labour market thus strengthening economic linkages within the area.

Providing a high-quality fast diversionary route for freight traffic between Northallerton and Newcastle (possibly involving reinstatement of the Leamside line) will assist in meeting increasing demand on this section of route and allow the benefits of HS2 to be fully realised by enabling faster and more punctual passenger services on the East Coast Main Line north of York.

Ensure faster rail journey times to other British cities are delivered by the next East Coast, Cross Country and TransPennine franchises and further into the future, by HS2, with more influence over timetabling for these services.

The Combined Authority should have formal consultee status in relation to any client body implementing regional timetable changes for rail services (possible collaborative action with Tees Valley).

Ports, rivers and airports

The ports and airports in the area are part of the competitive infrastructure offer. Newcastle International Airport provides the primary air link for the area, providing both direct services and linking hub connections for longer haul destinations. This is important for businesses with relationships and a presence in other countries. Ever stronger links from Newcastle International Airport to the major global air hubs are required, plus continuing direct flights to the more distant British cities. The maximum number of global destinations needs to be available from Newcastle with one change of plane. The recent new link to the fast developing hub at Dubai has been a great success; the top priority now is a commercial agreement relating to a new direct flight to a major North American air hub.

A number of new markets have developed over recent years for the ports, including the import and export of cars, large and heavy equipment, raw materials used in modern low carbon industries such as bio-mass, and supply chain goods for the renewable energy industry, especially wind power.

Land availability dockside makes future growth possible and ideally placed for logistics. The sea ports serving the area provide a valuable asset in terms of import and export which can relieve pressure on south eastern UK sea ports, and relieve congested road and rail networks in the South and Midlands, bringing goods closer to their destination in the North.

Ports, rivers and airports: Gateways and foci for development

Support for stronger links from Newcastle International Airport to the major global air hubs, plus continuation of direct flights to the more distant British cities. Support for infrastructure investment to link the new Newcastle International Airport Business Park to the strategic transport network.

Investment in port infrastructure which establishes the area's ports as Britain's route of choice to Scandinavia and the Baltic, and as Scotland's main route to the heart of Europe, via the Netherlands and which takes advantage of opportunities such as port-centred logistics and renewable energy.

Creation of a more integrated approach to the development, promotion and environmental management of the River Tyne; including investigating whether new partnership approaches could enhance the wider economic role and impact of the Port of Tyne and the riparian local authorities. Invest in the future of the river through the project proposal in the economic assets and infrastructure implementation plan.

Digital connectivity

In the UK, highly productive digital businesses are growing in number and in recent years, the region has seen more new technology company start-ups than any area of the UK outside London. The North East of England has emerged as one of the leading centres for digital games development and start-ups, with a dynamic cluster of firms and university courses acting as a magnet for entrepreneurs and students.

For both rural and urban areas, the focus will remain on supporting the development of digital skills and facilitating take-up by both businesses and individuals, and delivering hard infrastructure where this is still required. Delivery of superfast broadband and the wider digital infrastructure will be essential to boost growth and remain competitive in an evolving and increasingly technology driven economy, to support business needs and improve digital inclusion.

Digital priorities

- A joint investment plan between the private sector, government, local government and the Local Enterprise Partnership to secure 99% access to superfast broadband by 2016.

- Work with government to resolve state aid complications arising from the use of public subsidy in a generally commercialised market place, especially in the context of the Super Connected Cities Programme.
- Collaboration with private sector providers to review ways of delivering a commercial public Wi-Fi provision in the area.
- Raise digital skills in the region by building on the Go ON UK Pathfinder, launched in the North East of England on 1 October 2013, in collaboration with universities and working with businesses to retain talent.
- Pursue innovative approaches enabled by continuously improving digital infrastructure such as engagement in real-time data analysis and decision making: good infrastructure is not only a matter of policy implementation and building, it is also a matter of real-time optimisation of usage. One example relates to Smart Grids and another to our urban traffic management and control centre.

Prioritised schemes

The North East Local Transport Body has prioritised transport interventions for the devolved local major transport schemes and agreed to support six schemes totalling £31.1m. The schemes approved are the South Shields Transport Hub, the Sunderland Low Carbon Zone, the A1058 Coast Road, the Northern Access Corridor, the A167 Park and Ride Corridor, and the new Horden Railway Station. In addition, the Metro Phase 2 re-invigoration programme supported by £350m of government funding and £39m of local contributions, represents substantial investment in our public transport infrastructure. The indicative programme outlined below incorporates these commitments as well as significant contributions by local partners.

The area received funding from the Local Transport Majors process for six projects, with a further four deferred due to a 30% budget reduction. As a first priority, we would like these four schemes funded.

Schemes included in our strategic economic plan have been sifted for deliverability and value for money and chosen on the basis that they align with the plan's headline goals;

- Improve the North East's strategic connectivity.
- Improve access from all parts of the North East to the priority locations for economic growth and getting people to jobs.
- Contribute to the area's attractiveness offer.

The following tables provide a short description of each project. Financial details are in subsequent sections.

Current Scheme Proposals 2015/16 start	Promoter	Description of Scheme
Horden Station	Durham County Council	The scheme proposes the construction of a new two platform station at Horden Sea View on the Durham Coast Line between Hartlepool and Sunderland that will be served by the existing hourly Northern Franchise service. It will create an economically and environmentally sustainable solution to some of the access constraints of East Durham.
A1058 Strategic Corridor Improvement	North Tyneside Council	The scheme will contribute to economic growth by delivering specific benefits for public transport on the A1058 Coast Road; improving general traffic flows on this strategic corridor linking North Tyneside and Newcastle; support growth in the corridor including facilitating the development of West Chirton Industrial Estate adjacent to the Coast Road.
Sunderland Low Carbon Zone	Sunderland City Council	Improvements in transport infrastructure to the Low Carbon Zone, including the Enterprise Zone site – includes A19 / A1231 and A19 / A1290 junctions, internal road links, pedestrian, cycling and public transport facilities. The scheme aims to enhance the capacity of the network to accommodate projected employment growth of the entire zone bounded by the A1231, A19, A1290 and Leamside Line, including Nissan, North East Enterprise Zone and other proposed developments.
South Shields Transport Hub	South Tyneside Council/Nexus	The scheme will consolidate Metro and bus terminals in the heart of South Shields. This will provide a focal point for the transport network to create a step-change in quality. There are two main elements of the scheme: expanded South Shields Metro Station, New South Shields Bus Station. This integrated transport interchange is a pivotal element of South Tyneside Council's broader vision for the regeneration of South Shields town centre – South Shields 365.

Current Scheme Proposals 2015/16 start	Promoter	Description of Scheme
Newcastle Northern Access Corridor	Newcastle City Council	The scheme provides improvements at two junctions that are linked in traffic flow. The junctions: Bluehouse and Cowgate roundabouts, form part of a corridor package of works that link traffic movements from east - west and north - south in the north of Newcastle. The scheme will signalise the roundabouts and upgrade the junctions to reduce levels of congestion for all road users and address issues of severance for non-motorised modes.
Haddricks Mill Strategic Junction Improvement	Newcastle City Council	This scheme builds upon the 'Northern Access Corridor' improvement scheme. The Haddricks Mill junction is located approximately 2km to the north of Newcastle City Centre close to the Newcastle/North Tyneside district boundary. The junction is a major pinch point on the boundary of several major employment sites, including the large employment site at Benton Park View (home of HMRC and DWP) the Freeman Hospital and Quorum Business Park. It is proposed to remove the existing mini roundabout junctions and provide a roundabout with a larger circulatory. This will be signalised and will incorporate the full signalisation of secondary junctions.

Current Scheme Proposals 2015/16 start	Promoter	Description of Scheme
A1 Park and Ride and Local junctions Improvement package	Gateshead Council	450 space park and ride site at Eighton Lodge, with potential for eventual expansion to 900 spaces, and enhanced bus priority on Durham Road between the site and the urban core of Gateshead/Newcastle. The key objective is to reduce traffic on routes to/from central urban area, thereby reducing congestion, supporting economic growth and reducing carbon emissions and other pollutants.
	Newcastle City Council	Improvements will ensure access over this crucial river crossing bridge for all modes to the employment, education and retail opportunities on both sides of the river Tyne. This scheme will support the development of Metro Green in Gateshead (850 new homes and 15000sqm of office accommodation) and the Scotswood Masterplan site (1300 new homes). It will also benefit from being upgraded to support traffic from housing developments in the west of Newcastle. including:- Callerton (approx 3000 homes); Dinnington (approx 250 homes); Newcastle Great Park (up to 1200 homes); and Newcastle International Airport (50ha development site).
	North Tyneside Council	Improvements to flows in the A188/A189 corridor and linkages to future employment development at Weetslade and existing employment sites in Killingworth. Facilitates Indigo Park an 82 acre strategic employment site with the potential for 1000 new jobs.

Current Scheme Proposals 2015/16 start	Promoter	Description of Scheme
Central Gateway Regeneration Initiative	Newcastle City Council	Direct link from Newcastle Central station to the Stephenson Quarter regeneration site (£200m) This proposal addresses a major physical barrier that currently reduces accessibility from the main rail station in the North East Local Enterprise Partnership area to a major regeneration site. The scheme is designed to accelerate development in Newcastle's historic Stephenson Quarter. The Stephenson Quarter is a development that will create 2,431 gross additional jobs in the local economy, resulting in a net GVA contribution per annum of £97.3m
	Nexus	Central Metro station is based in the centre of Newcastle and is a key transport interchange between Metro and heavy rail as well as providing connections to local bus services for the region. This scheme proposes the complete refurbishment of the station concourse and platforms in a style in keeping with the recently refurbished Haymarket Metro station.
A19 Local Junctions Improvement Package	South Tyneside Council	This gyratory improvement scheme will improve traffic movements along A185/A194/A19 thus providing improved connectivity (economic growth opportunities) to the Strategic Highway Network, Port of Tyne and Bede Industrial estate, as well as key access into South Shields Town Centre.

Current Scheme Proposals 2015/16 start	Promoter	Description of Scheme
A19 Local Junctions Improvement Package	South Tyneside Council	South Tyneside Council are intending to undertake a carriageway improvement scheme that will improve traffic movements at Lindisfarne Roundabout thus providing improved connectivity (economic growth opportunities) to the Port of Tyne and South Shields town centre. South Tyneside Council will also deliver localised improvements to the A1300/A194 roundabout, as well as improving access to the Strategic Highway Network.
	North Tyneside Council	Improved access to the Tyne View Park employment site and improved flows in the A191 corridor. The Tyne View Park junction currently operates at 124% of capacity in the AM peak and 121% in the PM peak. The planned improvements to flows will have benefits for the wider A19 corridor.
	North Tyneside Council	Facilitates economic development in the A19 corridor including the occupation of the remaining units at Cobalt Business Park (former Enterprise Zone site), a regionally significant location for skilled employment. It will address capacity issues in the area (the roundabout of A191 and The Silverlink North currently operates at 94% of capacity in the AM peak): significant additional traffic is expected from committed development as remaining units on the business park are occupied.
Local Sustainable Transport Fund Capital Interventions	LA7 LSTF 2015/16 Capital Package	Comprehensive upgrade to Durham and Tyne and Wear Urban Traffic Management and Control systems, with linked functionality in order to provide improved journey time reliability for public transport and to reduce instances of congestion. 'Gateway Improvements' to 4 major heavy rail stations and improved linkages between Newcastle International Airport and the Tyne and Wear Metro. Strategic Cycle package linking to key public transport gateways.
Strategic Investment in small scale transport schemes	LA7	Investment fund for small scale transport schemes. Focused on match funding for smaller transport interventions that meet the strategic objectives of our strategic economic plan and that demonstrate high value for money.

The investment priorities are summarised below, in priority order.

The North East Local Transport Body committed funding for six projects £31.1m of Local Major Scheme funding is committed for these projects.

They are:

1. South Shields Transport Hub.
2. Sunderland Low Carbon Zone.
3. A1058 Coast Road.
4. Northern Access Corridor
5. A167 Park and Ride Corridor.
6. Horden (Peterlee) Rail Station.

LGF 2015/16 Schemes committed by North East Local Transport Body

	2015/16	2016/17	2017/18	2018/19	2019/20	LGF	Total
Totals	£20.26	£10.85	£0	£0	£0	£31.11m	£58.36m

As noted earlier, the North East Local Transport Body recommended that four projects that were not allocated Local Major Scheme funding would also be included in the Local Growth Fund bid as local priorities and have advised the Department for Transport of this.

They are:

1. Traffic movements along A185/194/19.
2. Northern Access Corridor.
3. A19/A194/A1300 Lindisfarne Roundabout.
4. Central Metro Refurbishment.

LGF 2015/16 Investment proposals, recommended North East Local Transport Body

	2015/16	2016/17	2017/18	2018/19	2019/20	LGF	Total
Totals	£6.49m	£5.93m	£3.83m	£0m	£0m	£16.25m	£23.52m

The following projects have also been prioritised for the 2015/16 year owing to their strong contribution to the objectives of our strategic economic plan.

They are:

1. Newcastle Station Southern Access
2. A1056-A189 roundabout and A1-A19 link
3. A19 employment corridor access improvements (A191/ Silverlink North junction)
4. A1 Scotswood Bridgehead
5. A191 junctions including coach lane and Tyne View Park

LGF 2015/16 investment proposals – priority schemes

	2015/16	2016/17	2017/18	2018/19	2019/20	LGF	Total
Totals	£5.88m	£9.16m	£2.66m	£2.53m	£0m	£20.22m	£25.2m

As part of the overall economic plan, we are proposing a package approach to certain types of intervention. These offer the opportunity to bring a more strategic focus to local funding streams, ensuring that a range of locally-based interventions, whilst each valuable in their own right, deliver added value through forming part of a wider strategic

programme. The packages are:

- Investment Fund for Small Scale Transport Scheme
- Local Sustainable Transport Fund Capital Investment package

LGF 2015/16 Investment Proposals

	LGF	
Investment Fund for Small Scale Transport Schemes	£30m	£5m per annum for 6 years
Local Sustainable Transport Fund Capital Investment package	£7.52m	2015/16 expenditure only
Total	£37.52m	

A programme of schemes for delivery post 2015/16 is available. The aspiration of our strategic economic plan process remains that new projects should be able to seek funding throughout the lifetime of the plan. The following schemes have been identified by the partners as potentially transformational with the ability to greatly contribute to the objectives of our strategic economic plan.

However, this list is not exhaustive and partners wish to engage further with government when determining a programme of schemes for commencement in the period from 2016/17 up to 2020/21. Further details are included in the transport and digital connectivity implementation plan.

Future year priorities 2016/17 2017/18

	2015/16	2016/17	2017/18	2018/19	2019/20	LGF	Total
Totals	£0m	£17.3m	£26.2m	£36.85m	£26.7m	£17.7m	£124.75m

Future year priorities 2016/17 2017/18	Promoter	Description of Scheme
Sunderland Strategic Transport Corridor (Low Carbon Zone to City Centre to Port) phase 3 (New Wear Bridge to City Centre)	Sunderland City Council	This provision of a major new transport link supports the development of a number of key sites in the river Wear corridor, the regeneration of Sunderland Urban Core – City Centre and the regeneration of the Port of Sunderland. The scheme supports the introduction of the new Wear crossing announced as part of the Sunderland and South Tyneside city deal.
Ashington, Blyth and Tyne Rail Scheme	Northumberland County Council	This project provides passenger rail services on the current freight-only line between Newcastle and Ashington. The scheme will provide improved connectivity between south east Northumberland and Tyne & Wear, allowing greater access to employment and other opportunities. There are an insufficient number of jobs in South East Northumberland to support the working age population which live there and therefore access to education, training and employment in Tyne and Wear is essential for the economic growth of the area.
Western Relief Road, Durham City. The construction of a relief road in the west of the city to improve traffic flows to the A167 and A690 corridor.	Durham County Council	The County Durham Plan (CDP) recognises that the relief road is required for the delivery of new housing (the CDP proposes land for 5,000 new homes up to 2030) and employment in the city (a new business park at Aykley Heads alone could attract 6,000 new jobs over the plan period). Traffic in the city centre will be relieved at peak times, making existing and new employment hubs more attractive to businesses. Motorists, public transport users and cyclists will benefit from reduced journey times. The scheme will make the city a more attractive place for businesses to invest and for people to live and shop at, reducing the traffic impact on the historic core

Future Year Priorities 2016/17 2017/18	Promoter	Description of Scheme
Metro Enhancements	Nexus	<p>The overriding objectives of the Metro Strategy 2030 are to replace the fleet of Metrocars and extend the reach of Metro beyond its current sphere of operation and the boundaries of Tyne and Wear. Work needs to commence in the medium term to plan for the design and procurement of the replacement fleet and Heaton traction shed has been identified as having strategic importance not just for this ambitious plan but to also provide land options at the existing South Gosforth sites, as well as providing access to Network Rail infrastructure. This is hugely attractive given the potential for both rail devolution and the potential to deploy heavy rail plant and machinery onto the Metro infrastructure for renewals/maintenance activities. There is also scope for the establishment of a rail training facility at this location in order to supplement existing arrangements for Metro as well as offering the possibility to work in partnership with other training providers within the rail industry.</p>
Newcastle International Airport Business Park Link Road	Newcastle	<p>This scheme supports access to development sites and centres and gateways from the A1 corridor. The Newcastle International Airport Business Park incorporates the development of 4 sites with the potential to deliver 7,000 jobs and contribute over £300m to regional GVA. In order to ensure accessibility to these sites, improvements are required to the road network to allow for access for businesses to and from the rest of the strategic network. Delivering this important access improvement will speed up the wider development of the airport site (which would then in total support 10,000 jobs and contribute £1.2bn to regional GVA).</p>

Future Year Priorities 2016/17 2017/18	Promoter	Description of Scheme
<p>Gateshead town centre regeneration OakWell Gate Junction</p>	<p>Gateshead Council</p>	<p>Oakwell Gate is situated immediately to the north-east of Gateshead town centre, at the south end of the Tyne Bridge. It lies at the heart of the Urban Core. Two of the main traffic routes into the Urban Core, the A167 (carrying traffic from east and south Gateshead) and A184 (linking to the west and the A1) meet at this point. The junction is an essential point of access across the Tyne Bridge and also the major regeneration area of Gateshead Quays. Routes approaching the junction are heavily congested, with extensive peak (and in some instances off-peak) queuing. The junction lies on major pedestrian desire lines between Gateshead town centre and Interchange and into Newcastle and Gateshead Quays, including primary and secondary walking routes. It also lies on the Great North Cycle Route (NCN725). Heavy traffic flows along the main corridors leading to and through the junction, coupled with the current layout, mean that there is a barrier to effective and attractive pedestrian and cycle movement and to the effective regeneration of Gateshead centre.</p>
<p>A1/A19 Local Junctions Improvement Package</p>	<p>Combined Authority</p>	<p>Programme of A1/A19 junction improvements on the local authority road network (Improvements to the southern portal of the Tyne Tunnel, A19/A189 Seaham/Murton Interchange, A1/A690 Junction improvements, Boldon Business Park corridor access, Improvements to access from the A19 to the North bank of the Tyne (Swans site and Port of Tyne land) Both the A1 and A19 corridors have been identified within our strategic economic plan as important arteries for the growth of the area. There are currently a number of investigations underway via the Highways Agency in to improvements on the Trunk Road network. Most notably for the Silverlink and Testos junctions and the A1 Western Bypass. This programme demonstrates a continued commitment to local authority investment in the local connections to the Trunk Road network, building upon the investment planned for the 15/16 period.</p>

Transport investment plans

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
LGF committed	£20.26m	£10.85m	£0m	£0m			£31.11m
LGF competitive	£24.89m	£37.39m	£37.69m	£44.38m	£31.7m	£22.7m	£198.74m
TOTAL LGF	£45.15m	£48.24m	£37.69m	£44.38m	£31.7m	£22.7m	£229.85m
Other funding	£23.39m	£24.99m	£19.52m	£22.99m	£16.42m	£11.76m	£119.06m
GRAND TOTAL	£68.53m	£73.23m	£57.21m	£67.36m	£48.12m	£34.46m	£348.91m