

Tyne and Wear Local Sustainable Transport – Main Bid 06 June 2011

Extracts from Main Bid document, with elements highlighted to identify potential impact for disabled people's access to transport, services, and transport infrastructures.

B3. Objectives:

To summarise our proposals:

- They will benefit the economy by managing congestion, making journey times more reliable and predictable, and improving the accessibility of the main employment areas;
- They will reduce carbon emissions by increasing the proportion of journeys made by low-carbon sustainable modes;
- They will improve safety by addressing safety concerns in particular locations and by enhancing facilities for walking and cycling;
- They will improve air quality and reduce noise, as motorised journeys are replaced by more sustainable modes;
- They will deliver increased levels of physical activity with significant health benefits;
- They will promote social inclusion, and access for the whole community to jobs, services and facilities.

SECTION C – The package bid

C1. Package description

Sustainable access to employment / growth sites

[4] Promotion of smarter working, including working from home, as a means to reducing the overall need to travel. This will be carried out through the established 'Workwise' partnership which draws on private sector expertise in giving support and advice to business seeking to adapt to new ways of working; and

[5] Independent travel training for those with learning disabilities. Training is provided at a dedicated facility to give such people the skills and confidence to use buses, Metro and other facilities to enable them to travel independently.

Managing congestion on key corridor

[9] Travel information. Spending on UTMC similarly complements substantial investment already being made in development of a Tyne and Wear wide UTMC system. LSTF funding will provide for improved monitoring of journey times on the main transport corridors and better monitoring associated issues such as air

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quality, coupled with improved delivery of information direct to mobile phones. Development of real time public transport passenger information also builds on the UTMC project. It will allow the provision of real time information on bus and Metro services direct to mobile phones, along with the provision of dedicated displays in key interchanges.

Promotion of active and healthy travel

[11] Development of **Active Travel Hubs** at key locations. These will provide a broad based resource involving, for example, cycle parking, hire and repair, education, retail facilities and travel advice. They will also provide out-reach services to related initiatives such as area based travel planning;

[12] Targeted community intervention to develop active travel. Based on an existing Big Lottery funded initiative already operational elsewhere in the North East this is a flexible package of measures targeting communities with greatest need, typically the most deprived areas with low car ownership and poor health. Measures include organised walks and rides, cycle training, cycle repair and bike recycling, **GP exercise referrals**, and affordable bike loan schemes. The programme has a strong element of local capacity building and relies on volunteers who are given accredited training as walk and ride leaders and cycle mechanics. The development of such measures will provide an economic boost for such areas, for example through development of local cycle repair or hire businesses. In addition it will build skills and confidence in the local community as well as improving the accessibility and affordability of travel to work for those within it;

[13] Establishment of a **Community Active Travel Fund**. Stakeholder consultation has suggested that **social enterprise business, voluntary and other groups** together with other locally based organisations are a potentially fertile resource in terms of **developing and implementing community based measures aimed at supporting active and healthy travel**. It is proposed to create a dedicated fund which would allow such locally based groups and related organisations to bid for support for measures to increase active travel;

Information and promotion

All marketing for the LSTF package will be undertaken under the wider umbrella of the new branding for the Tyne and Wear LTP3. This is currently being designed to create a strong Tyne and Wear wide active travel brand which will support all the objectives set out in the LTP. Using this umbrella brand an LSTF communications and marketing plan will be created to ensure synergy between all the programme of activities and ensuring that work carried out meets not only the objectives set out in this bid but also those set out in the LTP.

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Creating this synergy under one clear, strong and meaningful brand that all partners can buy in to and that has genuine meaning and impact with the travelling public in Tyne and Wear will create additional value for the project as a whole. It will result in higher awareness amongst the public of all the programmes within the project, allowing packages to be tailored better to individuals', groups' and communities' specific needs.

C3. Rationale and strategic fit:

□ Independent travel training will provide improved access to the job market for a disadvantaged section of the community. This will assist in reducing carbon emissions as the number of dedicated support journeys (typically currently undertaken by taxi) are reduced and support the economy by allowing individuals to be less reliant on benefits and provide a wider pool of labour for employers.

Measures to improve active travel are closely linked to both the sustainable access to employment and congestion on main corridors themes.

The development of community-based initiatives around active travel will further reinforce the link between other measures and local communities, enhancing their effectiveness and providing the basis for further developing awareness and extending the impact of such measures to more traditionally hard to reach groups. Action through targeted intervention and the proposed active travel fund will support the development of skills, businesses and attitudes which will have a direct bearing on active travel use, and thereby carbon emissions. Economic benefits will accrue as a result of improved health, particularly in deprived areas, with reduced demands on health services, reduced sickness levels, greater labour force participation and improved access to potential job opportunities

D2. Financial sustainability:

The projects have been identified with a view to maximising the likelihood of benefits and activities being sustained beyond the Fund period. In particular:

- The measures proposed are aimed at effectively addressing key problems associated with transport within Tyne and Wear. The benefits which accrue from these interventions will, in themselves, assist in changing attitudes as to the potential for achievement. As the advantages of such measures become more widely recognised so this should, in turn, affect local priorities for future action;
- In some cases the measures proposed are expected to become fully viable within the funding period. In this respect, LSTF funding will pump prime activity which is expected to then continue without the need for further public subsidy. Improved bus services, Car Clubs and Active Travel Hubs are all expected to become self financing by the end of the LSTF funding period;

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- Most measures are scaleable in nature, meaning that they could be adapted to varying levels of funding;
- While the scale and availability of future resources is of necessity uncertain, the projects proposed are all highly consistent with local policy and so in a good position to compete for available funding in future;
- Many of the measures are already operating to some extent within Tyne and Wear, and as such are valued locally. The bid proposal is to expand these to enable a wider coverage of projects whose benefits are already well recognised;
- Some of the measures will help reduce the reliance on existing revenue streams. For example, Independent Travel Training will reduce the costly use of taxis to transport individuals with learning disabilities, which will consequently enable such funding to be reinvested in this programme;
- Some measures (in particular (5) and (12)) will lead to improved skills and confidence amongst individuals involved in programmes. This will mean that impacts on travel behaviour will be sustained even if individual programmes and activities are scaled back.

SECTION E – Deliverability

E2. Output milestones:

Sustainable access to key employment / growth sites in Tyne and Wear will be improved by, for example:

- Providing independent travel training in respect of walking and public transport use to students with special educational needs. 75 people will receive training in 2012/13, 100 people in 2013/14 and a further 100 in 2014/15.

Congestion on key corridors will be managed by, for example

- Ensuring there is UTMC Compliant Strategic VMS on all 16 key congestion corridors during 2013/14 and equipping 1,720 buses in Tyne and Wear with facilities to provide Real Time Information data by the end of 2014/15; and
- Cycle parking provision will be enhanced at all Metro stations and public transport interchanges by the end of the funding period. This will include the installation of cycle compounds at eight of the most important interchanges plus expenditure on signing/improving the routes to stations.

Active and healthy travel will be promoted in Tyne and Wear by, for example:

- Establishing Active Travel Hubs in Newcastle and Sunderland, providing services such as safe and secure cycle storage, changing rooms and lockers, guided walks and rides, cycle repair and advice, travel information, and supplying pool bikes to local businesses;

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- Progressing community active travel by carrying out travel surveys with employees, auditing existing walking and cycling access and provision, and delivering a programme of community engagement activities for walking and cycling; and
- A package of up to 30 cycle infrastructure schemes will be delivered during the course of the project.
- In addition to the above measures, we intend to match-fund up to 100 sustainable transport schemes from SMEs and social enterprises during the duration of LSTF funding. We feel this will stimulate innovation in delivering our sustainable transport agenda, and assist in the long term financial viability in our overall package of measures.

E3. Summary of key risks:

Risks to delivery of the project in general have been minimised through:

- Basing the project on established initiatives, many of which are already underway within Tyne and Wear;
- Use of experienced third party delivery partners where appropriate;
- Development of effective project management structures (see Section E1).

Conclusions drawn from GAP review of bid content:

Whilst there initially appears to be little definite provision of facilities, services, or infrastructure improvements to benefit disabled people, it remains to be seen what comes out of recent and further consultation on the proposed elements; if the funding bid is successful and/or if delivery of the identified project elements is progressed along with the relevant business case.

Outcomes that are expected to have a positive impact on disabled people that are definitively indicated include:

- Independent travel training in respect of walking and public transport use to students with special educational needs
- Equipping 1,720 buses in Tyne and Wear with facilities to provide Real Time Information data by the end of 2014/15

There may be other, but its too soon to say.

A continual threat to achieving inclusive transport initiatives, with positive outcomes for disabled people, will likely be their potential to be sustainable.

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