



North East Transport Plan

Habitat Regulations Assessment

North East Joint Transport Committee

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Table of Contents

| | | |
|----|---|----|
| 1. | Introduction..... | 1 |
| | Background to the project | 1 |
| | Legislation..... | 1 |
| | This Report..... | 2 |
| 2. | Methodology | 3 |
| | Introduction | 3 |
| | HRA Task 1 – Likely Significant Effects (LSE) | 3 |
| | Confirming Other Plans and Projects That May Act ‘In Combination’ | 4 |
| 3. | Relevant Impact Pathways | 6 |
| | Air quality | 6 |
| | Noise/lighting during construction and operation | 7 |
| | Water Quality..... | 8 |
| 4. | Test of Likely Significant Effects | 9 |
| | Appendix A Likely Significant Effects Test | 11 |

Tables

| | |
|--|----|
| Table 1. LSE Test for Policies | 11 |
| Table 2. LSE Test for Initiatives..... | 12 |

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1. Introduction

Background to the project

- 1.1 AECOM was appointed by the North East Joint Transport Committee to assist in undertaking a Habitats Regulations Assessment (HRA) for the North East Transport Plan 2021 – 2035 (NETP). The aim of this HRA is to assess whether the implementation of the NETP will result in Likely Significant Effects (LSEs) or Adverse Effect on Integrity on European sites (Special Areas of Conservation, SACs, and Special Protection Areas, SPAs). As a matter of UK Government policy, Ramsar sites) that are located within or adjacent to the North-East of England. LSEs are deemed to be present where the implementation of a policy or transport intervention might realistically prevent a European site from reaching its conservation objectives.
- 1.2 This is the first region-wide Transport Plan for the seven local authority areas in the North East, covering two Combined Authorities, brought together by the North East Joint Transport Committee:
 - The North East Combined Authority (comprising Durham, Gateshead, South Tyneside and Sunderland)
 - The North of Tyne Combined Authority (comprising Newcastle upon Tyne, North Tyneside and Northumberland)
- 1.3 The HRA of the NETP is required to determine if there are any realistic linking pathways present between a European site and the NETP and where Likely Significant Effects cannot be screened out, an analysis to inform Appropriate Assessment is then undertaken to determine if adverse effects on the integrity of the international sites will occur as a result of the NETP alone or in combination with other projects and plans.

Legislation

- 1.1 The UK left the EU on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 (“the Withdrawal Act”). The Withdrawal Act retains the body of existing EU-derived law within our domestic law. From 1 January 2021, the UK is no longer a member of the European Union. However, Habitats Regulations Assessment continues, as set out in the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The legislative basis for HRA is provided in Figure 1 below.

Figure 1: The legislative basis for HRA

Conservation of Habitats and Species Regulations 2017 (as amended)

The Regulations state that:

“A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... shall make an appropriate assessment of the implications for the site in view of that sites conservation objectives... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site”.

- 1.2 The first step is to determine whether there is likely to be a significant effect. Over time the phrase ‘Habitats Regulations Assessment’ has come into wide currency to describe the overall process set out in the Habitats Directive from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an ‘Appropriate Assessment’.
- 1.3 In spring 2018 the ‘Sweetman’ European Court of Justice ruling¹ clarified that ‘mitigation’ (i.e. measures that are specifically introduced to avoid or reduce a harmful effect on a European site that would otherwise arise) should **not** be taken into account when forming a view on likely significant effects. Mitigation should

¹ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

instead only be considered at the Appropriate Assessment stage. This HRA has been cognisant of that ruling.

This Report

- 1.4 Chapter 2 of this report explains the process by which the HRA has been carried out. Chapter 3 provides scientific background on the impact pathways considered relevant to Transport Plans. Chapter 4 and Appendix A explore Likely Significant Effects (LSEs) resulting from the policies and packages of measures proposed in the NETP.

2. Methodology

Introduction

- 2.1 The HRA will be carried out with reference to the general EC guidance on HRA² and in summer 2019 the UK government published general guidance on HRA³. These will be referred to in undertaking this HRA. Figure 2 below outlines the stages of HRA according to current Ministry of Housing, Communities and Local Government guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the Plan until no significant adverse effects remain.

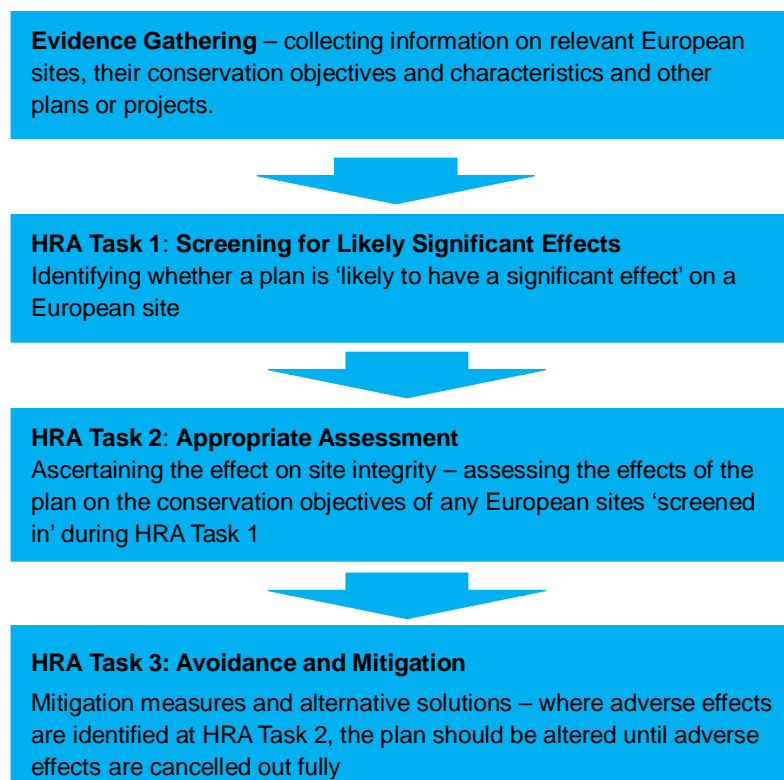


Figure 2: Four Stage Approach to Habitats Regulations Assessment. Source GOV.UK, 2019.

- 2.2 There is already a considerable body of evidence available regarding these European sites. The evidence available includes:
- HRA work undertaken for Local Plans in the area
 - The UK Air Pollution Information System (www.apis.ac.uk) which identifies the vulnerabilities of particular European sites to air quality impacts
 - Conservation Objectives, Site Improvement Plans and Supplementary Advice for all European sites, identifying the key threats and pressures for those sites.

HRA Task 1 – Likely Significant Effects (LSE)

- 2.3 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

² European Commission (2001): Assessment of plans and projects significantly affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats Directive.

³ <https://www.gov.uk/guidance/appropriate-assessment>

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"

- 2.4 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is undertaken in Chapter 4 of this report and in Appendix A.
- 2.5 This stage is intended as a brief, high level analysis intended primarily to focus the rest of the assessment on those policies or interventions which pose a credible pathway for effect. Case law has established that with regard to this test, 'likely' really means 'possible' and a 'significant' effect is one where reasonable scientific doubt remains as to whether it would affect the ability of a European site to achieve its conservation objectives. The likely significant effect test consists of two parts: firstly, determining whether there are any interventions that could result in negative impact pathways and secondly determining whether there are any European sites that might be affected. First each policy and intervention is categorised on the basis of whether it can be dismissed from consideration, primarily because it will not promote or deliver development, for example by focussing entirely on promoting sustainable transport initiatives, or because it is remote from European sites, or insufficient information is available within the NETP to undertake an analysis at this Transport Plan level. There is then consideration of which European sites could be affected by that intervention based on their known sensitivities and the presence of any linking impact pathways.
- 2.6 While the precautionary principle must be applied, the Court of Appeal ruled in the Boggis judgment that there should be '*credible evidence that there was a real, rather than a hypothetical, risk*⁴. This is particularly relevant to intentionally very high-level plans such as transport plans, which contain lengthy lists of initiatives but are intended solely to set the framework for each initiative to be fully explored and designed at lower tiers in the planning process (e.g. planning applications). For this reason, the NETP, like all transport plans, provides very little detail on the specific schemes that it includes. This inherently limits the level of assessment possible in the NETP HRA.
- 2.7 On these occasions the advice of Advocate-General Kokott⁵ is key. She commented that: '*It would ...hardly be proper to require a greater level of detail in preceding plans [rather than planning applications] or the abolition of multi-stage planning and approval procedures so that the assessment of implications can be concentrated on one point in the procedure. Rather, adverse effects on areas of conservation must be assessed at every relevant stage of the procedure to the extent possible on the basis of the precision of the plan. This assessment is to be updated with increasing specificity in subsequent stages of the procedure*'.

Confirming Other Plans and Projects That May Act 'In Combination'

- 2.8 It is a requirement of the Regulations that the impacts of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European site(s) in question.
- 2.9 For example, in the context of the NETP, a reasonable question might be whether the Local Plans of other nearby authorities might have an in-combination effect with the NETP being assessed. This synergistic effect may potentially lead to higher recreational pressure in European sites or encouraging higher volumes of private car travel along European sites, potentially leading to an increase in atmospheric pollution.
- 2.10 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans (which in themselves may have minor impacts) are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential.

⁴ Court of Appeal case C1/2009/0041/QBACF Citation No [2009] EWCA Civ. 1061

⁵ Opinion of Advocate General Kokott, 9th June 2005, Case C-6/04. Commission of the European Communities v United Kingdom of Great Britain and Northern Ireland, paragraph 49 <http://curia.europa.eu/juris/document/document.jsf?docid=58359&doclang=EN>

2.11 The NETP will occur alongside the following other strategic planning documents including other transport plans and Local plans:

- County Durham Plan (2020)
- Northumberland County Council Local Transport Plan 2011 – 2026
- Northumberland County Council Consolidated Planning Policy Framework
- Planning for the Future, Core strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne (2010 – 2030)
- Sunderland City Council Core Strategy and Development Plan 201 – 2033 (2020)
- South Tyneside Council Core Strategy (2007)
- South Tyneside Council Development Management Policies (2011)
- North Tyneside Local Plan (2017)
- Darlington Borough Council Core Strategy DPD 2011 - 2026 (2011)
- Hartlepool Local Plan (2018)
- Stockton-on-Tees Borough Council Local Plan (2019)
- Stockton-on-Tees Borough Council Joint Minerals and Waste Core Strategy and Policies and Site Development Plan Documents (2011)
- Middlesborough Publication Local Plan (2018)
- Redcar & Cleveland Local Plan (2018)
- Scarborough Local Plan (2017)
- Ryedale Local Plan Strategy (2013)
- Hambleton District Council Plan 2019 – 2023 (2020/21)
- Selby Preferred Options Local Plan 2021
- Selby District Core Strategy Local Plan (2013)
- Selby District Local Plan (2005)
- Harrogate District Local Plan 2014 – 2035
- Richmondshire District Council Local Plan 2012 – 2028
- Craven Local Plan 2012 - 2032

2.12 Where Local Authorities do not have a separate transport plan to support the Local Plan, sustainable transport policies will be included within the Local Plans for these authorities in the majority of cases. While the focus of these policies is primarily to promote sustainable modes of transport, they also include improvements to the road network that might increase the use of private vehicles. Furthermore, there is the potential that such plans may increase recreational patterns and / or water runoff effects in combination. Therefore, these documents were also considered in this HRA.

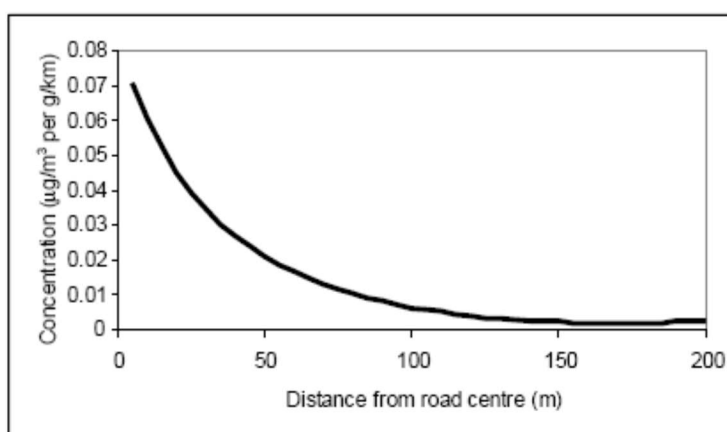
3. Relevant Impact Pathways

- 3.1 There are no standard criteria for determining the ultimate physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential pathway connecting development to any European sites. No initiatives or interventions in the North East Transport Plan will involve direct losses of any European sites. Therefore, the following impact pathways are expected to be relevant to the HRA of the North East Transport Plan given the scope of the interventions.

Air quality

- 3.2 The principal pollutant of concern to habitats is oxides of nitrogen (NO_x) emitted from combustion and particularly vehicle exhausts. According to the World Health Organisation, the critical NO_x concentration (critical threshold) for the protection of vegetation is 30 µg/m³. In addition, ecological studies have determined 'critical loads'⁶ of atmospheric nitrogen deposition (that is, NO_x combined with ammonia NH₃) for key habitats within the European sites in the study area.
- 3.3 Throughout this HRA it is considered that an increase in rail usage means the potential for a decrease in cars and HGV's and is therefore a positive step for air quality. The Department of Transport have made the following comment on air quality issues as they relate to the transfer of freight movements from road to rail, which supports the approach we intend to take: *"It should be noted that in terms of total transport emissions, rail transport accounts for less than 1% of the total. Therefore, even with the most rail orientated transport options, perhaps doubling the rail kilometres, the potential for any significant impact on emissions will lie mainly with the saving in emissions from road transport brought about by modal transfer, rather than those generated by rail. Hence, it is suggested that emissions from rail sources can be scoped out in most cases"*⁷.
- 3.4 With regard to pollution from road traffic, the Department of Transport's Transport Analysis Guidance states that, *"Beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant"*⁸. See Figure 3 below.

Figure 3. Generalised model of traffic contribution to concentrations of pollutants at different distances from a road (Source: DfT)



- 3.5 This is therefore the distance that will be used throughout the HRA in order to determine whether European sites are likely to be significantly affected by road development under the North East Transport Plan, in line with guidance in the Design Manual for Roads and Bridges.
- 3.6 The following European sites within the study area (Newcastle, North Tyneside, Northumberland, County Durham, Gateshead, South Tyneside and Sunderland) lie within 200m of major roads:

⁶ The critical load is the rate of deposition beyond which research indicates that adverse effects can reasonably be expected to occur

⁷ Department of Transport (2004). Transport Analysis Guidance: Regional Air Pollution. www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf

- Castle Eden Dene SAC (adjacent to the A19 and A1086)
 - Durham Coast SAC and Northumbria Coast SPA (within 200m of the A182 at Seaham, the A1086, A183 and A1018);
 - River Tweed SAC (crossed by the A1 west of Berwick-upon-Tweed and the A697 in several locations)
 - Border Mires, Kielder, Butterburn SAC (adjacent to the A68)
 - North Pennine Moors SAC and SPA (crossed by the A686 and within 200m of the A689 and A66)
- 3.7 The HRA therefore considers the potential for schemes outlined in the North East Transport Plan to either improve air quality on these links (such as by maximising sustainable transport initiatives) or to contribute to a deterioration in air quality.

Noise/lighting during construction and operation

- 3.8 The factors that influence a species response to a disturbance are numerous, but three key factors are species sensitivity, proximity of disturbance sources and timing/duration of the potentially disturbing activity. Regarding construction noise impacts on waterfowl and waders, AECOMs professional experience is that noise impacts are unlikely to arise from noise-generating activities located more than c.200m from the qualifying bird species. Studies indicate that noise levels in excess of 84 dB(A) typically elicit a flight response in birds⁹ and the same research recommends that construction noise levels are kept below 70 dB to avoid excessive disturbance of birds¹⁰.
- 3.9 The noisiest construction activity is generally impact piling, where a hammer is dropped on the pile. This has a typical maximum noise level of 100-110dB at 1m from source. Noise attenuates by 6dB for every doubling of distance, such that impact piling typically results in noise levels below 70 dB at distances of more than 100m from source. Therefore, a 200m separation between construction activity and the SPA/Ramsar should generally ensure no disturbance arises through this pathway. This does not obviate the need for project-level HRA for individual applications but will aid in determining whether initiatives are likely to raise conflict with SPAs through this pathway.
- 3.10 Studies have found that operational roads can lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e. 'songbirds'), of which 60% had a lower density closer to the roadside than further away¹¹. Such impacts have been reported up to 1km away due to more intense sources such as busy highways¹². There are several possible reasons for this, including direct disturbance and the possibility that calls are masked by road noise.
- 3.11 Increased road traffic can be accompanied by increased noise impacts although large changes are required. For example, a 25% increase in traffic on an existing road will result in only a 1dB(A) increase in noise even at the roadside, with a 100% increase needed to result in a 3dB(A) increase at the roadside – the lowest increase in noise that is thought to be even perceivable by humans and birds. As such changes in traffic flow or speeds are unlikely to result in increased disturbance of sensitive wildlife unless they are very large: a doubling in total flows is unlikely to materially increase noise exposure even close to the road.
- 3.12 Disturbance from visual intrusion such as lighting is likely to be most relevant if the road is immediately adjacent to an SPA or certain SACs (e.g. those designated for bat species). Road schemes may result in an increase in roadside lighting. Lighting is only likely to be an issue if the North East Transport Plan results in the introduction of street lighting to roads within close proximity of these European sites which are currently unlit. Any proposed new bridges over the River Tweed SAC would also potentially require consideration of impacts on the salmon or lamprey interest of the SAC through (for example) underwater noise.

⁹ Cutts N & Allan J. 1999. Avifaunal Disturbance Assessment. Flood Defence Works: Saltend. Report to Environment Agency).

¹⁰ Cutts, N., Phelps, A. and Burdon, D. (2009) Construction and waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Humber INCA, Institute of Estuarine and Coastal Studies, University of Hull

¹¹ Reijnen, R. et al. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32: 187-202

¹² Reijnen, R. Foppen, R & Veebaas G. (1997) Disturbance by traffic of breeding birds: evaluation of the effect and considerations in planning and managing road corridors. *Biodiversity and Conservation* 6, 567-581 (1997)

- 3.13 With regard to HRA, noise and lighting are only considered an issue if they affect European sites designated for vulnerable animal interest (particularly birds and bats) rather than their habitats. This potentially applies to two European sites within the study area:
- Northumbria Coast SPA;
 - Teesmouth & Cleveland Coast SPA;
 - Northumberland Marine SPA; and
 - North Pennine Moors SPA.
- 3.14 The construction of entirely new roads and railways can result in significant disturbance impacts depending on the existing noise and lighting environment. However, no such construction is proposed close to any SPA's or SAC's designated for bat interest features in the NETP.

Water Quality

- 3.15 The quality of the water that feeds European sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:
- 3.16 At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour.
- Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient and so eutrophication is associated with discharges containing available nitrogen.
 - Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life.
- 3.17 Sewage and some industrial effluent discharges contribute to increased nutrients in the European sites and particularly to phosphate levels in watercourses. However, these will not be associated with Transport Plan interventions. Road and rail schemes can, however, result in pollution (such as runoff of sediment, hydrocarbons and salt spray from de-icing) of aquatic, marine and riverine European sites during construction and operation, if they occur within close proximity of that site.

4. Test of Likely Significant Effects

- 4.1 The Likely Significant Effects (LSEs) screening assessment is presented in Appendix A. Green shading in the 'Screening outcome' column indicates that a package (and its schemes or projects) have been determined not to lead to LSEs on European sites due to an absence of a linking impact pathway.
- 4.2 Note that where distances to European Site boundaries are given, this represents the shortest straight-line distance to the European site boundary. For the schemes / projects the distance to European sites is measured from the centre of the settlement. For specific road-related schemes, the distance to the European site is measured from the scheme itself where this is known. It is to be noted that due to the nature of the transportation schemes / projects, the distances are approximate. **To summarise Appendix A, no policies or schemes were concluded to have result in Likely Significant [adverse] Effects on European sites.**
- 4.3 The A1 as it crosses into Scotland traverses the River Tweed on an existing bridge at the boundary between the River Tweed SAC (above the tidal limit) and the Tweed Estuary SPA/Berwickshire & North Northumberland Coast SAC. However, the inclusion of initiative EX06b is not specific as to what will happen to that bridge to facilitate the dualling of the A1 into Scotland since that is a matter to be determined at the scheme (planning application) level. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support.
- 4.4 Similarly, initiative EX09 was also screened out. While the A69 does cross the River Eden SAC this is 41km west of Hexham and it is very unlikely this part of the A69 would be part of the Affected Road Network for this scheme. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support.
- 4.5 The same is true of initiative EX30. The North Pennine Moors SAC and SPA lies adjacent to the A66 west of Barnard's Castle, so dualling of the road could potentially lead to various construction and operational effects on both designations. However, the plan is not explicit as to what will happen to this stretch of the A66 (a small section of the overall length of A66 to be covered by the project) since that is a matter to be determined at the scheme (planning application) level. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support.
- 4.6 Potential for impacts from relocation of the North Shields Ferry to Fish Quay (initiative NX22a) on the Northumbria Coast SPA and Ramsar site was considered, but Fish Quay is an existing operational quay (just as the North Shields Ferry is existing and operating) and is situated over 500m from the nearest part of Northumbria Coast SPA which lies beyond The Narrows and in the marine environment (River Tyne Entrance). As such, no likely significant effect is identified. This will be revisited at the individual scheme level for any planning application.
- 4.7 Finally, initiatives ST43 (A1018 Multi-Modal Corridor Improvements) and ST44 (A183 Multi-Modal Corridor Improvements) were considered regarding their potential to affect North Pennine Moors SPA/SAC and Durham Coast SAC/Northumbria Coast SPA/SAC respectively. However, a conclusion of no likely significant effect was reached primarily due to the non-specific nature of these packages of measures (and for ST43 the fact that they appear to relate specifically to the stretch of road in South Tyneside and thus remote from the North Pennine Moors SAC/SPA). This must be investigated further at the scheme level as specific interventions are developed but in line with Advocate-General Kokott's opinion mentioned earlier, the NETP proposals must be evaluated at the (broad and non-specific) level that they exist in the plan.
- 4.8 Consideration was given for the potential for 'in combination' effects with other plans and projects, particularly the plans mentioned in paragraph 2.11 of this report. However, all the initiatives in the NETP were screened out due to their non-specific nature, remoteness from European sites, absence of impact pathways or (for the Highways England schemes mentioned above) that fact that they are not in the direct control of Transport North East either as developer or as consenting body. As such, no [adverse] 'in

combination' effects have been identified. Indeed, any cumulative and in combination effects that do exist are likely to be positive as the primary theme of the NETP is to maximise sustainable transport.

Appendix A Likely Significant Effects Test

Table 1. LSE Test for Policies

| Policy | Screening outcome |
|---|--|
| We will enable people to make greener and healthier travel choices whenever they can and ensure our sustainable network takes everyone where they need to go at a price they can afford. We must ensure all our actions improve transport across the region and deliver to the objectives of this Plan so we are greener, more inclusive, healthier, safer and our economy thrives. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We will initiate actions to make travel in the North East net carbon zero and improve transport safety and security. We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly. We will work with our partners to make travelling and moving goods around our region more efficient and greener. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We will take action to continue to support the Shields Ferry and develop potential improvements where possible. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We will initiate actions to make travel in the North East net carbon zero and improve transport safety and security; We will help more people reach the sustainable transport network with more 'on demand' solutions; and We will work with our partners to make travelling and moving goods around our region more efficient and greener | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We must make our roads flow better for goods and essential car journeys. We must strengthen use of cleaner, greener cars, vans and lorries. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. While faster vehicle speeds can result in increased exhaust emissions, reduced congestion can result in significantly improved emissions. |
| We must invest in Metro and local rail to extend and improve the network. We will take action to drive our partners to make travelling and moving goods around our region more efficient and greener. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. Overall, development of rail is likely to be positive in reducing overall NOx emissions. |
| We must work with partners to make movement of people and goods to and from our region, more efficient and greener. We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. |
| We will embrace new technologies to meet our transport objectives and set innovation challenges to industry, creating new opportunities with our network as the testbed. | No Likely Significant Effect. This policy is likely to be positive for European sites by reducing atmospheric pollution and (potentially) traffic noise. For example, there are emergent technologies for actively removing NOx from atmosphere that could have a positive effect on European sites as well as human health. |

Table 2. LSE Test for Initiatives

| Code for map | New Scheme No | Scheme name | Promoter | Secondary Promoter | Scheme description | Timescales for Delivery | Proposed Work Programme | Relevant Impact Pathways | Relevant European Designated Sites | Screening outcome |
|--------------|---------------|---|-----------------------|-------------------------------|--|-------------------------|--|--------------------------|------------------------------------|---|
| 1 | DU03 | Walking and cycling improvements in Durham City Centre | Durham County Council | NA | Package of proposals that seeks to enhance walking, cycling, public transport and driver information on Durham City. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 2 | DU06 | A692 all user improvements, including for sustainable modes | Durham County Council | Gateshead Council | Corridor based improvement work along the A692 in Gateshead and Durham, comprising a package of small scale measures aimed at relieving congestion, improving road safety and improving sustainable transport movement. In Gateshead - Widening to provide additional capacity on Lobley Hill Bank | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 3 | DU07 | A694 all user improvements, including for sustainable modes | Durham County Council | Gateshead Council | Corridor based improvement works along the A694 in Gateshead and Durham comprising a package of small scale measures aimed at relieving congestion, improving road safety and improving sustainable transport movement. Includes an extension to the bus lane to improve access to the A694. The proposal will also move the bus lane from the near to off side of the northbound carriageway 'Reconfiguration of Swalwell Bridge roundabout | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 4 | DU08 | A167 all user improvements, including for sustainable modes | Durham County Council | Gateshead Council | Includes Corridor based improvement works along A167 Durham Road between Gateshead and Chester le Street with the principle aim of improving sustainable transport movement along the corridor. Capacity enhancement and pedestrian/cyclist connectivity improvements at this congested junction, fed by the A167 and Arnison Centre traffic. Capacity enhancement and pedestrian/cyclist connections at three junctions along the A167, to facilitate housing growth. Rushyford, Central Avenue and Ricknall Lane. Sustainable transport improvements along Durham Road corridor in Low Fell. This phase of works covers the south end of Low Fell High Street. It is envisaged they will include new cycle routes and measures to improve the existing junction which is a major delay point for bus services. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 5 | GA02 | All user improvements on this important corridor (A695) along the Tyne Valley | Gateshead Council | Northumberland County Council | The proposal is for corridor based improvement works along the A695 corridor in Gateshead and Northumberland comprising a package of small scale measures aimed at relieving congestion, improving road safety and improving sustainable transport movement. | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 6 | GA03 | Small scale cycling improvements (Gateshead) | Gateshead Council | | Package of small scale improvements and additions to the cycle network across Gateshead assisting to deliver the Council's Cycling Strategy. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |

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| 7 | GA04 | Gateshead Central Integrated Transport Improvements | Gateshead Council | N/A | Reconfiguration of road network in and around Gateshead town centre to reduce severance and dominance of road traffic. 'Includes; Reconfiguration of Bensham Road roundabout: Removal of flyover and construction of tree lined boulevard. - £75m Upgrading of pedestrian, cycle and public transport environment on key link to Tyne Bridge Urban Core Pedestrian Improvements £2m Exemplar neighbourhood footbridge, Link between town centre and freight depot site: £3m Bensham Road bus lane extension - Extension of bus lane between Coatsworth Road and Chester Place - £300,000 Quay Development Access Road - Cost TBC | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 8 | GA05 | Blaydon station to town active travel link | Gateshead Council | Newcastle City Council | Potential improvements at Blaydon rail station. The pedestrian bridge is being replaced connecting the town with the railway station and phase 2 will be onwards over the river | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 10 | GA08 | Traffic signals repair across Gateshead | Gateshead Council | Regional Traffic Signals Team | Traffic signals across the network are in need of repair | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 11 | NX01 | Gateshead Interchange Refurbishment | Nexus | Gateshead Council | Refurbishment of all elements of the interchange | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 12 | NX03 | Upgrading Heritage Stations on Tyne and Wear Metro | Nexus | All Local Authorities | upgrading of Cullercoats, Whitley Bay, Monkseaton and West Monkseaton Metro stations with a distinctive historical lineage dating back to the North Eastern Railway/LNER | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 13 | NX04 | Monument Metro Station Refurbishment | Nexus | Newcastle City Council | refurbishment of Monument Metro station to match the standard of other recent station upgrades in Newcastle city centre | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 14 | NX05 | Regent Centre Interchange Upgrade | Nexus | Newcastle City Council | Refurbishment of the Metro area and the upgrading of the bus area with five new waiting shelters and removal of the canopy over the roadway outside the station entrance, improvements to the car park | Shovel Ready | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 15 | NE01 | Airport access upgrades to facilitate housing growth and the onward success of the airport | Newcastle City Council | Highways England | Development of a link road to Newcastle Airport between A696 and Brunton Lane, to enable development of Newcastle Airport EZ and Newcastle housing sites | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |

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| 16 | NE24 | Tyne Bridge and Central Motorway Major Maintenance | Newcastle City Council | TfN | Major maintenance to the Tyne Bridge | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to remote location in relation to European Sites |
| 17 | NE02 | Maintenance to Urban Core Distributor Route and all user improvements | Newcastle City Council | N/A | Package of maintenance and junction improvements to roads on the Urban Core Distributor Route. | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to remote location in relation to European Sites |
| 18 | NE03 | Ponteland Road Corridor sustainable and housing improvements | Newcastle City Council | N/A | Upgrades to junctions on key roads to West of Newcastle in order to enable development | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 19 | NE04 | Scotswood Bridgehead accessibility improvements in Newcastle | Newcastle City Council | N/A | Upgrades to northern end of Scotswood Bridgehead | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 20 | NE05 | Rotary Way junction upgrade and cycling improvements | Newcastle City Council | N/A | Investment and upgrade around the A1-Rotary Way-Great North Road junction to enable local plan development | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 21 | NE06 | Cycle City Ambition 3 programme to invest in corridor improvements | Newcastle City Council | N/A | Further programme of investment in strategic cycling infrastructure, including the urban core and routes into North Tyneside, Gateshead and Northumberland | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 22 | NE07 | Newcastle Station : High Speed Ready | Newcastle City Council | Network Rail | Investment to unlock the potential around Newcastle Central Station for the arrival of High Speed 2, including access improvements to Stephenson Quarter (Southern Entrance) | Next 10 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 23 | NE08 | Newcastle Urban Core Pedestrian and Cycling Improvements | Newcastle City Council | N/A | Investment in pedestrian and cycle upgrades identified in Core Strategy and linked to urban development- Northumberland Street; Camden Street Bridge; Forth Yards | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 24 | TNE24e | Investigating a new Strategic River Crossing | Transport North East | Relevant Authority | As identified in original NECA Options report | Beyond 10 years | 5) Road infrastructure | None | None | Screened out as this potential river crossing is in Gateshead and thus remote from European sites |
| 25 | NT01 | Improvements to cycling and walking routes in North Tyneside | North Tyneside Council | | Build new and improved infrastructure to cater for increased demand for cycling and encourage modal shift, particularly on journeys to and from work, including A191 and A188/A189 corridors | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |

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| 26 | NT02 | Access improvements to A19 employment corridor for all road users | North Tyneside Council | N/A | <ol style="list-style-type: none"> Improvements to access A19 employment corridor, facilitates the full occupation of Cobalt Business Park and supports delivery of the Murton Gap housing site. Cycling and walking route improvements and public transport measures in the A19 corridor, with remodelling of junctions Replace the existing unfit for purpose public right of way crossing of the A19 and provide a safer, more expedient and accessible sustainable link (bridge or underpass) | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | Air Quality, Noise disturbance | Castle Eden SAC (directly adjacent to the A19) | Screened out since this initiative relates to the section of the A19 in North Tyneside, which is remote from Castle Eden Dene SAC |
| 28 | NT04 | North Bank of the Tyne Enterprise Zone accessibility improvements | North Tyneside Council | Transport for the North | <ol style="list-style-type: none"> Access improvements to Swans site and Port of Tyne, including improvements for abnormal loads. Cycling and walking improvements in the corridor. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 29 | NT05 | Corridor improvements to facilitate improved access for all road users (A192 Foxhunters to Tynemouth Pool) | North Tyneside Council | N/A | Corridor improvements including cycling and walking and congestion measures, linking A191-A192 Foxhunters junction and A1058-A192 Tynemouth Pool junction, supporting links to Cobalt Business Park and Local Plan aspirations to develop Murton Gap area. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 30 | NT07 | North Shields regeneration (Public Realm improvements) | North Tyneside Council | N/A | <ol style="list-style-type: none"> Extending links into the town centre by more sustainable modes; wider public realm and transport connectivity improvements including links north from Fish Quay and associated with Shields Ferry landing relocation. Infrastructure to improve accessibility to the Fish Quay area, including public transport, cycling and walking. | Next 5 years | 3) Bus, ferry and first and last mile | Noise/lighting during construction/operation | Northumbria Coast SPA | Screened out. This initiative is primarily about improving land-based sustainable transport connections within North Shields. The Shields Ferry already operates and its pier is remote from (3km upstream of) the nearest part of the SPA |
| 31 | EX01 | Upgrades to Seaton Burn/Fisher Lane A1/A19 Junctions | Highways England | North Tyneside Council | Upgrades to improve long-term capacity | Next 10 years | 7) National and international connectivity | None | No | Screened out since this initiative relates to North Tyneside, which is remote from European sites |
| 32 | EX04 | Upgrades to Moor Farm Junction | Highways England | Northumberland County Council | Upgrades to improve long-term capacity | Next 10 years | 7) National and international connectivity | None | No | Moor Farm Junction in South Cramlington is remote from European sites |
| 33 | NO01 | Facilitating growth of Ponteland and addressing congestion | Northumberland County Council | N/A | The A696 is part of the Primary Road network in Northumberland. It forms an important strategic route with the A68 for traffic from Newcastle to Edinburgh and serves the Army Training Facilities at Otterburn Camp. The scheme objectives are to provide an alternative route for through traffic including heavy goods vehicles and MoD convoys thus reducing delay to traffic through the village. Emissions on the existing route through the town centre will also be reduced, leading to improved traffic flow with less stationary traffic. Reduced traffic will create an improved town centre environment which will encourage other forms of sustainable travel including walking and cycling with the National Cycle Network Route 10 passing through the town. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |

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| 34 | NO02 | Delivering improved all user connections to Blyth to reduce congestion, improving bus journey time reliability, and creating the space for high quality segregated cycle corridors | Northumberland County Council | | The two main roads into Blyth, the A193 Cowpen Road and A1061 Laverock Hall Road provide access to the Port of Blyth and are heavily trafficked with over 20,000 vehicles a day on each road and suffer from congestion during peak periods. This creates journey time reliability issues for the numerous express bus services connecting Blyth with the Tyne and Wear conurbation. In addition, this limits the opportunity for safe cycling and walking connections within the town. A relief road for Blyth will create additional radial capacity for Blyth, reducing congestion, improving bus journey time reliability, and creating the space for high quality segregated cycle corridors identified through the Local Cycling and Walking Infrastructure Plan for the town. | Next 5 years | 5) Road infrastructure | Potential impacts of air quality and/or noise/lighting disturbance | Northumbria Coast SPA & Ramsar; Northumberland Marine SPA | Screened out. The details of the initiative are intentionally broad but are primarily concerned with sustainable transport improvements within the urban area of Blyth. While Northumberland Marine SPA does extend into the Blyth Estuary in urban Blyth it is designated to protect seabird fishing waters. There are no clear impact pathways to European sites |
| 35 | NO03 | Critical rural road maintenance Programme (countywide) | Northumberland County Council | | To repair and strengthen key roads underpinning the rural and regional economy including access to key tourist destinations (Hadrian's Wall World Heritage site, Northumberland National Park including International Dark Skies Park), timber extraction and quarrying. | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 36 | NO04 | Gilsland Railway Station | Northumberland County Council | Network Rail | The proposal is to reopen the Gilsland Railway Station on the site of the former station. | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 37 | NO05 | Cramlington Station improvements | Northumberland County Council | Network Rail | Infrastructure improvements required to facilitate improved frequency of service from station and better station facilities. | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 38 | NO06 | Delivering improved all user connections on this route (A1068 Fisher Lane) between South East Northumberland and Tyne and Wear. | Northumberland County Council | N/A | The scheme involves the upgrading of the remaining single carriage section of the A1068 Fisher Lane (approximately 1 mile) to dual carriageway standard between the C366 Blagdon Lane and the A19 Seaton Burn junction, a segregated cycleway from Seaton Burn to Cramlington linking to the new development areas, cycleways and a new roundabout at the A1068/Blagdon Lane junction, removing a congestion pinch point on this key strategic route into Tyne & Wear, improving cycle provision, bus journey time reliability and access at the A1068/Blagdon Lane junction. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |

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| 39 | SU02 | Coalfield regeneration route – improving access for industry and business whilst reducing HGV conflict with other road users and improving journey time and road safety | Sunderland City Council | Durham County Council | To provide a by-pass of Fencehouses and improve access to the existing industrial and business sites at Sedgelych, Dubmire, and Rainton Bridge. Three parts. 1) Proposal to provide a new link road through the Coalfields area connecting A182 west of Shiney Row with B1284 at Rainton Bridge. 2) Hetton By Pass and Murton Lane improvements Link to Hetton Lyons. 3) Complete East Durham Link between the B1285 and the A19 via the Hawthorn employment site and bypassing Murton Village. This scheme is intended to reduce conflicts between HGVs and local traffic, improve road safety and reduce congestion. | Beyond 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 40 | SU03 | Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction | Sunderland City Council | | Improvements to A1231 between north bridgehead of Northern Spire Bridge (SSTC Phase 2) and junction with A19 in order to improve journey times for road users and increase the reliability of public transport | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 41 | SU04 | Sunderland Strategic Transport Corridor (SSTC5) Port to the City | Sunderland City Council | | Improvements to A1018 between southern bridgehead of Wearmouth Bridge and the roundabout junction of Hendon Road with Commercial Road. Proposed single carriageway road linking SSTC / A1018 Southern Radial Route with the Port of Sunderland to improve East-West links and strategic connectivity between the Port and the A19. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 42 | SU06 | A690 all user highway improvements | Sunderland City Council | N/A | To provide bus priority measures, improve journey times and reliability, and reduce junction delays. Provide safety improvements for vulnerable road users. Junctions include, Barnes Gyatory, Grindon Lane, North Moor Road, Board Inn roundabout. Better CCTV and UTMC connectivity. Farringdon By-Pass Option to provide congestion relief on A690 Durham Road | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 43 | SU07 | St Michael's Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety | Sunderland City Council | N/A | Removal of congestion pinch point on St Michaels Way, providing journey time saving and congestion relief. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 45 | SU08 | A182 Route Action Plan including congestion pinchpoint junction schemes; including a suite of bus, cycle and pedestrian improvements. | Sunderland City Council | N/A | Houghton Road (A182) / Coaley Lane Junction: Removal of Congestion Pinch point and Collision Mitigation: £1.2m Hetton Road (A182) / Gillas Lane Junction: Removal of Congestion Pinch point and Collision Mitigation: £1m Station Road (A182) / North Road (B1284) Four Lane Ends Junction: Removal of Congestion Pinch point and Collision Mitigation: £4m | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 46 | SU10 | Improving Strategic Cycle Networks in Sunderland | Sunderland City Council | N/A | Sunderland has a strong transport policy (LTP, DFT) imperative and political support for the continued development of a strategic cycle network across the city. The five Regeneration Area Committees/Place Boards have formally supported and endorsed the initiative. The project will be embedded in and strongly support the integrated development of transport for Sunderland, and will be linked to a regional cycle network in accordance with LTP3 policy. Strategic Transport Corridors with frustrated expressed and latent demand and opportunity for modal shift and equitable active access from residential to work service and education trip generators. A19 Corridor: £2m A1018 Corridor: £2m Coalfields: £2m West/East City Centre £4.5m North: £2m Washington: £2m | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |

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| 47 | EX28 | Major upgrade to the East Coast Mainline | Transport for the North | Network Rail | Major upgrade via East Coast Main Line (and Leamside) to include provision 9tph high speed passenger services | Beyond 10 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| | EX06a | A1 Dualling to Ellingham | Highways England | Northumberland County Council | Two RIS2 Highways England schemes (Morpeth to Felton, Alnwick to Ellingham) to deliver dualling to Ellingham | Next 5 years | 7) National and international connectivity | None | None | Screened out due to remote location in relation to European Sites |
| 49 | EX06b | A1 Dualling to Scotland | Highways England | Transport for the North | Completion of the dualling of the A1 from Ellingham north into Scotland | Next 10 years | 7) National and international connectivity | Air Quality and Noise/lighting during construction/operation, and water quality | River Tweed SAC, Berwickshire & North Northumberland Coast SAC | Screened out. The A1 as it crosses into Scotland traverses the River Tweed on an existing bridge at the boundary between the River Tweed SAC (above the tidal limit) and the Tweed Estuary SPA/Berwickshire & North Northumberland Coast SAC. However, the inclusion of this initiative is not specific as to what will happen to that bridge to facilitate the dualling of the A1 into Scotland since that is a matter to be determined at the scheme (planning application) level. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support. |
| 50 | EX07 | A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63) | Highways England | Transport for the North | Requires further studies but looking at capacity improvements on the A1 between Barton and Chester Le Street | Beyond 10 years | 7) National and international connectivity | None | None | Screened out due to remote location in relation to European Sites |
| 51 | EX08 | A19 junction improvements and capacity upgrades in North Tyneside, Sunderland and County Durham | Highways England | North Tyneside Council | Incorporates: -A19 Seaton Burn Junction Improvements; -A19-A193 Howdon interchange signalisation; -A19 junction and on-line improvements between Killingworth interchange and Coast Road/Silverlink interchange -A19/A1056 Killingworth -A19/B1404 Seaton Lane to A19/A183 Chester Road; -A19 Expressway and Gap Closures between Sunderland and Tees Valley; -A19 / A168 Expressway | Next 5 years | 7) National and international connectivity | Air Quality, Noise disturbance | Castle Eden SAC (directly adjacent to the A19) | Screened out since this initiative relates to the sections of the A19 in North Tyneside and connecting into Tees Valley that are remote from Castle Eden Dene SAC |
| 53 | EX09 | A69 route improvement, potential dualling and/or climbing lanes and targeted junction improvements (including the B6351 Hexham west junction) | Highways England | | A69 route improvements | Beyond 10 years | 7) National and international connectivity | Air Quality and Noise/lighting during construction/operation | River Eden SAC (outside plan boundary) | Screened out. While the A69 does cross the River Eden SAC this is 41km west of Hexham and it is very unlikely this part of the A69 would be part of the Affected Road Network for this scheme. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support. |
| 55 | SU11 | Sunderland Station capacity improvements and track layout improvements | Sunderland City Council | Network Rail | Sunderland Station and Sunderland Station track layout improvements and North Ticket Hall | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 56 | EX14 | Durham Coast Line (route upgrade and service improvements) | Network Rail | NERMU | • Durham Coast Line (route upgrade and service improvements) to facilitate local rail connectivity to Darlington and York | Next 10 years | 7) National and international connectivity | None | None | Screened out due to nature of development |

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| 57 | NO07 | Northumberland Line - Opening | Northumberland County Council | Network Rail | Upgrade and passenger service re-instatement | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 58 | GA09 | East Gateshead Station | Gateshead Council | Network Rail | Station to serve the Gateshead Quays development | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 60 | EX16 | Improving Rail Connectivity in Northumberland | Network Rail | | Enhancements to service frequency in Northumberland on ECML | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 61 | EX17 | Expanding the number and role of Community' stations | Transport North East | Community Rail Bodies | Through Rail Devolution regenerate underused stations as community hubs | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 62 | EX12 | Tyne Valley journey time improvements | Network Rail | Network Rail | Introduce improvement to reduce the end to end journey time to be more competitive with car based journeys. | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 63 | EX25 | Local rail Diesel fleet replacement – regional | Transport North East | Northern Operator | Support Northern in bid to secure funding for carbon zero fleet | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 64 | EX18 | Delivering a North East Rail Concession | Transport North East | DfT | Work with DfT to secure local rail concession/s | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 65 | EX19 | Improved facilities at information at North East stations | Transport North East | Network Rail | | Shovel Ready | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 66 | EX26 | Integrated and Smart Ticketing project | Transport for the North | N/A | IST Project? | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 67 | SU43 | Chester Road bus corridor | Sunderland City Council | N/A | To provide bus priority measures resulting in journey saving time with priority to public transport. To improve pedestrian links. To provide a gateway to the University and the City. Better CCTV and UTMC connectivity. Phases include: Phase 1 Greenwood Road junction | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 68 | | | Sunderland City Council | N/A | Phase 2 Grindon Lane Junction | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 69 | | | Sunderland City Council | N/A | Phase 3 Springwell Road (Broadway) roundabout | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |

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| 70 | | | Sunderland City Council | N/A | Phase 4 The Royalty gyratory | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 71 | TNE04 | Regional Intelligent Transport System Package | Transport North East | N/A | Intelligent Transport Systems (ITS) Package will provide traffic signal upgrades at 160 junctions, and 165 pedestrian crossings, in order that full UTMC interventions can be enabled remotely. The upgrades will enable buses to be given a hurry call on their approach to the junction, improving bus reliability and journey speeds. The upgrades will also enable optimised traffic flows when buses are not present, delivering improvements to air quality. The package will also provide an improved bus real-time information systems that will enable buses to be accurately located in real-time and ensure they benefit fully from hurry calls at signalised junctions. The package will also enable improved real-time information about buses to be made available to passengers through various channels | Next 10 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 73 | GA10 | West Tyneside cycle route (bridge over ECML) | Gateshead Council | Network Rail | New bridge over East Coast Main Line between Chowdene and Team Valley | Next 10 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 74 | TNE02 | Air Quality systems upgrade in Tyneside | Transport North East | N/A | Tyne and Wear has an existing comprehensive UTMC and a nation-leading co-located Urban Observatory at Newcastle University which provides detailed real-time monitoring using embedded sensors. The opportunity is to integrate this new demand data with our real-time air quality monitoring to invest in a better-than-realtime decision support tool for traffic management. This would be a UK-first deployment of an existing tool and also present the opportunity to integrate with air quality prediction so that authorities are provided with both information on likely air pollution and traffic flows in the future. This will mean they are empowered to take network management and other decisions which will minimise exposure of residents and travellers to air pollution and also expedite the movement of traffic on the network. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 75 | NX08 | Enhancing Public Transport passenger information | Nexus | Operators | Addressing the perception of reliability and convenience of public transport, as highlighted through market research, through the provision of accurate and easy to access information. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 76 | NE10 | Newcastle Smart Corridors | Newcastle City Council | N/A | North East Smart Corridors: upgrade to arterial corridors to Tyneside which would incorporate active traffic control with ANPR. Potential to integrate with air quality sensors to have innovative traffic control and public transport priority | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 77 | TNE01 | Regionwide Travel behaviour change package | Transport North East | N/A | Development of emerging modes of flexible transport e.g. car clubs, electric bikes, and use of digital information to support more sustainable transport use (e.g. funding to kick-start scheme and support operations for an initial defined period). | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to distance from European Sites |
| 78 | NX10 | Increased Park and Ride at Public Transport stations (Metro, Rail, Ferry and Bus) | Nexus | | Consideration to extending park and ride facilities at multi-modal interchanges across the North East region. Not just limited to metro stations, but also bus / train stations. With improvements required at Hebburn, Tyne Dock, East Boldon and Fellgate within South Tyneside. | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 79 | ST04 | Traffic Signal Improvements in South Tyneside | South Tyneside Council | Transport North East | Improved traffic signal operation at junctions on bus corridors / Links to UTMC facility which would improve journey time reliability across the bus network within the North East region. | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |

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| 81 | SU13 | Riverside' Multi Storey Car Park. – A new modern parking facility to incorporate EV infrastructure and satellite mobility-hub facilities in order to support the Riverside Sunderland regeneration scheme | Sunderland City Council | N/A | To provide multi storey car park on a major redevelopment project. Can reduce through traffic movement along St Mary's Boulevard, where there are potentially high pedestrian crossing movements | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 82 | TNE03 | 10 strategic bus corridors delivered | Transport North East | N/A | Bus Measures package as identified through the TCF Bus Measures Study | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out. Overall bus improvements may have a positive impact on European sites by reducing congestion and pollution on the road network. While specific schemes may be located close to European sites, this is unknown at this stage and is a matter to be determined and resolved during scheme development. |
| 83 | SU14 | Vaux-Stadium Village Footbridge | Sunderland City Council | N/A | New high level pedestrian footbridge linking the Vaux development site and the City centre with Stadium Village. Estimates for a bridge at this location will vary widely depending on the required width and quality. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 84 | SU15 | Kier Hardie Way All user improvements | Sunderland City Council | N/A | Improvements to A1290 Kier Hardie Way between Camden Street and the Wheatsheaf, including converting to dual carriageway with improvements for Public Transport and sustainable modes. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 85 | SU16 | Stadium Village -St Peters Subway | Sunderland City Council | N/A | 5.5m wide subway below Wearmouth Bridge North Approach linking St Peters area and Bonnersfield development site with St Peters Metro Station and Stadium Village. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 86 | SU17 | Continued improvements to access the IAMP area including off-road cycle facilities to accommodate expected increase in traffic and stimulate economic development | Sunderland City Council | Soyth Tyneside Council | Proposed dualing of A1290 link to A195, including new bridge crossing over the Leamside Line. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 87 | SU20 | Sunderland City Centre ANPR cameras | Sunderland City Council | N/A | St Mary's Boulevard - Southern Bridgehead to St Michael's way | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 88 | | Sunderland City Centre ANPR cameras | Sunderland City Council | N/A | St Michael's Way - St Mary's Boulevard to A690 Durham Road | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 89 | | Sunderland City Centre ANPR cameras | Sunderland City Council | N/A | West Wear Street - to White House Road | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 90 | | Sunderland City Centre ANPR cameras | Sunderland City Council | N/A | White House Road to A690 Durham Road (Priestman Rdbt) | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 91 | SU21 | Queen Alexandra Bridge (A1231) / Camden Street Gyrotory improvements. To provide congestion relief and bus priority | Sunderland City Council | N/A | Major Event Management Project. Incorporating improvements to signals and cycling network - Reconfiguration of junction to facilitate removal of Gyrotory and straight through access on to A1231 westbound | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 92 | SU22 | Hetton Downs Access Road. Improving connectivity for local residents and supporting new mixed-use residential development | Sunderland City Council | N/A | New Link Road to assist delivery of the Hetton Downs Action Plan. And the delivery of new housing. | Next 5 years | 5) Road infrastructure | None | None | Screened out. Hetton Downs is remote from European sites |
| 93 | SU24 | Penshaw / Philadelphia / Sedgelych Link Road – supporting economic development and addressing gaps in the strategic cycling network | Sunderland City Council | N/A | Open area to residential/Industrial development | Next 5 years | 5) Road infrastructure | None | None | Screened out. Penshaw, Philadelphia and Sedgelych are remote from European sites |

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| 94 | SU25 | Queen Alexandra Bridge southern bridgehead junction. Simplification of existing arrangements to improve pedestrian and cycle crossing facilities | Sunderland City Council | N/A | Replace Existing Roundabout with signalised junction to improve journey reliability for all users. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 95 | SU26 | Toll Bar Bus priority improvements | Sunderland City Council | N/A | Junction re-alignment to improve operational capacity and provide bus priority | Next 5 years | 5) Road infrastructure | Air quality | Durham Coast SAC/ Northumbria Coast SPA | Screened out. This bus priority initiative is likely to be positive for air quality and Toll Bar Road is well over 200m from either European site |
| 96 | SU28A | Reducing the highway maintenance Backlog | Sunderland City Council | N/A | The council's Highway Asset Plan indicates a backlog of maintenance of over £140m, in order to improve this position and to reduce the backlog further investment is required. | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 97 | SU28B | Upgrading existing traffic signals in Sunderland | Sunderland City Council | Regional Traffic Signals Team | The signals asset is ageing and around 50% of the 155 signal installations are close to, or beyond, design life. This means that not only is the physical state of the equipment generally poor; but also the technology is aged. The asset is fulfilling its basic requirement of regulating traffic flows, but is doing so in a basic/unintelligent/isolated manner. With modern, intelligent, networked equipment and design, there would be substantial gains in efficiency for highway users by reduction of delays/stopping/speed alterations. Additionally, modern LED aspects use substantially less energy, leading to reduced revenue costs as well as measurable carbon savings. | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 98 | SU29 | Improving strategic links between University of Sunderland and Sunderland city centre | Sunderland City Council | N/A | Environmental / public realm improvements providing strategic links between Sunderland University and City Centre. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 99 | SU30 | Energy Generation and Storage Projects in Sunderland | Sunderland City Council | N/A | Funding secured to provide roof mounted solar PV at Jack Crawford House, Washington BC, Sunderland Software Centre, Evolve Business Centre, and Transit Shed 7 at the Port. Solar Car Ports to be provided at Jack Crawford House and Evolve BC. Battery storage facility to be provided at Jack Crawford House and new Parsons depot. - Planning application submission currently being prepared for this financial year. | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 100 | SU31 | Enforcement of 'engine idling' at taxi ranks and bus stops | Sunderland City Council | N/A | Undertake enforcement of engine idling at Taxi Ranks and bus stands/stops. | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 101 | SU32 | Installation of environmental monitoring systems at traffic junctions | Sunderland City Council | N/A | Installation of emission monitoring equipment at key traffic signalised junctions. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 102 | SU33 | New 'Bus, Cycles & Electric Vehicles only' lanes across Wearside | Sunderland City Council | N/A | Holmeside Bus Gate | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 103 | | | Sunderland City Council | N/A | Ryhope Road - Victoria Avenue to Mowbray Road | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 104 | | | Sunderland City Council | N/A | Ryhope Road - Ryhope to Toll Bar junction | Shovel Ready | 3) Bus, ferry and first and last mile | Air quality | Durham Coast SAC/ Northumbria Coast SPA | Screened out. Rye Hope Road and the junction with Toll Bar Road are well over 200m from either European site |

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| 105 | | | Sunderland City Council | N/A | John Street - West Wear Street to St Thomas Street | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 106 | | | Sunderland City Council | N/A | Fawcett Street - Athenaeum Street to St Thomas Street | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 107 | | | Sunderland City Council | N/A | A1231 Wessington Way - Northern Spire to Camden Street Gyratory | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 108 | | | Sunderland City Council | N/A | St Mary's Boulevard - Eastbound and Westbound | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 109 | | | Sunderland City Council | N/A | St Michaels Way - Eastbound and Westbound | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 110 | | | Sunderland City Council | N/A | Queen Alexandra Bridge - Bus, cycle and EV's only | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 111 | SU34 | Conversion of A690 'No Car Lane' to 'Bus, Cycles & Electric Vehicles only' | Sunderland City Council | N/A | Existing No Car Lane does not fully encourage the use of alternative modes of transport. Conversion to a Bus Lane, Cycles and Electric vehicles only can address this. | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 112 | SU35 | Creation of a digital Smart City Parking System | Sunderland City Council | N/A | A Smart City Parking System that will optimise parking utilisations, payment revenues and enforcement while reducing congestion and pollution. To showcase cutting edge parking guidance and frictionless parking payments with the aim of improving the management of existing parking assets and enhance the user experience of parking. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 113 | | | Sunderland City Council | N/A | Bus Lane camera enforcement equipment and back office | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 114 | SU36 | Smart Bus infrastructure including bus shelter information and other improvements | Sunderland City Council | Nexus | Real time bus information at bus shelter infrastructure and key points throughout City centre, Park Lane Interchange, Hetton Interchange and Washington "The Galleries" | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 115 | | | Sunderland City Council | N/A | Improved bus detection to "Hurry Call" traffic signals | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 118 | SU39 | Dynamic route management - providing journey time data from multiple sources | Sunderland City Council | N/A | Dynamic Route Management providing Journey Time data from multiple sources including ANPR, Bluetooth, Wi-Fi, FCD and SCOOT to give a holistic view of network performance. Linked to Variable Message Signs. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |

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| 119 | SU40 | Temperature monitoring road sensors | Sunderland City Council | N/A | Introduction of in carriageway road temperature monitoring sensors at various key locations commencing on SSTC 3. | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 122 | GA21 | Highway structures major maintenance | Gateshead Council | N/A | Major maintenance works to highway structures across Gateshead | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to remote location in relation to European Sites |
| 123 | GA23 | Gateshead Local Cycling and Walking investment proposals | Gateshead Council | N/A | Under developed cycle route network acting as a deterrent to increased cycle use. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 124 | GA29 | Portobello to Washington footbridge access improvements | Gateshead Council | Highways England | Improve approaches to the bridge on both sides of the A1 to make the route more open and inviting to users, whilst also providing a ramped access for cyclists and street lighting | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 125 | GA30 | Bill Quay pedestrian link to a future Metro Station | Gateshead Council | N/A | Pedestrian link from Gullane Close in Bill Quay to proposed Metro Station at Westburn | Next 10 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 126 | GA32 | High Spen to Greenside cycle route | Gateshead Council | N/A | Provision of 3m wide off road shared use path between High Spen and Greenside alongside Spen Lane to provide sustainable transport routes in the outer west | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 127 | GA33 | Upgrading the National Cycle Routes in Gateshead | Gateshead Council | N/A | Upgrading of NCN cycle routes to meet current standards | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 128 | GA37 | Heworth Interchange refurbishment | Gateshead Council | Nexus | Remodelling of Heworth Interchange GA37b: Cycle Hub - £500,000 | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 129 | GA45 | A195 Follingsby Roundabout Improvements | Gateshead Council | Highways England | Improvements to ensure access for all users to the employment area at Follingsby, including potential future park and ride | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 130 | GA46 | New Derwent Walking and Cycle Crossing at Metrogreen | Gateshead Council | N/A | New crossing of River Derwent at Metro Green | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | Water quality | Northumbria Coast SPA | Screened out. MetroGreen is over 16km upstream of the SPA and the SPA is beyond the tidal limit and within the marine environment. As such no realistic impact pathway exists. |
| 131 | GA47 | Derwent Cycle Route Improvements | Gateshead Council | N/A | Various cycle improvements linked to housing development in west Gateshead | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 132 | NO08 | New Alnwick Bus Station | Northumberland County Council | N/A | Construction of a new fit for purpose Bus Station and associated facilities. | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 133 | NO09 | New Blyth Bus Station | Northumberland County Council | N/A | Construction of a new fit for purpose Bus Station and associated facilities. | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |

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| 134 | NO11a | Facilitating the growth of Newbiggin and Ashington, improving public and active travel routes, capacity and addressing congestion | Northumberland County Council | N/A | Road network improvement scheme - provision of a new link road between Newbiggin and Ashington | Next 10 years | 5) Road infrastructure | Air Quality and Noise/lighting during construction/operation | Northumbria Coast SPA/ Ramsar and Northumberland Marine SPA | Screened out. Any link road connecting Ashington to Newbiggin-by-the-Sea will be at least 600m from Northumberland Marine SPA (designated for seabird fishing open water habitat) and even further from Northumbria Coast SPA, on the opposite side of Newbiggin. |
| 135 | NO11b | Facilitating the growth of Morpeth, improving public and active travel routes, capacity and addressing congestion | Northumberland County Council | N/A | Limited east west connectivity through Morpeth resulting, specifically in capacity constraints at A197/A192 Mafeking roundabout. This has a significant impact on journey time reliability on what is a key strategic bus route | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 136 | NO11c | Facilitating the growth of Cramlington, improving east west public and active travel capacity and addressing congestion | Northumberland County Council | N/A | Proposed route consists of two separate lengths of road the north of the town centre which would complete the link from Station Road roundabout in the west to the B1505 or A189 Spine Road in the east. This can link into the existing extensive network of cycle connections across the town. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 137 | NO11d | Facilitating the growth of Cramlington, improving public and active travel capacity and addressing congestion | Northumberland County Council | N/A | Road network improvement scheme- provision of a new link road at Lancastrian Road Cramlington. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 138 | NX11 | Small Metro Station Upgrades systemwide | Nexus | N/A | Comprehensive refurbishment and remodelling to support FMZ and deterioration of the customer experience, including accessibility, access to information, perception of safety and cleanliness, reduction in vandalism and graffiti | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 139 | NX12 | Upgrade and refurbishments of bus infrastructure including stations and stops, systemwide | Nexus | N/A | Upgrade and refurbishments of Bus infrastructure including stations and stops | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 140 | NX13 | Airport Metro Station Refurbishment | Nexus | Newcastle Airport | Refurbishment of the station and remodelling of the ramp to ensure compliance with accessibility regulations, improved information and ticketing options | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 141 | NX14 | Team Valley Bus based park and Ride | Nexus | N/A | New park and ride site at Team Valley | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 142 | NX15 | Creating Electric Vehicle charging points across Nexus car parks | Nexus | Transport North East | EV charging infrastructure at all Nexus owned car parks | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 143 | NX16 | Installing Solar panels at Nexus infrastructure | Nexus | N/A | Installation of PV on Metro infrastructure | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 144 | NX17 | New cycle parking hubs at Metro and bus stations | Nexus | N/A | Increase availability of secure cycle parking and Metro and Bus stations | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 145 | EX20 | Increasing local rail frequency in Durham | Transport North East | Durham County Council | Chester le Street hourly service | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |

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| 146 | EX40 | Upgrades to Active travel routes to all NE rail stations | Transport North East | All Authorities | improve walking /cycling routes to rail stations. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 147 | EX22 | Rationalise local rail and metro fares and ticketing | Transport North East | NERMU/A | Through Rail Devolution rationalise local 'rail ' fares and ticketing to reflect local economic reality. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 148 | EX23 | Intriducing earlier and later local rail services systemwide | Transport North East | TfN | achieve minimum standards regarding first and last train times to match working patterns and leisure needs, | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 149 | EX24 | Small scale local rail reliability measures networkwide | Transport North East | TfN | Through line of route improvements plans implement small scale improvements to improve service reliability. | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 151 | NE14 | Scotswood Road Bus Priority | Newcastle City Council | Newcastle City C/A | Bus lanes and priority for Scotswood Road in conjunction with any new strategic crossing in the West | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 152 | NE15 | Low Traffic Neighbourhoods (Citywide) | Newcastle City Council | Newcastle City C/A | Delivery of Low Traffic Neighbourhoods/Healthy Metro & bus areas designed to provide filtered permeability | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 153 | NE17 | Skinnerburn Road Maintenance | Newcastle City Council | Newcastle City C/A | Structural Maintenance scheme on Skinnerburn Road | Next 10 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 154 | NE18 | Central Newcastle - Walking, Cycling and Public Transport improvements | Newcastle City Council | N/A | Investment in public transport, walking and cycling to enable traffic-free and zero carbon central Newcastle | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 155 | NE19 | Flood and Climate Resilience (Newcastle citywide) | Newcastle City Council | N/A | Maintenance of highway structure, gullies and culverts to provide greater resilience to climate change | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 156 | NE24 | A696/A167 and Airport Junction upgrade | Newcastle City Council | Highways England | Improvements to junctions to account for growth at Airport and nearby housing sites | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 157 | NE21 | New PT Route delivered to the West of Newcastle | Newcastle City Council | Nexus | New Westbound public transport from Central Station/St James, either using Forth Banks alignment or any other | Beyond 10 years | 4) Local rail and metro | None | None | Screened out due to remote location in relation to European Sites |
| 158 | NE22 | Delivery of local walking and cycling improvements across Newcastle | Newcastle City Council | N/A | Investment in top priority LCWIP routes and junctions | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |

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| 159 | EX05 | White Mare Pool Slip Road Improvements | Highways England | South Tyneside Council | Slip Road Improvements at White Mare Pool as identified by Highways England / Systra Major Junction Improvements at the White Mare Pool Junction (A194M, A194, A184) | Beyond 10 years | 7) National and international connectivity | None | None | Screened out due to remote location in relation to European Sites |
| 160 | ST12 | Improved Cycling Links to Tyne Pedestrian Tunnel | South Tyneside Council | North Tyneside Council | Improved connections on both the South and North side of the Tyne Pedestrian Tunnel | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 162 | ST14 | Highway Maintenance Backlog | South Tyneside Council | N/A | The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required. | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 164 | ST16 | Commercial Road Multi-Modal Corridor Improvements | South Tyneside Council | | Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 165 | ST32 | A185 upgrade to support the Port of Tyne | South Tyneside Council | N/A | This scheme provides multimodal improvements along the A185 including a section of dualling from the Arches through to the Tyne Tunnel on the A19 corridor. It is intrinsically linked to the operation and performance of Port of Tyne and IAMP. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 166 | ST22 | A19 Southbound Lane Gain / Lane Drop | South Tyneside Council | Highways England | Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 167 | ST23 | A185 / Howard Street Multi Modal Corridor Improvements | South Tyneside Council | | Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 174 | TNE05 | Go Smarter to School - sustainable travel projects | Transport North East | | Active Travel / Sustainable Transport Promotion within Schools | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 176 | TNE28 | Delivery of a North East Bus Partnership | Transport North East | N/A | Regional Bus Partnership (L) showing how to; - Give communities greater involvement in their bus services (L). - Make the case for highway schemes that include bus priority (M). - Manage the road network to help buses (M) - Bid for low and zero emission buses (M) - Provide information to passengers by digital means and at stops (L). - Tackle anti-social behaviour including extending the public transport hate crime charter to buses (L). - Link bus services with cycling and walking routes and demand-responsive solutions (M). - Improve bus driver customer-care (L) • A consistent regional bus brand and marketing (L); Linked to Partnership working understanding and addressing safety concerns on and near public transport and demand responsive transport and implementing action plans | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |

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| 178 | DU11 | New Bus Station and Multi Storey Car Park in Bishop Auckland including sustainable building measures | Durham County Council | NA | Visitor numbers are expected to increase by 750,000 over the next decade. A new fit for purpose bus station and car park provision is required. The new bus station and multi storey car park to be rebuilt on the existing bus station site, making better use of the space. The proposals will facilitate economic growth in the area | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to remote location in relation to European Sites |
| 179 | DU12 | Eastern Sustainable Access Corridor | Durham County Council | NA | Visitor numbers are expected to increase by 750,000 over the next decade. The link road and car park provides the second phase of the car park provision. The proposals will facilitate economic growth in the area | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 180 | DU13 | Active mode and capacity improvements at A688 junctions | Durham County Council | NA | South west Bishop Auckland suffers much traffic congestion related to the popularity of Bishop Auckland Retail Park. The proposals across a number of junctions and links are to alleviate congestion and improve air quality, as well as improving pedestrian connectivity. They will also facilitate further economic growth in the area. | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 181 | DU15 | Road safety, capacity and pedestrian connectivity improvements at J60 A1(M) | Durham County Council | Highways England/Teess Valley Combined Authority | Capacity and road safety measures at the junction, also linking to TVCA's MRN bid. Measures to mitigate queueing back onto the A1(M) from the southbound off slip. Also to reduce congestion on the eastbound approach to the junction. Road safety measures at the right turn pocket to Bradbury Services. The congestion largely relates to commuting towards Teesside. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 183 | DU17 | Active mode connectivity , public transport reliability and capacity improvements at A693 Stanley | Durham County Council | | <p>The proposal focuses on improvements to the A693/Oxhill and A693/Asda junctions. The junctions adjoin the Stanley A693 Bypass, which is a 40-mph dual carriageway, through the town. The A693 links North West Durham (including the settlement of Consett) and the A1M (J63) at Chester-Le-Street, offering a key west to east link.</p> <p>In combination with the A693/Oxhill junction improvements, the Asda Roundabout would be signalised, with capacity enhancements in the form of extra lanes. The proposal would involve strip widening both to the inner and outer rings of the roundabout, with additional lanes around the gyratory. The number of lanes on the A693 eastbound approach would increase from two to three, and from two to four on the westbound A693 approach. The proposal is shown in the attached Local Pinch Point Fund submission. In combination with the Oxhill junction proposal, it would significantly reduce congestion, with an overall journey time betterment of 38% across the wider network in the PM Peak in the future design year of 2031, as detailed in B.3. The proposal would much improve journey times for local buses, with the bus station in the town centre impacted by congestion. The scheme would facilitate potential for future economic growth, with future employment and housing growth constrained by congestion issues.. The proposal would have no significant risks, delivered all within public highway and no legal processes required. A potential external DfT Pinch Point grant in addition to a local contribution would likely cover the costs of £6.1m, with the proposal Very High Value for Money with a BCR of 4.5. The signalisation would offer a more controlled environment for vehicles entering the gyratory, therefore achieving road safety benefits, in a accident cluster location. At grade pedestrian/cyclist pedestrian crossing facilities would also be implemented, offering an alternative to the existing unpopular subway, therefore improving severance issues. Improved walking and cycling links could also be provided throughout the town, including connections to the nearby Coast to Coast route. It is understood a decision on the Pinch Point EOIs has been delayed until Autumn 2020, due to the wider COVID-19 issues.</p> | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |

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| 184 | DU16 | Improvements to the national Cycle Network Route 1 in County Durham | Durham County Council | Sustrans | NCN1 Improvements in Durham - a series of works to improve the quality of the route including upgrading to take into account biodiversity and appearance of a section of National Cycle Network Route 1 which runs between Seaham and Stockton. To include: <ul style="list-style-type: none"> • Seaham to A19 – Improvements to this section to include resurfacing and widening. • The Moonscape – Implement a preferred route to include resurfacing and widening. • Pesspool Woods – Replace the current boardwalk with a suitable, safe and to standard alternative. Improving the lead into and exit from the woods. • Making habitat improvements along the route where appropriate. • Removing any barriers along the route which prevent access for all non-motorised users. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 185 | NT13 | A191 all user improvements | North Tyneside Council | N/A | Improve capacity and cycling and walking provision in the A191 corridor west of the A19. | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 187 | NT18 | Improving Wallsend town centre public realm delivery and improve accessibility for all users | North Tyneside Council | N/A | Public realm, public transport corridor and cycling and walking improvements, e.g. enhanced links to Metro | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 188 | NT19 | Improving Whitley Bay town centre public realm delivery and improve accessibility for all users | North Tyneside Council | N/A | Public realm, public transport corridor and cycling and walking improvements, e.g. enhanced links to Metro | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 189 | NT20 | Local Cycle and Walking improvements across North Tyneside | North Tyneside Council | N/A | Improvements within town centres based on the Local Cycling and Walking Infrastructure Plan (LCWIP) to deliver a package of improvements for walking and 'last mile' cycling in town centres | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 190 | NT22 | Improvements to strategic cycling and walking routes in North Tyneside phase 2 (A192 and A1058) | North Tyneside Council | N/A | Build new and improved infrastructure to cater for increased demand for cycling and encourage modal shift, particularly on journeys to and from work, including A192 and Coast Road corridors | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 190 | NT23 | Improvements to strategic cycling and walking routes in North Tyneside phase 3 (A186, A193 and B1318) | North Tyneside Council | N/A | Build new and improved infrastructure to cater for increased demand for cycling and encourage modal shift, particularly on journeys to and from work, including A186, A193 and B1318 corridors | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 191 | NX19 | Metro Essential renewals (post 2025) | Nexus | | Programme of essential renewal of the Metro infrastructure post 2025 and the end of the current funding arrangement (10 year programme) Also includes £5m for track improvement works at Howdon | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 192 | NX20 | Metro Signalling System upgrade | Nexus | | Replacement of the Metro signalling system | Next 10 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |

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| 193 | NX21 | Upgrade of Switchgear at Nexus Substations | Nexus | | Upgrade of switchgear at substations | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 194 | NX22 | Ferry asset renewal programme | Nexus | | maintenance of the Ferry landings, vessels and improved passenger facilities, information and accessibility | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 197 | NX26 | Development of a Multimodal smart ticketing solution for the region | Nexus | | Development and implementation of a multi modal smart product through either smart cards or EMV | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 202 | W19 | New Bridges to remove severance e.g. Blaydon / Newburn, A194M/Follingsby, A1 Coalhouse | Gateshead Council | Highways England | New Bridges over key motorway / A road infrastructure | Next 10 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out. Bridges crossing A roads in Gateshead will be remote from European sites |
| 206 | W82 | Access to the HGV Compressed Natural Gas (CNG) facilities in Gateshead. | Gateshead Council | Northern Gas Networks | Focused on access improvements to the CNG plant in Team Valley | Next 5 years | 5) Road infrastructure | None | None | Screened out. These access improvements in Gateshead will be remote from European sites |
| 208 | TNE18 | Electric Vehicle Infrastructure – Repair and improve current infrastructure. It's in disrepair. Consider gaps in the network (Particularly those without access to home charging) | Transport North East | | This project will install 26 EV chargers across the North East; 16 chargers will be installed in pairs to create mini hubs, while the other 10 chargers will be installed individually, four of which will be reserved for use by taxis only. The location of the charging points will be determined through an enabling study, and sites will be chosen based on the requirement for the charging infrastructure to be easily accessible to a range of different users; this will entail a set of criteria likely to include: - Proximity to residential areas which lack off-street parking; - Proximity to major employment sites; and, - Proximity to popular tourist attractions. | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 209 | TNE19 | Delivering the residual Transforming Cities Fund ask | Transport North East | | The region made a compelling case for investment in public and sustainable transport demonstrated through our Transforming Cities Fund submission with a very positive BCR from the Business case. We gratefully received a settlement of £198m. Extending this by £113m would deliver substantial benefits including the delivery of schemes derived from Local Cycle and Walking Investment Strategies. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 210 | TNE21 | Regional Transport Model and Monitoring package | Transport North East | | Development of a regional transport model for analysis and decision making together with monitoring tools | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 211 | TNE22 | Revenue and Maintenance Funding for Metro, Bus, Rail, Ferry and Highways | Transport North East | | Revenue funding to recover from Covid 19 impacts on Metro, Ferry, Bus and Regional Rail | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 213 | NX28 | Bringing contactless payment to Metro | Nexus | | To make Metro travel simple and convenient by introducing the ability to pay by contactless card or device with capped daily fares being charged. This would obviate the need to visit a ticket machine reducing the risk from any contamination introduced by touching. This introduces the ability to turn up and go without needing to make any ticketing provision in advance. For this to be introduced there would need to be investment in hardware at the gatelines and validators and also the back office to collect the taps and calculate and collect the best value fare. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |

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| 215 | NX30 | New Metro Stations | Nexus | | Improve access to the Metro system to those are disconnected from it. Reduce congestion on highway network. Reduce carbon emissions. Connect areas of new growth and development to the Metro network. | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 216 | NT24 | A193 Wallsend Road Bridge deck replacement and repairs | North Tyneside Council | N/A | Deck replacement of A193 Wallsend Road Bridge, removing the risk of network disruption in the event of asset failure. | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 217 | TNE26 | Permanent solutions for emergency active travel measures | Transport North East | | Permanent solutions for emergency active travel measures | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out as measures appear to be in the Penshaw/Shiney Row area of Sunderland and thus remote from European sites |
| 218 | TNE29 | Hotspot funding to improve conditions for pedestrians and cyclists | Transport North East | | Identify and Sponsor a hotspot fund to quickly react to changing demands on the network and progress against any design faults | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 223 | EX32 | Addressing the severance of major infrastructure working with infrastructure providers; 1b) Continuing to mitigate the impacts of major infrastructure schemes through a clear package of designated fund schemes | Highways England | | Addressing the severance of major infrastructure working with infrastructure providers; | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 225 | EX34 | Autonomous vehicle tests on the strategic network | Highways England | | Autonomous vehicle tests on the strategic network | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 226 | EX35 | Enhancing the Electric Vehicle offer on the strategic road network | Highways England | | Enhancing the EV offer on the strategic road network | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 228 | EX37 | Ensuring targeted investment in digital connectivity when making physical alterations to works | DfT | | Ensuring targeted investment in digital connectivity when making physical alterations to works | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 229 | DU19 | Burnigill Bank ECML Maintenance | Durham County Council | | Structural repairs related to an ongoing landslip and subsidence. Protects the highway and the ECML from ongoing damage. If there was a closure would divert traffic on a significant rerouting via the A167 and A690, which are both part of the MRN. Also through the Nevilles Cross junction which is congested and is designated within the AQMA | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 230 | DU20 | Reopening of Ferryhill Line and Stillington Line to passenger services to Teesside. | Durham County Council | | Reopening of Ferryhill Station. New Ideas fund application made. £50k required for further feasibility/economics work. Eventual scheme could be £12m. | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 232 | DU28 | Public transport connectivity improvements between Consett and Tyneside | Durham County Council | | Connectivity improvements along the Derwent Valley Line | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |

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| 234 | DU21 | Environmental, road safety, and air quality benefits within Toft Hill. | Durham County Council | | Rerouting of A68 away from village centre, reducing impacts of general through traffic and a high % of HGVs adjacent to residential properties. Improved journey times, road safety and air quality/noise. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 235 | DU22 | Environmental, road safety, and air quality benefits within Barnard Castle. | Durham County Council | | Bypass away from Town Centre, , reducing impacts of general through traffic and a high % of HGVs adjacent to residential and commercial properties. Improved road safety related to pinchpoint with listed structure and vehicular overhang onto footway | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 236 | DU23 | A689 Sedgefield to Wynyard active mode route improvements | Durham County Council | | Upgraded/new off carriageway track connecting Sedgefield and Wynyard growth area | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 237 | DU24 | Bishop Auckland to Barnard Castle active mode route improvements | Durham County Council | | Upgraded/new off carriageway track connecting Bishop Auckland and Barnard Castle | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 238 | DU25 | Great North Cycle Route improvements in County Durham | Durham County Council | | A167 cycling improvements - from Newton Aycliffe to Chester le Street | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 239 | DU26 | A177 cycling improvements, linking Coxhoe with Net Park | Durham County Council | | A177 cycling improvements, linking Coxhoe with Net Park employment site and Sedgefield | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 240 | DU27 | Belmont to Newton Hall active mode route improvements | Durham County Council | | Cycling route improvements via Belmont Viaduct, linking North and east Durham employment sites | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 241 | ST07 | Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside | South Tyneside Council | | Strategic Transport and Cycle Corridor Upgrades as part of a LCWIP upgrade Upgrades to Traffic Signals / ITS. Upgrades to junctions to improve flow and conditions for pedestrians A184 Strategic Cycling Improvements Cycling Improvements on the A184 from Testo's to White Mare Pool NCN 14 Cycling Improvements Cycling Improvements to NCN14 within South Tyneside. A185 Cycling Improvements Cycling Improvements along the A185 corridor. NCN 1 Route Upgrade Realignment of NCN 1 within South Tyneside along the A183 corridor. A194 Cycling Corridor Cycling improvements along Western approach connecting the Arches/A194 schemes to South Shields. A1300 Cycling Corridor Cycling Improvements along the A1300 Corridor (John Reid Road to the Coast) A184 Cycling Improvements Cycling Improvements along the A184 from East Boldon to the A1018 junction. South Shields Cycling Improvements South Shields Town Centre Cycling Improvements. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 242 | ST38 | Delivery of School Streets approach - focus on reducing car trips and improving the environment | South Tyneside Council | | Delivery of a range of transport initiatives to support children going back to school with a particular focus on reducing car trips and improving the environment | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 243 | NX31 | New payment technologies for Metro | Nexus | | New payment technology to accelerate the introduction of cashless and contactless payment options which will minimise contact with ticket machines, barriers and physical | Next 5 years | 1) Helping people to make the right travel | None | None | Screened out due to nature of development |

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| | | | | | cash. | | choice | | | |
| 244 | NT25 | Murton Gap - New Metro stations in North Tyneside | North Tyneside Council | Nexus | Development of new stations on the Northern Metro loop, and associated infrastructure/ equipment, linked to key sites in the North Tyneside Local Plan (Murton Gap) | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 245 | TNE27a | Targeting an Increase in Active Travel across the Region Active Travel Strategy leading to a active travel grid of improvements | Transport North East | | Sponsoring the delivery of a regionwide Active Travel Strategy which leads to the delivery of a connected grid of active travel interventions including cycle parking strategies delivered to the highest design standards between destinations across the region. Design standards to be developed with users in mind and leaving no users behind, for example including walkers, cyclists and those that use outdoor space for sports | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 246 | TNE27b | Access to Active Travel Equipment scheme | Transport North East | | Identifying and supporting the development of access to equipment schemes such as cycle grants or loans / cycle to work or education schemes for those not in full time employment. This includes exploring a Cycle to Work Alliance | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 247 | TNE27c | Active Travel Ambassadorial Programme | Transport North East | | Walking and cycling ambassadorial programme implemented and a region wide behavioural change initiative delivered to cement best practice. Through Behaviour Change programmes encourage an active last mile to improve awareness of health benefits. Investing in Wow Walk to School, Modeshift STARS for schools and STARS for workplaces, schools, colleges, communities and neighbourhoods, leisure and tourism | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 248 | TNE27d | Sponsoring cycle training in schools | Transport North East | | Sponsoring Cycle training programmes in schools and available in the community with group rides | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 249 | TNE27e | Improved mapping and promotion of the Active Travel network | Transport North East | | Sponsoring the development of outward facing promotional material, including an interactive map perhaps integrated with an app development and highlighting a network of servicing locations for equipment | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 250 | TNE27f | Active Travel Evaluation | Transport North East | | A common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 251 | TNE31 | Integrating health and transport planning with active travel prescriptions | Transport North East | | A clear action plan around initiatives between the NHS, Public Health Directors and Transport North East around spend to save initiatives to encourage activity | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 252 | TNE30 | Accessibility Audits Fund | Transport North East | | Accessibility Audits Fund- Through the Behaviour Change initiative established an active travel forum with capabilities to undertake accessibility audits working with stakeholders to address any issues on the network.) | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| 254 | TNE07 | Next Generation Stations programme to upgrade our interchanges | Transport North East | | Next generation stations and interchange upgrades programme.. A package of upgraded and new interchanges, stations and stops assimilated by Transport North East in partnership with promoters and Operators to test and trial design and technology solutions | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 255 | TNE27g | Roadside marketing and on vehicle branding | Transport North East | | Linked to behaviour change programmes, taking targeted action around roadside marketing and on vehicle branding; Campaigns to celebrate the role of public transport working with operators around the place in everyday lives. Working with operators around seamless connectivity to tourist attractions via public transport, this includes marketing and ticketing offers developed in collaboration with Visit North East England, Chamber of Commerce and operators; | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 256 | TNE07 | Coach Action Plan | Transport North East | | Developing a coach action plan by 2022 | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |

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| 257 | TNE33 TNE33b | Bus Infrastructure Measures | Transport North East | | A package of bus infrastructure measures including upgrading bus shelters to and agreed standard, bus rapid transit, priority schemes and targeted action built around regular monitoring around performance; | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 258 | TNE34a | Decarbonising Public Transport | Transport North East | | Innovation Securing funding and looking at alternative funding and finance options to support the greater roll out of low emission vehicles and vessels, incorporating electric, gas and hydrogen solutions; | Shovel Ready | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 259 | TNE34b | A regional energy Package | Transport North East | | Innovation - A regional energy package focused on generating energy on our transport assets, depots, stops and stations | Next 10 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 260 | TNE08 | Park and Ride Strategy | Transport North East | | Establishing a strategy for effective park and ride sites and enhancements to existing and new multi-modal park and ride schemes; | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 261 | TNE21b | Prioritising Public Transport through Intelligent Traffic Systems - Regionwide | Transport North East | | Utilising traffic infrastructure and monitoring capabilities to prioritise public transport services | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 262 | TNE34c | Demand Responsive Micromobility Transport trials | Transport North East | | Innovation - Demand Responsive Transport – investigating and testing micromobility solutions with New forms of last mile connectivity integrated into our transport network Increase car club coverage in areas which are less commercially desirable to operators as part of an integrated transport system and Provide EV car club coverage at ports, airport and hotels for tourists together with enhancing public transport coverage to tourist destinations | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| 263 | TNE16 | Customer Experience Strategy | Transport North East | | A customers journey starts before they have even left the house. To make effective decisions customers we need to both provide the incentives to travel sustainably and break down the barriers from which to do so. We intend to develop a strategy which develops a high level accessibility standard for the region together with knitting together all aspects of the journey storyboard, setting expectations around how the transport plan will operate. This strategy will set out a framework for ideas around, 1) Information and Ticketing; 2) Access to stations the public transport network; 3) Safety, access and security on the public transport network; 4) Access to destinations The second component will be built around an access audit framework with an application to a number of case study locations. A linked idea is that the strategy will be supported by funds in order to garner new ideas and make changes to the network to improve the quality and access of the system. | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 264 | NX29 | Delivery of North East Connect and improving calling patterns of local rail services | Transport North East | | Sponsoring a programme to organize the delivery of North East Connect, ECML calling patterns, Bishop and Tyne Valley journey times, TCF Rail station elements, Northumberland Line to connect underserved communities | Shovel Ready | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 266 | TNE17 | Freight Gauge Clearance | Transport North East | | Freight gauge clearance -Work closely with Network Rail and private sector to improve line speeds along freight routes | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| 267 | TNE36 | Metro and Local Rail Enhancements and Extensions | Transport North East | | Local Rail Enhancements package (Cobalt Link, South of Tyne and Wearside Loop, West Newcastle/Gateshead Links, Airport Link) links to Infrastructure Corridors in the Blueprint | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |

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| 268 | TNE22 | Transport Maintenance | Transport North East | | Continued transport maintenance funding and targeting decarbonisation solutions and maximising technology for asset management; | Shovel Ready | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 271 | TNE38 | Innovation Challenge Fund for Smart Places | Transport North East | | Creation of an innovation challenge fund to develop and trial smart place applications with SMEs, start-ups and social enterprises | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 272 | DD06 | Regionwide Infrastructure Mapping Application | Transport North East | | Deliver a Regional infrastructure and asset map which enables connectivity solutions to unlock further strategic growth sites (housing and employment) to be realised. This will include an online platform to enable local trade, deliveries and international exports | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 273 | TNE10 | Comprehensive ticketing and information package - including single smart transport payment system | Transport North East | | Sponsor the delivery of a Comprehensive cross modal ticketing, information and planning services, solution built in partnership with authorities and operators; Build on and integrate available data sources to help travellers and staff better manage and plan journeys on our network in real time; Enhance back office systems including UTMC technologies to build databases and tools for transport planners to continually enhance the offer to travellers; Deliver a single smart transport payment system that works across all modes and incentivises sustainable travel choices; Adopt strategies and technologies to reduce the cost of maintaining and operating of ticketing and information assets whilst enhancing customer experience.. | Shovel Ready | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 274 | TNE10 | Regionwide mapping and realtime information package for pubic transport | Transport North East | | Utilise state-of-the-art mapping, real time information and price comparators to give a full range of transport options for users; provide users with information on the environmental impact of their transport choices; able to be extended to retailers and other commercial providers to allow discounts for using sustainable forms of travel | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 275 | TNE39 | Regional Autonomous Vehicles testbed | Transport North East | | Increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed | Next 10 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 276 | TNE10c | Upgrades to the two Urban Traffic Management Control for command and control of the network | Transport North East | | Upgrades to the two Urban Traffic Management Control systems to: integrate and link with neighbouring areas and Highways England; incorporate Cooperative Intelligent Transport Systems and incorporate improvements in Artificial Intelligence giving accurate count and vehicle classification data for our network | Next 5 years | 1) Helping people to make the right travel choice | None | None | Screened out due to nature of development |
| 279 | TNE13d | Addressing Severance of the Road network through targeted approaches | Transport North East | | Targeted approaches to reduce the severance of the road network. Linked to severance and active travel initiatives look to undertake a review of crossing facilities and a package of Designated Fund measures | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 280 | TNE13c | Integrate taxi services with other public transport provision | Transport North East | | Integrate taxi services with other public transport provision | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 281 | TNE13e | Creation of a North East road strategy for all users. | Transport North East | | Create a regionwide road strategy and road safety strategy for the Strategic, Major and Key Road networks | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 282 | TNE13a | Increasing Strategic Maintenance budgets | Transport North East | | Secure additional strategic highways maintenance budget harnessing technology to monitor, deliver targeted improvements to keep the network operating for all | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| 283 | TNE35 | Future Fuels Innovator | Transport North East | | Run an Innovator programme to examining future fuel technologies for all road vehicles | Next 10 years | 5) Road infrastructure | None | None | Screened out due to nature of development |

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| 285 | TNE40 | Freight consolidation | Transport North East | | Freight consolidation to reduce duplicated road miles and promote alternatives road freight distribution | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 286 | TNE24b | Using technology to improve connectivity to our Ports and Airport | Transport North East | | Freeflowing routes to our ports and airport through enhanced connectivity, autonomous vehicles and environmental performance initiatives enabling free and smart port status | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 287 | TNE13f | Increased Lorry Parking and Servicing opportunities across the region | Transport North East | | Work with Highways England to study the need for more service provision, including lorry parking, on or adjacent to the region's Strategic Road Network | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| 288 | EX29 | Ports and Airports Access Strategy | Transport North East | | Produce a strategy to improve sustainable travel choices to our air and seaports | Next 5 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 289 | EX10 | High Speed Gateways in the region | Network Rail | | Ensuring the region is high speed ready as high quality gateways to the region | Next 10 years | 7) National and international connectivity | None | None | Screened out due to nature of development |
| 291 | EX30 | A66 Dualling | Highways England | | Dualling of the A66 between Scotch Corner and Penrith | Next 10 years | 7) National and international connectivity | Air Quality and Noise/lighting during construction/operation | North Pennine Moors SPA and SAC | Screened out. The North Pennine Moors SAC and SPA lies adjacent to the A66 west of Barnard's Castle, so dualling of the road could potentially lead to various construction and operational effects on both designations. However, the plan is not explicit as to what will happen to this stretch of the A66 (a small section of the overall length of A66 to be covered by the project) since that is a matter to be determined at the scheme (planning application) level. Moreover, the scheme is being developed by Highways England rather than Transport for the North East and would be consented by The Planning Inspectorate. As such, the inclusion of this initiative in the NETP is effectively simply an expression of support. |
| 292 | EX27 | A194 White Mare Pool Interim Measures to improve flow | South Tyneside Council | Highways England | Small scale improvements to traffic flow to account for Local Plan housing growth | Shovel Ready | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 293 | ST39 | A184 Multi-Modal Corridor Improvements | South Tyneside Council | Highways England | • A184 Corridor Improvements between Testo's and Local Highway Network - £2m - £5m – There is still a desire to have 2 lanes of traffic travelling between Testo's and the Abingdon Way junction. Previously enlisted as Local Growth Funded scheme, but not delivered due to the Testo's Major scheme being on site. | Next 10 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 294 | ST40 | Strategic Corridor Improvements between Testo's and Boldon Asda junctions | South Tyneside Council | | Strategic Improvements between the Testo's Roundabout through to Boldon Asda junction | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| 295 | ST41 | Abingdon Way / Hedworth Lane Multi Modal corridor improvements | South Tyneside Council | | Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| TBC | NO12 | Northumberland LCWIP | Northumberland County Council | | Capital investment targeted at improving the walking and cycling networks in the 12 main towns of Northumberland. Proposed schemes will vary from town to town and would involve physical segregation of road users; traffic calming | Next 5 years | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |

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| | | | | | and road safety measures; providing dropped kerbs and tactile paving and improved crossing facilities, essentially improving the safety and convenience of walking and cycling and supporting a shift in the way we travel. | | | | | |
| TBC | NO13 | Belford Station | Northumberland County Council | Network Rail | <p>The proposal is to construct a new station to serve the village of Belford and the surrounding catchment area of north Northumberland. Since the previous station closed demand for travel from Belford and the surrounding area for travel to school, college, university and employment in Morpeth, Cramlington and Tyneside has increased. The average journey time by bus into Newcastle for school pupils and students around two hours. Rail travel would reduce this to just over an hour. With the existing train service, a departure from Belford at around 07.00 would arrive in Newcastle at around 08.14 in time for a full day's work or study. The first arrival by bus into Newcastle departs from Belford at 08.07, arriving in the city centre at 10.20, but involves a change at Alnwick. The first through bus from Belford to Newcastle is at 09.32 arriving at 11.20. Therefore there are poor public transport options for students and workers, and the existing public transport connectivity provides no incentive for visitors to travel by means other than the private car.</p> | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| TBC | NO14 | Enhanced service between Berwick and Newcastle | Northumberland County Council | Network Rail | <p>The proposal is for a new hourly service to serve stations between Newcastle and Berwick-upon-Tweed on the East Coast Mainline. Currently, residents of Pegswood, Widdrington, Acklington and Chathill have a choice of just one morning commuter train and one evening return train. This is wholly inadequate and does not reflect the needs of part time workers or those who have variable finish times. Although located on the East Coast Main Line, the existing Cramlington station is currently only used by Northern Rail services. The current timetable offers one journey per hour to either Newcastle or Morpeth and two in both the AM and PM peaks. The first service leaves Cramlington to Newcastle at 08:09 followed by an hourly service from 09:04 and with the last service departing a 21:54. This does not meet the objectives of Transport for The North's long term rail strategy.</p> | Next 5 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| TBC | NO15 | Future extensions for the Northumberland Line | Northumberland County Council | Network Rail | Improving accessibility to South East Northumberland by rail. | Next 10 years | 4) Local rail and metro | None | None | Screened out due to nature of development |
| | DU29 | Reopening of Whorlton Bridge to NCN 165 and local connectivity | Durham County Council | | <p>Recently closed to NMUs before, following further detailed assessments, after a closure to vehicular traffic in 2018.</p> <p>Whilst not previously carrying significant amounts of traffic, it does have a significant diversion. Also acts as a key NMU route. And has significant history which may make it an attractive proposition. It is a Grade 2 listed structure and a scheduled monument. It is the UK's oldest road suspension bridge with the deck totally supported by its original iron chains. It is also the UK's earliest surviving example of an iron chained suspension bridge with twin battered masonry pylons at each end.</p> | Next 5 years | 6) Maintaining and renewing our transport network. | None | None | Screened out due to nature of development |
| | DU30 | Bowburn Industrial Estate Sustainable Access Corridor | Durham County Council | | <p>The proposal to protect a corridor for a future Bowburn Industrial Estate Access Road has been accepted for a number of years. It has previously been suggested that such a road would serve both current and planned development in the area and potentially offer a modest reduction in the amount of traffic using the A177. It has also been suggested that this corridor should be promoted as an industrial access road.</p> <p>The proposals at Integra 61 are bringing forward significant new industrial and housing development. Some of the</p> | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |

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| | | | | | associated traffic generated from the development could avoid using part the A177 through Bowburn if a highway connection were provided along the line of the protected corridor. As the development is built out the impact of the associated additional traffic will monitored and at some point in the future an industrial estate access road will be required. In order to ensure that the option of providing this road remains, the Durham Plan has safeguard the proposed route on the policies map. The layout of the scheme at Integra 61 that received planning permission does include a stretch of road which would link to the new access road if it is required. | | | | | |
| | DU31 | Local Cycle and Walking Investment Package | Durham County Council | | LCWIP across the region | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| | GA48 | Small Scale Highways Improvements | Gateshead Council | | Measures are aimed at relieving existing problems on the network associated with existing junctions. These will provide benefits to general traffic, but are targeted at relieving identified problems for bus operation and also cycle and pedestrian movement | Next 5 years | 5) Road infrastructure | None | None | Screened out due to nature of development |
| | GA49 | A195 Bus Lane | Gateshead Council | | The bus lane is on a section of the A195 Lingey Lane providing the main bus connection between IAMP/Follingsby and Heworth Interchange. The northbound link currently experiences significant peak time congestion with delays of up to 8 minutes for bus services. As such it is considered of strategic importance and can be viewed as one element in an overall package of sustainable transport improvements to this major developing employment area. It will meet the transport plan objectives relating to commuting trips and access to employment centres, and reducing carbon emissions. It will also support accessibility and social inclusion and will promote sustainable access to the Urban Core, with its air quality problems. | Next 5 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| | NX22a | Ferry Asset Renewal Programme - North Shields | Nexus | | The proposal relates to the relocation and renewal of the ferry landing at North Shields. The existing landing will soon be beyond repair and requires replacement. It presents the opportunity to relocate the new landing at North Shields Fish Quay to stimulate economic regeneration at that location. | Next 5 years | 3) Bus, ferry and first and last mile | Water quality, disturbance | Northumbria Coast SPA | Screened out. Fish Quay is an existing operational quay (just as the North Shields Ferry is existing and operating) and is situated over 500m from the nearest part of Northumbria Coast SPA which lies beyond The Narrows and in the marine environment (River Tyne Entrance). As such, no likely significant effect is identified. This will be revisited at the individual scheme level for any planning application. |
| | NX22b | Ferry - Royal Quays Landing study | Nexus | | To explore a Ferry Landing at Royal Quays | Next 10 years | 3) Bus, ferry and first and last mile | None | None | Screened out due to nature of development |
| | DU32 | Stockton and Darlington railway active mode route connecting to Shildon and Witton Park | Durham County Council | | The development of a cycling and walking route is seen as a key way of restoring the emotional and physical connection of local people with their railway heritage, engaging with the many people and communities that live within and around this asset. | Shovel Ready | 2) Upgrading North East Active Travel Infrastructure | None | None | Screened out due to nature of development |
| | ST42 | A194 Multi-Modal Corridor Improvements | South Tyneside Council | | Strategic Transport Improvements throughout the A194 corridor Cycling improvements along Western approach connecting the Arches/A194 schemes to South Shields. | Next 5 years | 5) Road infrastructure | None | None | Screened out due to remote location in relation to European Sites |
| | ST43 | A1018 Multi-Modal Corridor Improvements | South Tyneside Council | | Strategic Transport Improvements throughout the A1018 Corridor | Next 5 years | 5) Road infrastructure | Air Quality and Noise/lighting during construction/operation | North Pennine Moors SPA/SAC | Screened out due to the non-specific nature of this package of measures and the fact that this appears to relate specifically to the stretch of road in South Tyneside and thus remote from the SAC/SPA. This must therefore be investigated further at the scheme level as specific interventions are developed |

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| | ST44 | A183 Multi-Modal Corridor Improvements | South Tyneside Council | | Strategic Transport Improvements throughout the A183 Corridor | Next 5 years | 5) Road infrastructure | Air Quality and Noise/lighting during construction/operation | Durham Coast SAC and Northumbria Coast SPA/ Ramsar | Screened out due to the non-specific nature of this package of measures. The road corridor does lie within close proximity to the SPA/SAC but potential impacts must be investigated further at the scheme level as specific interventions are developed. Measures could be positive for the Durham Coast SAC if they reduce congestion, improve use of sustainable transport and thus improve air quality. |

