



# **Tyne and Wear Integrated Authority Scrutiny Advisory Group**

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Meeting to be held on Thursday 12 July 2012 at 1.00 pm in Swan Parsons Room,  
Civic Centre, Newcastle City Council

## **Membership:**

**Councillors:** N Padgett, S Fairlie, M Graham, M Green, G Pattison, D Tate,  
R Porthouse, Sarin, B Watters and T Graham

**Contact Officer:** Lynn Camsell (0191) 211 6146 [lynn.camsell@newcastle.gov.uk](mailto:lynn.camsell@newcastle.gov.uk)

This agenda is available at [www.twita.gov.uk](http://www.twita.gov.uk)

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## **AGENDA**

### **Page**

- 1. Election of Chair**
- 2. Election of Vice Chair**
- 3. Welcome and Introductions**
- 4. Apologies for Absence**
- 5. Declarations of Interest**

(If any Member has a personal/prejudicial interest please complete the appropriate form and hand this to the Democratic Services Officer before leaving the meeting. A blank form can be obtained from the Communities Officer at the meeting).

Members are reminded to verbally declare their interest and the nature of it and, if prejudicial, leave where appropriate at the point of the meeting when the item is to be discussed.

## **Key Items**

- 6. Terms of Reference and Work Programme 2012/13** **1 - 8**

Report by the Policy and Information Officer, ITA Scrutiny Committee

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|------------|--|----------------|
| <b>7.</b>  | <b>Minutes of the Previous Meeting Held on 19 April 2012</b> | <b>9 - 16</b>  |
| <b>8.</b>  | <b>Transport - General Policy Update</b>                     | <b>17 - 22</b> |
| <b>9.</b>  | <b>Rail Update</b>   | <b>23 - 30</b> |
| <b>10.</b> | <b>Date and Time of Next Meeting</b>                         |                |

The next meeting will be held on Thursday 11 October 2012 at 1.00pm, Sunderland Civic Centre.



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REPORT FOR DECISION

**DATE:** 19 July 2012

**SUBJECT:** Terms of Reference and Work Programme 2012/13

**REPORT OF:** Policy and Information Officer

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**If confidential, please indicate and state the reason for confidentiality.**

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## PURPOSE OF REPORT

To update members on the revised terms of reference for the Scrutiny Advisory Group and to agree an outline work programme for 2012/13.

## RECOMMENDATIONS

- The committee is asked to note the revised title and terms of reference for this committee.
- The committee is asked to agree a work programme for this year - suggesting, if possible, how that work programme might be delivered, e.g. reports, visits, etc.

## BACKGROUND DOCUMENTS

## CONTACT OFFICERS

Jill Davison [Jill.davison@newcastle.gov.uk](mailto:Jill.davison@newcastle.gov.uk) 0191 277 1656

## IMPACT ON OBJECTIVES

To support economic development and regeneration Neutral

To address climate change Neutral



REPORT FOR DECISION

To support safe and sustainable communities

Neutral

<b>1</b>	<b>Executive Summary</b>
1.1	This paper outlines the new arrangements for Scrutiny agreed by the ITA committee at their AGM on 31 <sup>st</sup> May 2012. The paper also outlines the work of the Scrutiny Committee during 2011/12 as background to aid discussions regarding the future work programme in 2012/13.
<b>2</b>	<b>Terms of Reference</b>
2.1	<p>The ITA Committee at their AGM on 31 May 2012 agreed to amend the composition, title and terms of reference of the Scrutiny Committee.</p> <p>The committee will be called “<b>The ITA Scrutiny Advisory Group</b>” and will be an informal advisory group of the ITA, to meet four times a year, The Scrutiny Advisory Group will be asked to nominate 2 members from each of the 5 District Authorities, without any substitutes. If the Group does not have 2 members in total from the opposition groups, then the 1 or 2 still required will be sought from the ITA’s Political Opposition Groups, which could bring the total membership of the Scrutiny Advisory Group to 11 or 12.</p>
2.2	<p>The Scrutiny Advisory Group terms of reference:</p> <ol style="list-style-type: none"> <li>1. To consider, and give advice or make recommendations to the ITA, on the discharge of its functions;</li> <li>2. To review or scrutinise decisions made, or other action taken, in connection with the discharge of the ITA’s functions; and</li> <li>3. To consider, and give advice or make recommendations to the ITA, on matters which affect Tyne and Wear or those who work, live or visit there and which relate to the ITA's functions.</li> </ol>
2.3	It is not the role of this committee to discuss day to day operational issues or complaints.
2.4	Appendix 1 sets out the calender of meeting dates and the membership for the Scrutiny Advisory Group for 2012/13.
<b>3</b>	<b>Work Programme 2012/13 - Discussion</b>
3.1	<p>To aid discussion of the key issues for scrutiny this report aims to set out:</p> <ul style="list-style-type: none"> <li>• What was considered in 2011/12</li> <li>• Items for consideration in 2012/13</li> </ul>



REPORT FOR DECISION

3.2	<p>Key questions to ask in developing this year's work programme are, will topics:</p> <ul style="list-style-type: none"><li>• Provide evidence of good scrutiny outcomes based on the Centre for Public Scrutiny principles? (see 3.4.1)</li><li>• Provide timely and purposeful challenge to the ITA?</li><li>• Address known resident concerns and feedback?</li><li>• Be strategic, ie focussed on Tyne and Wear issues?</li><li>• Enable meaningful involvement with partners, stakeholders and the public?</li><li>• Contribute to continuous service improvement?</li><li>• Understand the key role played by Councillors as community advocates?</li><li>• Ensure scrutiny remains Councillor-led?</li></ul>
3.3	<p>Other issues to consider include:</p> <ul style="list-style-type: none"><li>• It was agreed to have fewer agenda items to provide capacity for more detailed scrutiny.</li><li>• Are others already doing something? – e.g. local scrutiny committees</li><li>• Is there scope for working jointly with others? – e.g. ITA's Equality and Diversity Working Group</li></ul>
3.4	<b>What was considered in 2011/12</b>
3.4.1	<p>Set out below is a summary of the work of the Scrutiny Committee in 2011/12.</p> <p>The Centre for Public Scrutiny's four principles of good scrutiny was used to report as they are the key national benchmark. The principles are to:</p> <ul style="list-style-type: none"><li>• provide critical friend challenge to executive policy and decision-makers</li><li>• enable the voice and concerns of the public and its communities to be heard</li><li>• carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process</li><li>• drive improvement in public services</li></ul>
3.4.	To provide critical friend challenge to executive policymakers and



REPORT FOR DECISION

2	<p>decision-makers</p> <ul style="list-style-type: none"><li>• The committee continued to base agenda items on the ITA's forward plan providing, wherever possible, pre-decision scrutiny.</li><li>• New meeting dates were agreed to enable sufficient time to feed committee outcomes to the ITA.</li><li>• The committee discussed the local employment opportunities afforded by major works across the ITA area.</li><li>• The committee discussed the potential of a North East Rail Academy and the opportunities this afforded for the future workforce.</li></ul>
3.4. 3	<p>To enable the voice and concerns of the public and its communities to be heard</p> <ul style="list-style-type: none"><li>• The committee raised the issue of the provision of shuttle buses from the pedestrian Tyne Tunnel (both sides) to the local metro stations as part of an integrated travel system.</li><li>• The committee discussed the classification and determination of priority lanes. Comments made will be considered in a future review of priority lanes.</li></ul>
3.4. 4	<p>To carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process</p> <ul style="list-style-type: none"><li>• The committee agreed meeting times and venues to make arrangement convenient for all members.</li><li>• The committee agreed to single item agendas to support more in-depth scrutiny of key issues.</li><li>• The committee visited the new Tyne Tunnel</li></ul>
3.4. 5	<p>To drive improvement in public services</p> <ul style="list-style-type: none"><li>• A broad range of developing service areas were considered including:<ul style="list-style-type: none"><li>- the implementation of Urban Traffic Management Control</li><li>- the progress of implementing the North East Smart Ticketing Initiative (NESTI) and future plans for this.</li></ul></li><li>• The committee considered the impact of metal cable theft on commuters and the actions taken to minimise disruption and further occurrences.</li></ul>



### 3.5 **The Work Programme 2012/13**

- 3.5.1 The scrutiny committee will be meeting on four occasions throughout 2012/13 and this will have an impact on the work programme choices in terms of subjects chosen, timescales and capacity. The scrutiny committee could therefore feed its findings into the ITA at the following times:

ITA Scrutiny Committee Dates	ITA Dates
12 July 2012	26 July or 27 September 2012
11 October 2012	24 November 2012 or 24 January 2013
14 February 2013	28 March 2013
11 April 2013	30 May 2013

### 3.6 **Suggested items for 2012/13**

- 3.6.1 Below is a list of items that are suggested for review in 2012/13. In deciding what is relevant Councillors will want to consider the timeliness of items and refer to report on the agenda item 5 – Transport Policy Update which provides a brief overview of current national transport policy decisions, consultations, funding decisions and trials announced by government in the past year.

At the time of this report, it is advised that the ITA Committee has not committed to a full Work Programme for 2012/13, so the following suggested items has not been based on the work of the ITA Committee. Should a work programme become available this will be reviewed by the Advisory Group.

Whilst two substantive items have been suggested for the work programme, it is advised that a constant review is undertaken of transport issues to ensure timely items are considered. Further consultations may be released just before recess of parliament to provide issues to examine over the summer.

11 October 2012	Bus strategy – Quality Contracts
14 February 2013	Pedestrian Tyne Tunnel refurbishment
11 April 2013	To be agreed
(TBC) July 2013	To be agreed



4	<b>Next Steps</b>
	<p>Having considered the information in section 3, the scrutiny committee is asked to:</p> <ul style="list-style-type: none"><li>• Agree the identified topics for scrutiny in 2012/13</li><li>• Consider how the topics can be delivered:<ul style="list-style-type: none"><li>○ themed meetings</li><li>○ policy reviews officer reports</li><li>○ visits</li><li>○ task and finish groups</li></ul></li></ul>
5	<b>Opportunities/Risks</b>
	<p>The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy. The committee has a small budget to undertake discreet pieces of work, including policy review, research, attend conferences, etc. In linking the work programme of the committee to key national ambitions, there is more scope to hold to account those delivering decision making locally. Clear work programming aids officers presenting reports and provides the public with an opportunity to become involved. The committee will be aware there are limited resources available. Accordingly, Councillors need to prioritise topics at the start of the year and keep this under review throughout 2011/12.</p>
	<p><b>Contact Officer: Jill Davison 0191 277 1656</b> <a href="mailto:jill.davison@newcastle.gov.uk">jill.davison@newcastle.gov.uk</a></p>

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## Tyne and Wear Integrated Transport Authority - Scrutiny Committee

19 April 2012  
(1.00 - 3.00 pm)

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### **Present:**

Councillor: D Tate (Chair)

Councillors: R Porthouse and B Watters and G Miller (substitute Sunderland Council)

### **In attendance:**

J Davison	Policy and Information Officer, Newcastle City Council
G Macdonald	Transportation Policy, Newcastle City Council
S Herbert	Sustainable Travel Officer, Newcastle City Council
J Fenwick	Nexus
G Robinson	Nexus
L Camsell	Democratic Services

### **28. WELCOME AND INTRODUCTIONS**

The Chair welcomed everyone to the meeting and those members and officers present introduced themselves.

### **29. APOLOGIES FOR ABSENCE**

Apologies were received from Cllr M Graham (Gateshead); Cllr T Graham (Gateshead); Cllr G Pattison (Newcastle); Cllr Padgett (Sunderland)

### **30. DECLARATIONS OF INTEREST**

Councillors Tate, Porthouse and Watters declared a general personal interest as holders of public concessionary travel passes.

Councillor Tate declared an interest in agenda item 7 as he was a member of NEPO.

### **31. MINUTES OF THE MEETING HELD ON 12 JANUARY 2012**

The minutes of the previous meeting held on 12 January 2012 were agreed as a true record and signed by the Chair.

Matters arising:

Minute 25 refers – The Chair reminded those present that members were to receive a further report at the next meeting in July.

## 32. **FUTURE MEETINGS AND WORK PROGRAMME**

Submitted: report by Policy and Information Officer, ITA Scrutiny Committee (previously circulated and a copy attached to the Official Minutes).

J Davison presented the report as attached, outlining the future work programme and calendar of dates for future meetings.

Members were reminded of the terms of reference for the Scrutiny Committee, set out at section 3 of the report and The Centre for Public Scrutiny's four principles of good scrutiny, Section 3.4.

When developing this year's work programme, members were advised to consider the following:-

- Provide evidence of good scrutiny outcomes based on the Centre for Public Scrutiny's four principles.
- Provide timely and purposeful challenge to the ITA.
- Address known residents concerns and feedback.
- Be strategic, i.e. focussed on Tyne and Wear issues.
- Enable meaningful involvement with partners, stakeholders and the public.
- Raise a positive public profile of the ITA/ITA Scrutiny Committee.
- Contribute to continuous service improvement.
- Understand the key role played by Councillors as community advocates.
- Ensure scrutiny remains member led.

It was suggested to members that fewer items placed on the agenda would enable more capacity for detailed scrutiny.

As was normal procedure the work programme would be based on key issues relating to the ITA forward plan and members were advised that discretion be given to the Officers to enable timely reports to fit in with both the ITA and the ITA Scrutiny Committee. The ITA forward plan and work programme would be agreed at the committee's AGM in May 2012 after which a report would be presented to Scrutiny at its July meeting. Appendix 1 of the report set out a list of issues for consideration for the next administrative year.

Section 5.3 set out the suggested agenda for the meeting in July.

During discussion the following issues/comments were made:-

A member agreed that single item agendas were the way forward but, there should be an option that would allow members to request an additional item.

J Fenwick referred to the item proposed on Rail Devolution advising that in all probability, by the time the Scrutiny Committee met in July the ITA would not have discussed the issue in any great detail to report. However, Nexus could provide a

report connected to an update on the McNulty Review response, giving members an opportunity to discuss.

J Davison responded suggesting that the Tyne pedestrian tunnel refurbishment could be the substantive agenda item and then Rail Devolution at a later date.

Members considered the proposed calendar of meetings for the ensuing year and after a suggestion from J Davison agreed that the January 2013 meeting be moved to 14 February 2013; allowing officers more time to prepare reports after the Christmas break.

**RESOLVED** – the committee agreed:

- 1) To the approach to single item agendas.
- 2) To the approach for setting the work programme of this committee.
- 3) To the suggested programme for the meeting in July 2012.
- 4) That the meeting scheduled for 10 January 2013 be changed to 14 February 2013.

### 33. **LOCAL SUSTAINABLE TRANSPORT FUND (LSTF) - DELIVERY OF KEY COMPONENT**

Submitted: report by LSTF Programme Manager (previously circulated and a copy attached to the Official Minutes).

G Macdonald and S Herbert presented the report, updating members on the progress towards the delivery of the Tyne and Wear ITA Local Sustainable Transport Fund (LSTF) Key Component Bid.

G Macdonald explained that the Programme Board met on a monthly basis and was responsible for tracking the delivery of the programme; constituent projects, managing slippage and ensuring that full expenditure took place.

The third quarter financial claim was submitted before the deadline and work is progressing with partners to submit the fourth quarter financial claim on 24 April.

The impact and outcomes of the projects can be accurately monitored; surveys were taking place at the schools where the interventions were taking place. In order to do this, a request to conduct a short 'hands up' survey for baseline monitoring was sent to all schools in Tyne and Wear. To date some 60% of schools in Tyne and Wear (covering some 40% of pupils) have responded.

A Programme Manager, Sally Herbert, had been appointed to oversee and manage the LSTF process. S Herbert was responsible for the day to day delivery, liaison and co-ordination of the Key Components projects and the Large Bid preparation (procurement and delivery projects).

Living Streets and Sustrans had appointed staff to deliver their parts of project. These were now in position and working with schools and Plan Partner to deliver the relevant projects.

Branding had been a particular issue but eventually the 'Go Smarter' brand had been chosen for all sustainable travel activity across Tyne and Wear. A separate sub brand had been identified for the key component projects – 'Schools Go Smarter'.

Details of the Key Components, KC01 – KC12 were set out in section 4 of the report.

In response to a question from the Chair it was confirmed that S Herbert was the representative on the Joint Steering Group.

Communication with schools was undertaken via Children's Services and school engagement was an on going process.

G Macdonald went on to explain about school involvement. One of the key criteria was 'key congestive corridors', therefore those schools with the most extensive parking issues and located in key congestive routes were approached first. Participation was up to individual schools to consider.

A member asked if those schools on the fringes of Tyne and Wear were given the opportunity to be involved thereby ensuring that the process was inclusive to everyone. S Herbert replied that all schools were contacted and they would all have received the briefing.

During discussion the following key Components were referred to:-

KC-01 - Walk Once a Week. Ten primary schools per week were originally targeted but due to the popularity of the project this had increased to 98. Living Streets was the delivery partner for this project.

KC-02 – Free Your Feet/Campaign in a Box. Two schools in each district had signed up in Year 1 for Find Your Feet. Two Schools in Sunderland had signed up to Campaign in a Box, Year 1. Due to the successful response a request had been made for an increase in activity.

KC-03 - A dedicated officer had been assigned to teach district, working directly with schools. This very successful project also involved the funding from the Sunderland PCT who were keen to monitor the health benefits.

KC-04 – Balance bikes were specially developed for young children to learn to keep their balance and steer. Devoid of pedals, crankshaft and chain the child simply sat on the bike and pushed with his/her feet. However, no budget was available for this year. A member referred to those families who would not be able to afford a balance bike and asked if districts would be in a position to help. G Macdonald replied that the district councils were looking at ways to solve the financial issue.

KC-05 – FEAT 1<sup>st</sup> Pilot in north Tyneside. FEAT 1<sup>st</sup> was aimed at primary school children. Before the intervention the percentage of pupils travelling to school by an active mode increased by 22 percentage points, from 54% before intervention to 76%

at the end of the 12 week intervention. However, most children had indicated that they would like to cycle to school but parents could not afford a bike. There were six families across Tyne and Wear who were intensely involved in before, during and after school activities.

KC- 07b – Child Pedestrian Training. These projects helped children to become safe and confident pedestrians and public transport users; increasing road safety skills, confidence and awareness. A range of activities were available from training on the street and in classrooms. Gateshead Council had undertaken the appointment of a Child Pedestrian Training Co-ordinator.

KC-08 – Parking at Schools. All Tyne and Wear Local Authorities were to carry out parking enforcement outside schools to improve child pedestrian safety; this could include camera enforcement. Newcastle and North Tyneside had advanced their activity and spend on the enforcement of school parking but, unfortunately the other districts had not been in a position to allocate resources and spend to claim their funding. As a result, Newcastle and North Tyneside funding allocation would be used to claim the full allocation of £30k.

A member voiced disappointment that Sunderland had not been in a position to allocate resources to a prominent project and queried how parents could be made aware of the health benefits for children if they walked to school. S Herbert was asked to give this issue some consideration. G Macdonald advised that he had discussed the issue with Marketing and Communications and confirmed that they were willing to work with the district councils to try and get the message out to parents about inconsiderate parking and the benefits of children walking/cycling to school. Members also agreed the benefits of using a SMART car.

KC-09 - site for Travel Matters was now complete and the Go LIVE date was 20 January. The web site was proving to be very successful with teachers in Tyne and Wear.

KC-10 – Links to Schools. This project was to fund external infrastructure works to make it easier for children to cycle or walk to school. Work could include resurfacing cycle paths or the installation of new pedestrian crossings. There was currently an under spend on the Gateshead scheme but works would be found to rectify this.

KC-11 – Grants to Schools. This was to be internal funding to provide projects such as safe bike sheds, new school paths, pool bikes, bike trailers and tools. Unfortunately there was no DFT funding for YR 1. With regards to YR2 officers were to look at a procurement framework to try and achieve better value for money.

KC-12 – Marketing and Promotion. The Programme Board had approved 'Schools Go Smarter' as the overarching name for the project. Marketing and communications activities for the key components project would include the use of social media such as Facebook, Twitter and YouTube websites with links available through an updated TWITA website. Pupils had been working with Nexus to promote the social networking.

A media event was planned for May at a school in Tyne and Wear participating in Year 1 of a key component project, with media personnel from the five districts invited to attend. Pupils had been working with Nexus to promote social networking.

Members were advised that TWITA had been awarded £5m for a better bus programme and a contractual agreement between TWITA and external delivery partners was to be formalised.

The Chair queried as to whether any of the Key Components could be linked to 20mph zones. S Herbert stated that she would investigate the possibility through marketing and promotion.

The Chair thanked officers for their presentation.

**RESOLVED** that –

The report be received for information.

#### 34. **LOCAL SUSTAINABLE TRANSPORT FUND (LSTF) - UPDATE ON LARGE PROJECT**

Submitted: report by LSTF Programme Manager (previously circulated and a copy attached to the Official Minutes.

S Herbert outlined the report which updated members on the Tyne and Wear ITA Local Sustainable Transport Fund (LSTF).

Members had previously been made aware of the funding from Central Government to local authorities to invest in sustainable transport. The funding was not designed for large projects such as Metro extensions but it could be used for smaller projects such as strategic cycle routes, ticketing promotions and other similar projects. TWITA had put forward a bid for a project 'Addressing the barriers that transport creates to economic growth and accessing employment.

The government decision on the bid was expected in June.

Newcastle City Council, on behalf of the ITA was procuring a range of services and goods under a series of 16 individual framework agreements with a total value of £8,533,500.

To help potential suppliers of the LSTF and procurement process, two supplier engagement events were arranged one in Sunderland and one at the Assembly Rooms, Newcastle. Both events had been well received with 25 external suppliers attending the Sunderland event and 50 attending the Newcastle event, this included NEPO. A further event had been planned for 24 April 2012 to provide potential suppliers with an opportunity to 'meet the buyer' and have a one to one discussion with transport and procurement specialists.

Some work was to be undertaken to produce an action plan should the full amount of the bid not be forthcoming. Scenario testing would be carried out to help consider whether a particular activity should still be delivered in full with reduced funding or whether a more limited amount of activity could be delivered at all or some of the employment sites. If funding was reduced members may be of the opinion that some activities should be removed from the programme.

Member's attention was drawn to page 76 and the map illustrating the journey to work area in Tyne and Wear. G Macdonald pointed out that for some people the river Tyne was a physical barrier to accessing employment. In an attempt to try and alleviate the problem work was currently underway with bus operators.

Members expressed concern that Nissan was not shown as a 'congestion corridor'. G Macdonald explained that districts were invited to identify key sites; Sunderland council only identified 2 areas neither of which included Nissan.

Page 85 gave an overview of the funding with a total spend of £25,815. The local contribution element was a mixture of existing LTP funding and private sector match.

In respect of the benefits of such a project members were of the view that the reduction in Road Traffic Accidents should be zero.

**RESOLVED** that –

The report be received for information.

35. **DATE AND TIME OF NEXT MEETING**

The next meeting was to be held on 12 July 2012, 1.00pm at Newcastle Civic Centre.

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## REPORT FOR INFORMATION

**DATE:** 12 July 2012  
**SUBJECT:** General Policy Update  
**REPORT OF:** Clerk to the ITA

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### PURPOSE OF REPORT

To provide ITA Scrutiny Advisory Group Members with a brief overview of current national transport policies and outline some of those wider national policies that have a direct link to transport and the ITA's ability to meet its objectives.

### RECOMMENDATIONS

ITA Scrutiny Advisory Group Members are asked to note the report.

### BACKGROUND DOCUMENTS

Copies of all documents referenced in this paper are available from the contact officer.

### CONTACT OFFICERS

<i>Graham Grant</i>	<u><a href="mailto:graham.grant@newcastle.gov.uk">graham.grant@newcastle.gov.uk</a></u>	<i>0191 211 6011</i>
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### IMPACT ON OBJECTIVES

To support economic development and regeneration	Neutral
To address climate change	Neutral
To support safe and sustainable communities	Neutral

<b>1</b>	<b>Executive Summary</b>
1.1	<p>This paper outlines a range of policy decisions, consultations, funding decisions and trials announced by the government in the past year. The paper is not an exhaustive list of every aspect of relevance to transport but includes details that may be of interest to ITA Members across various themes including: aviation, elements of road (both local and strategic), public transport, and also about two emerging policy positions that have close links to transport.</p>
<b>2</b>	<b>Aviation</b>
2.1	<p>A Scoping Paper 'Developing a sustainable framework for UK aviation' was released in March 2011. The DfT is currently:</p> <ul style="list-style-type: none"> <li>- Drafting its consultation document on a sustainable future for aviation; and</li> <li>- Developing a call for evidence on maintaining the UK's hub airport capacity.</li> </ul> <p>These two documents will be published in the summer, with the government also reaffirming its commitment to finalising the policy framework for aviation by next spring.</p>
<b>3</b>	<b>'Pipeline' schemes – May 2012</b>
3.1	<p>Work to support future improvements to the strategic road network was outlined in early May. Development work – to be carried out over the next three years – will ensure that there are schemes prepared and ready to be considered for delivery in the early years of the next spending review period (post 2015). A19 / A1058 Coast Road Junction improvement in North Tyneside was one of the six schemes identified to move forward with design and consultation along with progressing any statutory processes.</p>
<b>4</b>	<b>Development Pool funding – December 2011</b>



## REPORT FOR INFORMATION

- 4.1 The only Tyne and Wear scheme for consideration in the 'Development Pool' of local major schemes for this spending review period (up to 2015) – a new bridge over the River Wear – was awarded £82.5million from the DfT in December. Work on the bridge – to cross from Castletown on the northern banks to Pallion on the south – are due to start in 2012 with completion targeted for autumn 2015.

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### 5 Pinch Point funding – announced November 2011

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- 5.1 Among the transport infrastructure announcements in the Chancellor's Autumn Statement was a £220million fund to implement road schemes across England that reduce congestion at pinch points on the strategic road network. The specific criteria for this fund included that all potential schemes had to be deliverable on land owned by the Highways Agency (and not that of a third party).
- 5.2 The Highways Agency has asked the Local Enterprise Partnerships (LEPs) to liaise with local authorities to help them outline potential schemes which alleviate congestion and also contribute to economic growth. Further work is being done by the Highways Agency to identify which – if any – of the schemes in the North East can move forward to be considered for funding as part of this competitive national programme.

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### 6 A Green Light for Better Buses – March 2012

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- 6.1 This document sets out a series of reforms to improve local bus subsidy and regulation in England. A more detailed report on this is also on the agenda for this meeting of the ITA.

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### 7 Local Major Scheme Funding – January 2012

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**REPORT FOR INFORMATION**

7.1	This consultation paper outlined different options for a new system of prioritising and funding local major schemes after the end of the current Spending Review period. It is important for Members to note that this consultation focused on potential changes to the old 'Regional Funding Allocation' system – and does not propose changes to the format of delivery of transport schemes (this would still lie with the local highway / integrated transport authority).
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7.2	<p>The timescales for the potential devolution of local major scheme funding are:</p> <p>April 2012 – responses to initial consultation (district officers from every authority in the North East LEP submitted a joint response).</p> <p>August 2012 – DfT to publish a range of indicative allocations per individual Local Enterprise Partnership area.</p> <p>December 2012 – LEP areas to submit proposals for sign-off of governance, financial management, accountability, and meeting and testing value for money.</p> <p>April 2013 – LEP areas to have agreed their programme of priorities for delivery after 2015.</p>
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<b>8</b>	<b>Making Open Data Real – August 2011 onwards</b>
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8.1	A consultation on a proposed approach for the government's Transparency and Open Data Strategy commenced in August 2011. This followed various announcements from the Cabinet Office and Ministers and included a commitment to publish data across public services including transport in July 2011. In addition to this consultation a White Paper on Open Public Services was published in March 2012 and in mid-2012 the Cabinet Office will publish its Transparency and Open Data Strategy. All Departments (including DfT) are also due to publish their own individual Open Data Strategies in mid 2012.
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8.2	Members may be interested to note that various sets of transport data have already been published by government organisations including:
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## REPORT FOR INFORMATION

	<ul style="list-style-type: none"><li>- Information from Transport Direct and road works data on the strategic road network (October 2011);</li><li>- Real-time data on the strategic road network (speed and congestion) and weekly rail timetable data released by the DfT (December 2011);</li><li>- A range of highways and traffic data via the 'Roadworks' website, which includes data to help reduce congestion and enable businesses to make more predictable travel and logistics decisions (March 2012); and</li><li>- Publication of timetable and real-time train and bus information from Network Rail and Traveline (April 2012).</li></ul>
<b>9</b>	<b>Health and Social Care Act</b>
9.1	The Health and Social Care Act received Royal Assent on 27 March, 2012. Along with changes to NHS structures there are new and expanded roles for top-tier English local authorities including a requirement to establish Health and Wellbeing Boards. Operating at district level, they will lead joint and comprehensive assessment of health and social care need and oversee the development of a Health and Wellbeing Strategy. Although secondary legislation and regulations are to follow, there is currently no role for sub-regional or regional bodies in the governance of the Boards. Much of the membership is fixed although councils can co-opt 'such other persons' as required.
9.2	Tyne and Wear councils have established shadow Health and Wellbeing Boards and are developing ways of working with emerging local policy priorities. Approaches encompass, to varying degrees, all of the wider determinants of health, such as economic and physical conditions where ITA/Nexus has a role; in both securing local services and continued involvement from earlier partnerships, projects and data sharing. Creating the economic and physical conditions which enable people to enjoy good health and positive wellbeing requires active consideration of how people connect with each other, across communities, into the labour market and to access sport, leisure and recreation as well as NHS services.
9.3	Given the well established impact of access to services and choice of travel mode on health and wellbeing, the ITA may wish to consider at



**REPORT FOR INFORMATION**

a future meeting and / or Policy Seminars how it helps align policy and activity to support the development of Health and Wellbeing Boards – while recognising that different districts will have different formats and priorities for these new Boards.

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<b>10</b>	<b>Next Steps</b>
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	None
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<b>15</b>	<b>Potential impact on objectives</b>
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	To be noted
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## REPORT FOR INFORMATION

**DATE:** 12 July 2012

**SUBJECT:** Rail Update Report

**REPORT OF:** Clerk to the ITA & Director General, Nexus

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### PURPOSE OF REPORT

The purpose of the report is to inform members of the Scrutiny Committee of recent developments within the rail industry.

### RECOMMENDATIONS

Scrutiny Committee is recommended to note the contents of the report and any potential implications for local rail users.

### BACKGROUND DOCUMENTS

'InterCity East Coast Franchise Consultation' document published by DfT, June 2012

<http://www.dft.gov.uk/consultations/dft-2012-24/>

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### IMPACT ON OBJECTIVES

To support economic development and regeneration	Neutral
To address climate change	Neutral
To support safe and sustainable communities	Neutral

<b>1</b>	<b>Executive Summary</b>
	The report outlines recent developments across the rail industry which may be of interest to the committee, and explains the role of Nexus where involved.
<b>2</b>	<b>High Speed Rail 2 (HS2) – January 2012</b>
2.1	Following a public consultation on the national strategy for High Speed Rail the Secretary of State for Transport announced in January 2012 that work will commence on the next stage of HS2. This will incorporate design and environmental work, for a Hybrid Bill for the London to West Midlands line. Proposals for the line of route from the West Midlands to Leeds and Manchester will also be established and the recommendations on the routes for phase two will then be delivered to government.
2.2	The expectation now is that the Hybrid Bill required to allow works to commence will not be presented to parliament before 2013, as it was not part of the recent Queen’s Speech outlining proposed legislation. The Bill has to receive Royal Assent before any construction can commence. Although there is no indication at present that this will occasion delay to the project, it may increase the risk that the Bill is not enacted in time to allow the scheme to proceed on schedule.
2.3	The programme of works has not altered recently and indicates the commencement of high speed train services from the region in around 2032, using the existing, upgraded East Coast Main Line as far south as Yorkshire. The details of the intended connection from Leeds onto the East Coast Main Line are of particular importance to Tyne and Wear (and other areas). Officers from Tyne and Wear ITA continue to work with other areas as part of the Eastern Network Partnership to establish consistent and coherent evidence and support for the future expansion of High Speed Rail, and corresponding improvements to the East Coast Main Line.
<b>3</b>	<b>Reforming our railways – March 2012</b>



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**REPORT FOR INFORMATION**

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| 3.1 | <p>This Command Paper contains the Department for Transport's (hereafter DfT) proposals to address the issues outlined in the McNulty review of the rail industry. By working collaboratively it outlines how it intends to make annual savings of between £2.5-3.5bn by 2019. The Command Paper commits the government and industry to:</p> <ul style="list-style-type: none"><li>- Reducing and then ending above-inflation rises in average regulated fares as soon as possible;</li><li>- Expanding smart ticketing technology so that passengers across England and Wales can enjoy 'Oyster-style' smartcard payment options and more flexible season tickets;</li><li>- Reforming rail franchises so that operators have to deliver more value and better levels of service for passengers while ensuring taxpayer subsidies are concentrated on safeguarding less profitable routes that remain crucial to communities;</li><li>- Investing in Britain's capacity to grow jobs and prosperity by funding thousands more carriages, extending electrification of the rail network and redeveloping railway stations;</li><li>- Strengthening the rail regulator's capacity to improve the passenger experience and oversee the crucial efficiency challenge;</li><li>- Involving rail workers in plans to get the industry on a more sustainable footing, to grow jobs and to develop skills; and</li><li>- Empowering passengers by providing better punctuality and real-time travel information.</li></ul> |
| 3.2 | <p>Alongside the Command Paper, the DfT has published two separate consultations on fares reform and devolving responsibilities for rail services to local authorities. Details on the consultations follow. Both consultations closed on June 28 2012.</p>   |



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- 4.1 The DfT and transport authorities across the north of England are exploring the potential for some or all of the specification and administration of the next Northern rail franchise to be devolved to a regional or local level. This could offer the opportunity for regional stakeholders to have a greater say in the quality and quantity of local rail services, subject to the transfer of adequate accompanying funding to support what is a loss-making franchise but with important economic, social and environmental benefits. A report on the progress of these ongoing discussions will be submitted to the ITA in due course. A response to the consultation was submitted to DfT by the North East Local Enterprise Partnership (NELEP) on behalf of the 7 authorities in the North East.

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### **5 Rail Fares and Ticketing – March 2012**

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- 5.1 This 'initial' consultation invites views on the potential for new 'shoulder' peak fares and higher peak fares being introduced to reduce the pressure for major rail capacity enhancements to meet peak hour demand. Shoulder peak fares would be priced between the high peak and the off-peak fare.
- The DfT's fares and ticketing strategy also highlights the potential for smart ticketing technology to offer new products such as season tickets geared towards people who don't work a standard 9-5 five-day week (and therefore may not benefit from the existing season ticket arrangement).

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### **6 Trial of Tram Trains – May 2012**

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- 6.1 The recent announcement confirming the implementation of the South Yorkshire tram train pilot at a cost of £58 million signals the DfT's intentions to proceed with tram train technology as a possible solution to providing flexible local rail services which can be effectively integrated with neighbouring light rail networks. The trial will facilitate through journeys by electric trams from Sheffield city



## REPORT FOR INFORMATION

centre via suburbs to Rotherham and then onto the local Network Rail system. Whilst such arrangements are fairly commonplace in parts of mainland Europe, the South Yorkshire pilot will represent the first application in the UK.

- 6.2 The significance of the trial for local rail services in the Tyne and Wear area surrounds the similarities between Sheffield Supertram and the Nexus Metro network. Similar track-sharing arrangements have obtained on the Sunderland line since 2002, where Metros transfer between Nexus and Network Rail infrastructure in the Pelaw area; what is different about the South Yorkshire situation will be the ability of trams to make journeys from the streets of Sheffield city centre to the local rail network. Depending upon the success of the pilot, this technology could have implications for the future configuration of the next generation of Metro services in the mid-2020s and beyond.

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## 7 Passenger Assist

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- 7.1 There has recently been widespread media coverage surrounding a number of high-profile cases where disabled passengers requiring assistance to make train journeys have not received the required level of support promised by train operators. In an attempt to address the issue and to raise standards in general, the Association of Train Operating Companies has introduced a new facility. Known as *Passenger Assist*, the package has been designed with the input of rail travellers who have disabilities in an attempt to improve levels of customer service and passenger satisfaction. The new booking system will be more versatile and provide staff delivering assistance at stations with more details of customers' individual requirements. The system will use modern technology so that emails and texts, combined with internet access for staff, will provide updated information, especially useful when there are service delays or cancellations.

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## 8 Newcastle Central Station

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## REPORT FOR INFORMATION

- 8.1 Nexus is engaged in discussions with Network Rail to maximise the benefits of the forthcoming £9 million Network Rail station improvement initiative which will bring about upgraded passenger facilities. Proposals include a range of shops, improved waiting rooms and toilets, better signage, alterations to the existing bridge, new lifts and escalators and new glazed canopies to increase natural light.
- 8.2 The interchange between Metro and the main-line platforms is being examined with a view to increasing the visibility of Metro by possibly relocating information and customer service facilities, within the confines attached to Grade I heritage status. The Metro station will itself be refurbished as part of the Metro re-invigoration programme, and the surrounding streets outside of the station will be improved by business improvement district company *NE1* and Newcastle City Council, who are seeking funds to provide new facilities for pedestrians, drivers, cyclists and visitors to the city and help kick-start economic regeneration of the area. The sum total of these three improvement initiatives will be to provide a higher standard of passenger facilities for more than 7 million station users every year.

## **9 InterCity East Coast franchise consultation**

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- 9.1 A consultation document has recently been published by DfT to seek views from stakeholders on the minimum requirements the Government should set in the InterCity East Coast franchise specification. The new franchise will return the operation of ICEC services to the private sector, replacing operation by Directly Operated Railways on behalf of the Secretary of State for Transport following early termination of the previous franchise.
- 9.2 The winning bidder, which will operate services on the East Coast Main Line from 2013, will need to deliver a number of different improvements including in relation to service quality and provision of information to customers, particularly during times of planned engineering works and unplanned disruption. The new franchisee will be responsible for ensuring that overall passenger experience improves throughout the life of the franchise.



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9.3 The successful bidder is expected to oversee the introduction of new InterCity Express trains on the route, providing more capacity than the High Speed Trains they are planned to replace on much of the franchise. DfT also want to hear bidders' ideas on how they will improve stations and make them more attractive gateways to rail services.

9.4 The consultation was formally launched on Tuesday 26 June and closes on 18 September 2012. DfT will produce a summary of the consultation responses alongside the Invitation to Tender, which will be published in January 2013. The winning bidder will be announced in August 2013 with the new franchise planned to start in December 2013.

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### 4 Next Steps

Nexus and ITA officers will continue to liaise with rail industry representatives and with the rail division at the DfT.

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### 5 Potential impact on objectives

The developments outlined should be broadly positive for rail passengers, although any delays to implementation will reduce their immediate impact.

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