



Tyne & Wear Integrated Transport Authority - Scrutiny Committee

**Meeting to be held: Saltwell Room, Gateshead Civic Centre
on Thursday 19 April 2012 at 1.00 pm**

**Membership: D Tate, N Padgett, M Graham, T Graham, I Preston, G Pattison,
L Birkenfield, M Green, R Porthouse and B Watters**

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Scrutiny Committee papers are available at:

<http://democracy.newcastle.gov.uk/ieListDocuments.aspx?CId=577&MId=3373&Ver=4>

Page

- 1. Welcome and Introductions**
- 2. Apologies for Absence**
- 3. Declarations of Interest**

(If any Member has a personal or prejudicial interest, please complete the appropriate form and hand this to the Democratic Services Officer before leaving 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

- | | |
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| 4. Minutes of the Meeting held on 12 January 2012 | 1 - 8 |
| 5. Future Meetings and Work Programme | 9 - 16 |
| Report by Policy and Information Officer, ITA Scrutiny Committee | |
| 6. Local Sustainable Transport Fund (LSTF) - Delivery of Key Component | 17 - 70 |
| Report of the Joint Transport Steering Group | |

7. Local Sustainable Transport Fund (LSTF) - Update on Large Project 71 - 88

Report of the Joint Transport Steering Group

8. Date and Time of Next Meeting

The next meeting will be held on 12 July 2012, 2.00pm at Newcastle Civic Centre

NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.



Tyne & Wear Integrated Transport Authority - Scrutiny Committee

12 January 2012
(1.00 - 3.00 pm)

Present:

Councillor: D Tate (Chair)

Councillors: N Padgett, M Graham, T Graham, I Preston, G Pattison, Green,
R Porthouse and B Watters

In attendance:

S Forster	Policy & Information Officer, Newcastle City Council
J Davison	Policy & Information Officer, Newcastle City Council
G Robinson	G Robinson
N Clennett	Gateshead Council
A Beales	Nexus
T Hardwick	Nexus
L Camsell	Democratic Services

20. WELCOME AND INTRODUCTIONS

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

21. APOLOGIES FOR ABSENCE

Apologies were received from Cllr Birkenfield (North Tyneside) and J Fenwick (Nexus).

22. DECLARATIONS OF INTEREST OF COUNCIL MEMBERS, CO-OPTED MEMBERS OR OFFICERS TO BE DISCUSSED AT THE MEETING

Those members with a concessionary travel pass declared a general interest. Cllr I Preston declared a personal interest in agenda item 7 and Cllr G Pattison declared an interest in agenda 6.

23. LOCAL EMPLOYMENT OPPORTUNITIES AFFORDED BY MAJOR WORKS

Submitted: Report by the Clerk of the Authority/Director General of nexus (previously circulated and a copy attached to the Official Minutes).

A Beales summarised the report which provided the Scrutiny Committee with information about employment opportunities afforded by major transport infrastructure works such as the Metro: all change reinvigoration process. It also covered Nexus engineering apprenticeship and graduate trainee schemes.

It was noted at its previous meeting in October members requested a future report covering the issues of apprenticeships and retention of specialist skills

The Metro reinvigoration project, currently in the second year of phase 2, was scheduled to last until 2021. During the first eighteen months the project was delivered by a variety of framework contracts that were let for different asset categories e.g. track renewal work, station refurbishment.

Of the six contractors involved, three already had established bases in the area, two with offices in Newcastle and one in Durham. The majority of staff and sub-contractors deployed to carry out the work lived in the area. The contractors who did not have a regional office still employed local people to help carry out their work.

In the longer term, having a pool of skills available locally should also assist the next stage of the reinvigoration process: Phase 3 was scheduled to begin in 2021.

Nexus currently employed 4 apprentices (all from the North East) and a further 4 were to be appointed in September 2012. Apprenticeship training was delivered over three years and was designed to equip each apprentice with the skills and experience to become a Maintenance Engineering Technician.

With reference to the proposed North East Rail Academy, A Beales explained that there was an aging workforce and rail engineering vacancies were often difficult to fill. The Academy was still in the planning/development stage and possible funding routes hat still to be considered.

Nexus currently employed 7 Graduate Trainee all on tailored assigned secondments. The secondments would ensure that each individual would gain generic and specific skills/experience for the job they would be doing at the end of their training, linked to succession planning requirements. In addition to this, Nexus were looking to appoint a further 3 Graduate Trainees in the 2012 intake. The Metro had its own graduate scheme.

Section 7.3 of the report listed the Graduate Trainees intake from its start in 2008, the qualification gained and the present position of each Graduate.

During discussion members raised the following points:-

A member referred to his own experience at HMS Sultan and the skills acquired. In response A Beales explained that currently all Nexus training was based on rail related engineering plant and machinery.

Responding to the importance of moving apprentices away from the shop floor and into higher education A Beales explained that a Front Line Leadership programme was to be developed that would encourage those employees who wished to move to higher education.

A member expressed some concern that there were only 4 apprentices but understood the importance to start slowly. However, it was felt that there was a need to ensure that there was sufficient qualified staff to fill future vacant positions at Nexus. G Robinson explained that in the longer term the Rail Academy should help to address the issue.

The question was asked as to what was the role of the committee to further scope the work related to employment opportunities for local people. It was stressed that the role of scrutiny was not to just read reports but to actually do something about a given situation. S Forster replied that the committee could scrutinise the issue further but only as it was related to the ITA and not external organisations.

Other points raised were the involvement of local schools and potential graduates and the various levels of skilled staff needed i.e. supervisors, cleaning teams and carriage painting.

RESOLVED that –

- i. Members note the employment opportunities afforded by major transport infrastructure projects such as Metro reinvigoration.
- ii. Members note that Nexus' apprenticeship and graduate trainee schemes were also being used to help ensure the development and retention of specific skills and experience within the area's transport sector.
- iii. Members note that Nexus was involved in an initiative to explore the possibility of establishing a Rail Academy in the North East.

24. **PRIORITY LANES**

Submitted: Report by the Joint Transport Steering Group (previously circulated and a copy attached to the Official Minutes).

N Clennett summarised the report which set out the position adopted by the ITA with regards to Priority Lanes in Tyne and Wear.

It was explained that the issue of priority lanes and the perception of how the various districts identified those lanes had been the subject of discussion among members and officers for some time.

Section 3.3 of the report set out some of the issues which historically proved difficult to resolve including 'the requirement that all priority lanes operate 24 hour – at all times (whilst accepting that specific exemptions may occasionally apply)'.

In September 2010 the ITA agreed to the following approach to priority lanes across Tyne and Wear:

- That all new priority lanes operate on a 12 hour period (7am – 7pm), noting that there are cases where a priority measure has to operate for 24 hours.
- That there should be two standard types of priority lane –

- Bus Lanes (with all permitted variants) the default option for new priority lanes.
- No Car Lanes
- Where new priority lanes along a particular length of road are introduced, partners will seek to ensure they are consistent with existing provision.

Exemptions from the default position would be left to each individual authority to determine and must be discussed with the ITA prior to implementation.

Appendix 1 of the report set out the hours of operation of the priority lanes and appendix 2 addressed the permitted use of bus lanes. The committee were reminded that No Car Lanes were enforced by the police and, the Local Transport Plan specified the category of vehicles allowed to use priority lanes.

During discussion members raised the following points:

- The use of No Car Lanes by taxis was inconsistent across authorities but a No Car Lane was better than Bus Only lanes. In response N Clennett explained that it was a complex issue dependant on what individual authorities deemed as permitted users of No Car Lanes. If taxi companies held discussions with each other to better understand vehicular usage then a more consistent approach would be achieved. It would also be more beneficial if consultations took place before objectives were set.
- A view was given that empty taxis should not be able to use priority lanes.
- The Chair commented that better enforcement was needed and a policy stating how a vehicle was authorised to use a priority lane should be developed and implemented.
- Another member compared priority lanes with double yellow lines and the absence of suitable enforcement.
- A question was asked as to whether there was further scope to take the issue forward and find a solution that was actually workable.
- The Chair suggested that it could be more appropriate to refer this to the relevant Scrutiny Committees of each authority; however another member felt that the subject was too large. In response N Clennett explained that there were various schemes across Tyne and Wear and any attempts to achieve consistency would incur considerable expense. Nonetheless, there was a case for elected members and senior officers to undertake periodic reviews.
- A member referred to the revenue from taxi operators and acknowledged that taxis were an important element of the transport system.
- Committee did acknowledge that whilst there was an issue with those taxi drivers who abused the priority lanes elected members still had to commit to a political decision to try and resolve the problem.

N Clennett advised that he had noted the comments made and they would be fed into the future review of priority lanes, whilst being aware of priorities and incurred costs.

RESOLVED that –

The report be received and comments raised be fed back into a future review of priority lanes.

25. **OUTCOMES FROM THE McNULTY REVIEW**

Submitted: Report by The Clerk of the Authority/Director General of Nexus (previously circulated and a copy attached to the Official Minutes).

G Robinson summarised the report, an outline of the McNulty Study's recommendations and an indication of how the report's findings could affect the future delivery of rail services. The report was published in May 2011 but officers were still waiting for a final report confirming which of the recommendations were to be implemented.

Section 3.2 of the report summarised the remit of the survey; 'to improve value for money while continuing to expand capacity as necessary'. Members were reminded that the study did not cover Tyne and Wear Metro operations.

Following the survey, McNulty identified areas for potential savings amounting to a 30% reduction in costs by 2018/19 from those incurred in 2008/09. Some of those savings included:-

- Lack of clarity over Government rail policy, resulting in the industry absolving itself of the responsibility to drive down costs.
- Industry fragmentation, with too many players and inadequate interfaces between them.
- Poor customer relations by Network Rail and short-termism by train operating companies.
- Perverse incentives which discourage risk and reward failure.
- Franchises which are too short and consequently discourage investment and innovation.
- Fares which are complex and inefficient in terms of managing demand.
- A lack of best practice behaviours in terms of asset management and project and programme management.
- Complex and expensive legal and contractual frameworks.
- 'Silo thinking' which prevents the development of a 'whole industry' approach.

- An ineffective culture and poor working relationships.

Members' attention was drawn to the Northern rail franchise to be re-let within the next two years. Taking into consideration the McNulty report and its recommendations, it would be interesting to see to what extent the franchise reflected the study's recommendations. The Northern Rail franchise required a heavy subsidy and it would be more difficult to see how the themes could be applied.

However, in the case of the East Coast Line the surveys findings could result in a longer franchise with more ambitious commitments from prospective operators.

G Robinson explained that the messages contained within the McNulty Report would be challenging for rail companies. Some of those challenges were set out in section 3.7.

During discussion members made the following points:-

- The many years it had taken trade unions to establish and strengthen working conditions for rail staff.
- The need to resolve the problems associated with the rail industry in the north east.
- The huge costs related to the HS2 and the perception that there was very little public support.
- The need for a high speed rail link in the north east.

RESOLVED that –

Members note the report and the intention to bring a further report to a future committee meeting once the government's response to the report is published.

26. **NORTH EAST SMART TICKETING INITIATIVE**

Submitted: Report by The Clerk of the Authority/Director General of Nexus (previously circulated and a copy attached to the Official Minutes).

Members received a presentation from T Hardwick, updating them on the NESTI project.

The NESTI programme had two main aims:

- The introduction of a region wide smart ticketing infrastructure on all public transport and
- The introduction of a single smart payment method accepted on all forms of public transport wherever you see the NESTI symbol.

The programme was a collaboration between 12 local authorities in the north east and Tyne and Wear ITA; Nexus were the lead agency for the programme.

With regards to progress made members attention was drawn to the following:-

- English National Concessionary Travel Scheme - all large operators were now accepting ENCTS (passes as smart cards).
- Large operators – Arriva, Go North East and Stagecoach had all signed up to NESTI committing them to the acceptance of the Pay as You Go product.
- Small operators – working with Yorcard Ltd NESTI had developed a small operator solution to ensure full network coverage.

In excess of 14 million journey records had been received since June. Development of options paper on the preferred retail network had commenced to ensure that people across the north east were able to top up and manage their cards. Work had also started on the development of interfaces with other schemes e.g. Ryton Comprehensive in Gateshead.

Reference was also made to the key deliverables for 2012.

During the ensuing discussion the following questions were asked:-

- If anyone purchased a 'gold card' would it be possible to transfer this into one card? T Hardwick replied that yes, it was possible but gold cards and concessionary travel passes would not be accepted on London Transport at the present time. However, some time in the future it would be feasible to link all cards together and London was in the process of upgrading their Oyster card system.
- In response to a question from the Chair, T Hardwick explained that passengers could not transfer money from a NESTI card onto a London Oyster card.
- A member asked if wheelchair users had experienced any problems using a NESTI card to which the answer was 'not as yet'.
- A member asked for confirmation that the small operators were committed. T Hardwick gave details of the discussions with the small operators to date.

RESOLVED that –

Members note the presentation and the progress made.

(a) **Minutes of the ITA Scrutiny Committee held on 13 October 2011**

The minutes of the meeting held on 13 October 2011 were agreed as a true record and signed by the Chair.

As an additional item the Chair referred to Quality Bus Contracts. G Robinson explained the current position in that informal consultation was underway. The feedback from the 'informal consultation' would be used to produce a 'formal'

consultation document including proposals identified by users. The Chair then spoke about concessionary travel passes that could not be used during peak travel times, in particular before 9.30am on weekdays. It was his view, and agreed by other members, that the issue should be considered as part of the consultation process. It was also agreed that the Chair, Vice Chair and Jill Davison meet with the Director General to discuss Quality Bus Contracts.

(b) **Work Programme**

The work programme was noted and agreed.

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

The Chair thanked Susan Forster for her time as Policy & Scrutiny Officer to the ITA Scrutiny Committee and welcomed Jill Davison who would be taking over from Susan.

The next meeting of the ITA Scrutiny Committee was to be held on Thursday 12 April 2012 at 1.00pm, Gateshead Civic Centre.



Tyne and Wear Integrated Transport Authority

Date: 19th April 2012

TITLE: ITA Scrutiny Committee Future Meetings and work programme

REPORT OF Policy and Information Officer, ITA Scrutiny Committee

1. **Summary / Purpose of Report**

1.1 To discuss the approach of future meetings of this committee.

2. **Recommendations**

2.1 The committee is asked to:

- 1) Agree the approach of single item agendas;
- 2) Agree the approach for setting the work programme of this committee
- 3) Agree items for the July meeting agenda

3. **Introduction / Background**

3.1 The ITA Scrutiny Committee has terms of reference to:

- Make reports or recommendations to the ITA with regard to the discharge of the ITA's functions
- Review or scrutinise the decisions made or other action taken, in connection with the discharge of the ITA's functions
- Make reports or recommendations to the ITA on matters which affect Tyne and Wear and which relate to the ITA's functions'.

3.2 The Scrutiny Committee can, therefore, scrutinise the ITA's priorities and objectives, policies developed to meet desired outcomes, performance in meeting stated objectives and issues that affect transport users.

3.3 It is not the role of this committee to discuss day to day operational issues or complaints.

3.4 The Centre for Public Scrutiny's four principles of good scrutiny are to:

- provide critical friend challenge to executive policy and decision-makers
- enable the voice and concerns of the public and its communities to be heard
- carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process
- drive improvement in public services

3.5 In developing this year's work programme, it is advised that members consider;

- Provide evidence of good scrutiny outcomes based on the Centre for Public Scrutiny's four principles listed above
- Provide timely and purposeful challenge to the ITA
- Address known resident concerns and feedback
- Be strategic, ie 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 Councillor-led

4. Format of meetings

4.1 In order to gain value and enhance the role of the committee, it is recommended that the committee consider fewer items on the agenda, to provide more capacity for more detailed scrutiny.

4.2 The development of the work programme will focus on key issues relating to the work of the ITA forward plan, and it is advised that discretion be given to the Officers in the programming of reports to enable timely reports to fit in with both the ITA and ITA Scrutiny committee.

5. Work Programme 2012/13 discussion

5.1 The ITA Forward plan and work programme will be agreed at the AGM on 25 May. It is proposed to bring the work programme to the next meeting of this committee in July, to fully understand the priorities and work of the ITA Committee in the coming year.

5.2 Whilst the ITA Forward plan will form the majority of the discussion at the next meeting in July, attached in appendix 1 is a list of forthcoming transport issues for consideration in the coming year.

5.3 It is therefore suggested that at the next meeting of this committee in July, the agenda is set around the following key items:

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July Agenda:

- Election of Chair / Vice chair
- Work programme planning based in ITA Forward plan
- Report on the McNulty review
- Rail Devolution

6. Next Steps

Having considered the report, the scrutiny committee is asked to:

- 1) Agree the approach of single item agendas;
- 2) Agree the approach for setting the work programme of this committee
- 3) Agree to the items suggested for the July agenda.

7. Contact Officer: Jill Davison 0191 2772656 jill.davison@newcastle.gov.uk

Appendix 1

- Outcome of McNulty review
- Rail devolution
- Tyne pedestrian and cycle tunnel refurbishment
- Urban Traffic Management Control
- Quality bus contracts

CALENDAR OF MEETINGS 2012-2013

TYNE AND WEAR INTEGRATED TRANSPORT AUTHORITY (ITA)		
ITA Chairman and Vice-Chairmen's pre-agenda meeting 10am on 3 rd Monday, bi-monthly, Nexus House	ITA Meetings 10am on 4 th Thursday, bi-monthly, Newcastle Civic Centre	ITA Policy Seminars 9.30am on 4 th Thursday in the month when the ITA does not meet, Nexus House
	31 May 2012 - Annual General Meeting	28 June 2012
16 July 2012	26 July 2012	23 or 30 August 2012 - annual inspection and tour (to be confirmed).
17 September 2012	27 September 2012	25 October 2012
12 November 2012	22 November 2012	
14 January 2013	24 January 2013	28 February 2013
18 March 2013	28 March 2013	25 April 2013
	30 May 2013 - Annual General Meeting	

ITA Metro Sub-Committee
4 meetings a year
10.30am on a Thursday, Newcastle Civic Centre
Dates are to be confirmed

ITA Standards and Audit Committee
3 meetings a year
2pm on a Friday, Newcastle Civic Centre
20 July 20112
14 September 2012
22 February 2013

ITA Scrutiny Committee**4 meetings a year****2pm on 2nd Thursday**

12 July 2012 (Newcastle Civic Centre)

11 October 2012 (Sunderland Civic Centre)

10 January 2013 (North Tyneside Town Hall)

11 April 2013 (South Tyneside Town Hall)

ITA Tyne Tunnels Working Group**Quarterly****10am on 3rd Friday, TT2 Management Building**

15 June 2012

21 September 2012

21 December 2012

15 March 2013

ITA Local Transport Plan Working Group**quarterly****10.30am on 2nd Thursday, Newcastle Civic Centre**

12 July 2012

11 October 2012

10 January 2013

11 April 2013

ITA Equality and Diversity Working Group**quarterly****10.30am on 3rd Thursday, Newcastle Civic Centre**

19 July 2012

18 October 2012

17 January 2013

18 April 2013

ITA Bus Strategy Working Group
10.30am, as and when required, Newcastle Civic Centre
(serviced by Nexus)
21 June 2012
4 October 2012
13 December 2012
14 March 2013

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

DATE:	19 April 2012
REPORT TITLE:	Local Sustainable Transport Fund – Delivery of Key Component
REPORT OF:	Joint Transport Steering Group
REASONS FOR CONFIDENTIALITY:	None
DISTRICT IMPLICATIONS:	All

1. Summary / Purpose of Report

- 1.1 This report provides an update on the progress towards the delivery of the Tyne and Wear ITA Local Sustainable Transport Fund (LSTF) Key Component Bid. This report should be considered alongside the background presentation contained within the report package.

2. Recommendations

- 2.1 Scrutiny Members are asked to note the report.

3. Year end progress

- 3.1 Programme Board meets monthly to keep track of the delivery of the programme and constituent projects. Where there is a potential for slippage of any of the activities and as a consequence, the potential for grant funding being lost, timely decisions are taken to accelerate delivery in certain areas or swap funding between projects. This is acceptable within the LSTF programme guidance.
- 3.2 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.
- 3.3 In order that the impact and outcomes of our projects can be accurately monitored, surveys are taking place at the schools where the interventions are 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. Districts are contacting those schools that have not yet responded.

- 3.4 Department for Transport (DfT) have issued proposals for a monitoring and evaluation framework, the Programme Manager is working with partners to meet these requirements. A baseline monitoring report is currently in development.
- 3.5 A Programme Manager has been appointed to oversee and manage the LSTF process. Sally Herbert will be 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).
- 3.6 Living Streets and Sustrans have appointed staff to deliver their parts of project. The staff are now in position and working with schools and Plan Partner to deliver the relevant projects.
- 3.7 The Go Smarter brand has been adopted for all sustainable travel activity across Tyne and Wear. Within this overall brand a separate sub brand has been identified to reflect the targeted programme of key components projects targeted at schools. The KC project brand name is "Schools Go Smarter".
- 4. Update of the programme**
- 4.1 KC-01 Walk Once a Week - 10 schools in each district have been targeted in Year 1. Due to popular demand 71 schools are now signed up. Living Streets are the delivery partner for this project. This activity is being accelerated to compensate for some slippage in KC07.
- 4.2 KC-02 Free Your Feet / Campaign in a Box – 2 schools in each district have signed up in Year 1 for FYF. 2 schools in Sunderland have been signed up in Year 1 for Campaign in a Box. Living Streets are the delivery partner for this project. This activity is being delivered as planned.
- 4.3 KC-03 Bike It- A Bike It Officer has been appointed for each district and they are now working with the schools and the relevant district to promote cycling to school. It has been possible to accelerate this project with funding support being secured from Sunderland PCT. Selection of schools is underway – 12 per district. This activity is being delivered as planned.
- 4.4 KC -04 Balance Bikes – The Tyne and Wear Core Team are to lead on the procurement of balance bikes using Newcastle's procurement framework. This will allow districts to review their relevant delivery models such as provide in house training, identify marketing and promotion opportunities, or procure external providers to undertake this on their behalf. There is no budget available for 2011/12, a plan is now available for delivery in 2012/13 – 2013/14.
- 4.5 KC-05 FEAT 1st – A FEAT 1st Officer has been appointed for each district and they are now working with schools and the relevant district to promote active travel to families. It has been possible to accelerate this project with funding support being secured from Sunderland PCT and slippage from KC-07. Selection of schools is underway – 6 per district. This activity is being delivered as planned.

- 4.6 KC-06 Promotion of public transport – series of internal meetings has confirmed way forward. Letters were sent in early January to all proposed secondary/primary schools in districts requesting their participation. Given the level of feedback, there has been a refocus of the scope of the activity in year one. Newcastle and Gateshead are to take act as a pilot, with the other districts having roll out of this activity in year 2. Under spend of £10k has been identified for this activity. Programme Board approved to reallocate this underspend to KC05 to ensure full expenditure of budget.
- 4.7 KC-07a Bus Induction - Initial discussions on availability of resource concluded with Go Ahead and Nexus. Both parties have now confirmed availability of appropriate level of resource. This activity is being delivered as planned.
- KC-07b Child Pedestrian Training – Appointment of Child Pedestrian Training Co-ordinator taking place via Gateshead Council (and advertised in all Partner authorities).. Funding drawn down to support 3 assistant pedestrian trainers to be employed by GH to operate in priority schools throughout T&W as directed (and advertised in all Partner authorities). Revision of delivery model and delay in appointment of staff has resulted in an under spend of £36k for 2011/12. Programme Board has approved the reallocation to KC01 and KC05.
- 4.8 KC-08 Parking at Schools – Newcastle and North Tyneside have progressed their activity and spend on the enforcement of parking at schools. The other districts have not been in a position to allocate resource and spend to claim the funding. As a result, Newcastle and North Tyneside funding allocation will be used to claim the full allocation of £30k. With the rest of the partners commencing activity in year 2, to ensure they receive their allocation of the remaining resources. This activity is being delivered as planned.
- 4.9 KC-09 Travel Matters – The Travel Matters website build is complete and the test site underwent thorough checking. The main content of the site was loaded and the GO LIVE date was 20 January. An additional current piece of work was the setting up of an online survey to be carried out by 50 teachers on the newly developed site. This provided valuable feedback on the usefulness and value of current curriculum resources available on the website, with a view to informing development of future resources. This exercise will hopefully also produce material which will aid the promotion of Travel Matters to teachers in T&W schools who have yet to register on the site, or who may not have visited it for a while. This activity is being delivered as planned.
- 4.10 KC-10 Links to Schools – North Tyneside and South Tyneside schemes were completed in March and endorsed by LSTF Programme Board on 9th March 2012. Schemes submitted by the districts include:
- Gateshead: Birtley £240k scheme – LSTF Grant £40k. Footpath improvements Durham Road and St John Street, reconstruction of path, handrail and lighting improvements. School Links – St Josephs RC School and Lord Lawson School.

- Newcastle: Great Park – Gosforth High – LSTF Grant £40k. Design of scheme and purchase of toucan crossing – Location at Kingston Park Road, Aln Crescent, Aln Avenue and Wansbeck Road. Links to schools – Regent Farm First School, Grange First School and Gosforth Academy
- North Tyneside: Earsdon Scheme £136k scheme – LSTF Grant £40k. Improvements to create shared use path along south side of A186 between Shiremoor and Earsdon. School Links – Westfield Middle School; Whitley Bay High School and Monkseaton High School
- South Tyneside: School Links - West Way Project £40k - This small scheme will provide a continuous link between the Connect 2 Jarrow Road cycle improvement scheme which is due to be completed in March 2012 and the current Westway Safe Routes to School route which links 5 schools to provide a safe and attractive off road facility for parents and children choosing to adopt a more sustainable approach to school travel
- Sunderland: LSTF Grant £40k, various schemes improving crossing points
 - A183 Chester Road - Barns schools
 - Radlett Road, Redhouse - Hylton Red House Nursery and Primary schools
 - Dene Road - Fulwell Infant School

All projects are on track and should complete by March 2012. A full claim is expected in Quarter4 for £200k capital funding.

4.11 KC-11 Grants to Schools – there is no DfT grant in Year 1.

4.12 KC-12 Marketing / promotion –Programme Board has approved Schools Go Smarter as the overarching name for the project. This is taking advantage of the Smarter Choices investment and overall sustainable travel brand commitments, which seeks to change peoples' travel behaviour towards sustainable options such as walking, cycling, public transport, and smarter use of the car through eco driving, vehicle sharing and car clubs. Marketing and communications activities for the key components project will include the use of social media such as Facebook, Twitter, and YouTube websites, with links available through an updated TWITA website, anticipated to be in place by the summer of 2012. It is recognised that the use of newspapers and other printed material will also play a role to inform and motivate the public regarding the activities taking place, especially as many under 14's, who form a large element of the target audience, may be restricted in terms of their use of social media. Funding has been allocated to; develop the brand, undertake focus groups research with young people, contribution to public transport engagement exercise, staff marketing resource, and materials. This activity is being delivered as planned.

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A media event is being planned for May (pending availability from Chair of ITA, regional news, and local celebrity) at a school in Tyne and Wear participating in Year 1 of a key components project, with media personnel from the five districts of Tyne and Wear being invited.

5. Next steps

- 5.1 Contractual agreement between TWITA and external delivery partners (Living Streets, Sustrans) to be formalised.
- 5.2 Monthly meetings of the LSTF Programme Board to continue – DfT are attending whenever possible.
- 5.3 Q4 claim to be submitted
- 5.4 Baseline monitoring report to be submitted in May 2012

6. Background papers

- 6.1 ITA LTP Working Group papers on LSTF Key Components available from officers listed below.

7. Contact officers

Sally Herbert, LSTF Programme Manager, 0191 211 6023

Nick Clennett, Chair LSTF Programme Board, 0191 433 2526

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School Travel as a Key Component in LSTF (Tyne and Wear)



Outline of Presentation

- Applying to LSTF
- The local challenge
- The package
- Delivering the package

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LTP TYNE AND WEAR

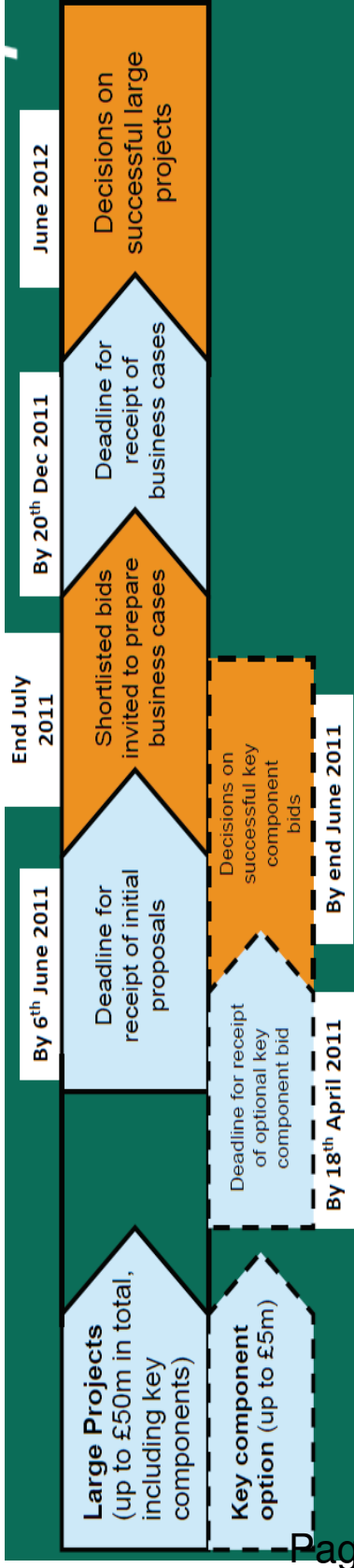
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TYNE AND WEAR
INTEGRATED TRANSPORT AUTHORITY

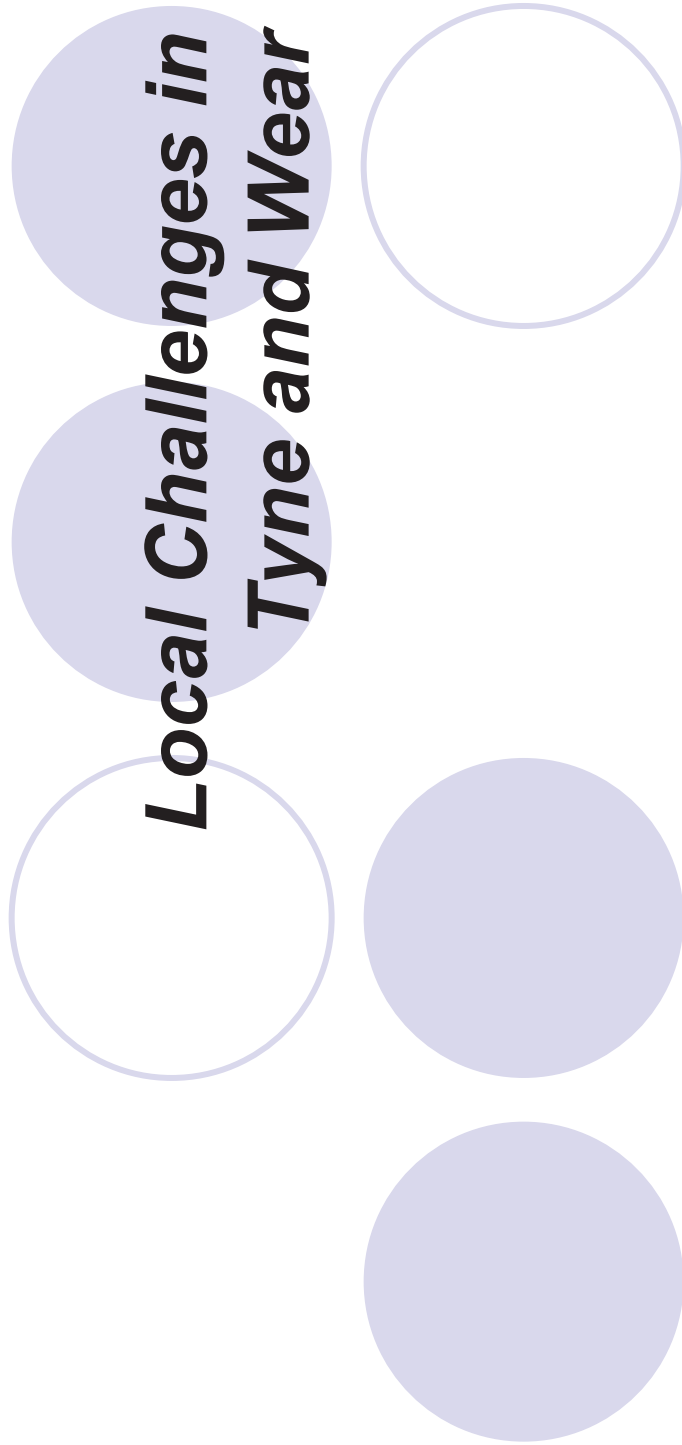
Local Sustainable Transport Fund ***Applying to the***

Key Component Option



Page 26

- KC proposal submitted 18 April 2011
- Tyne and Wear ITA advised in July 2011 that KC bid to be funded in full
- Large Project Business Case submitted 20 December 2011 – decision awaited



The Newcastle/Gateshead Urban core is a significant trip attractor for employment, retail and leisure purposes and contains some of Tyne and Wear's most significant congestion hotspots. In particular along the A1 Western Bypass

Car based commuting from North Durham, South East and Western Northumberland are significant contributors to traffic congestion particularly on the A1 and in the northern part of Newcastle

Distinctive employment geographies and in particular the large footprint of the "Northern Employment Hub" geography suggest that targeting commuters at their place of employment is likely to best engage those commuters and travellers in Tyne and Wear's 'Journey to work' area.

'Development corridors' have emerged in Tyne and Wear, linking together a range of employment sites that are only easily accessible by private transport, along the lines of major road infrastructures, especially the routes of the A166, A167 and A168. These corridors extend beyond the traditional urban areas into the rural areas of the Tyne, and northern Gateshead to the south), and along the road network from the traditional commercial core of Sunderland towards Washington.

There is a close correlation between locations for future economic growth and the main transport corridors. Managing congestion on these will be an important element in underpinning successful and sustainable economic growth.

An uncongested network with reliable journey times is important to the Retail, Distribution and Manufacturing sectors of the area's economy.

The LSTF project provides an opportunity to target the population of transitory areas in Tyne and Wear who are most likely to benefit from improved access to employment, job opportunities, training and education.

Public transport provision, particularly from Northumberland, to work, education and training opportunities is not always comprehensive, particularly in off-peak hours of the day.

South East Tyne has a more self contained 'Journey to Work' area with a strong relationship with Washington and West

There is potential for a significant origin (home) and destination (work) relationship between the South Tyne and North Tyne local authority areas. Currently travel options between residential areas in South Tyne and employment areas in North Tyne are poor - particularly by public transport. The river acts as a barrier to the further development of this functional economic relationship

A 'filling out' of employment spaces, better served by the Metro light rail system, around the traditional commercial centre of Newcastle has occurred, this requires better integration of transport modes

There is a need to ensure that individuals have a range of travel choices to those opportunities that arise in order to maintain the competitive offer the area can make.

There are instances of poor public transport accessibility to some key employment sites in the area, which inhibits access to a wide workforce and inhibits the unemployed from accessing work opportunities.

Older, more inner areas of the conurbation as contain the highest levels of worklessness and need to be targeted as part of any wider initiative to assist people in applying for and accessing employment.

The area has a shortage of call centre and administrative operatives. Employers find it difficult to attract those with elementary skills. The area has a good pool of skills in the NVQ level 2 and 3 bracket.

The Journey to work area currently has a large proportion of the workforce with a very short travel to work horizon (75% travelling less than 10 miles) which reflects historical employment in the region being localised, but could present barriers for those seeking future work opportunities if they are unwilling to extend these boundaries. A higher proportion of the workforce are reliant on public transport than the national average

Rising car ownership and an increasing journey to work area pose a challenge to our modal shift objectives and Carbon reduction objectives as people travel longer distances. It will also place demands on the public transport network in more peripheral areas.

Promotion of alternatives to the private car - particularly by public transport, walking and cycling will be important to maintain low levels of private car use and meet Carbon reduction objectives

Cycle use in the area is very low. There is real potential to encourage more home working in order to reduce congestion. Walking is higher than the national average. Public Transport use is high, although modal shift to the private car is predicted to continue to occur. A higher proportion of the workforce are reliant on public transport than the national average

Local action to address increase in Carbon Emissions has the potential to secure greater levels of reduction in the Business as Usual trajectory. In particular modal shift initiatives and the promotion of walking, cycling and public transport at a local level will be important.

Evidence ▶ Key messages ▶ Objectives ▶ LSTF aim

1 Supporting jobs and business through effectively tackling the problems of congestion

2 Improving the reliability and predictability of journey times

3 Enhancing access to employment and development sites

4 Increasing the pool of labour available to employers

5 Reducing Carbon emissions

To address the barriers that transport creates to economic growth and accessing employment

Legend



Key messages



Policy objectives



Aim



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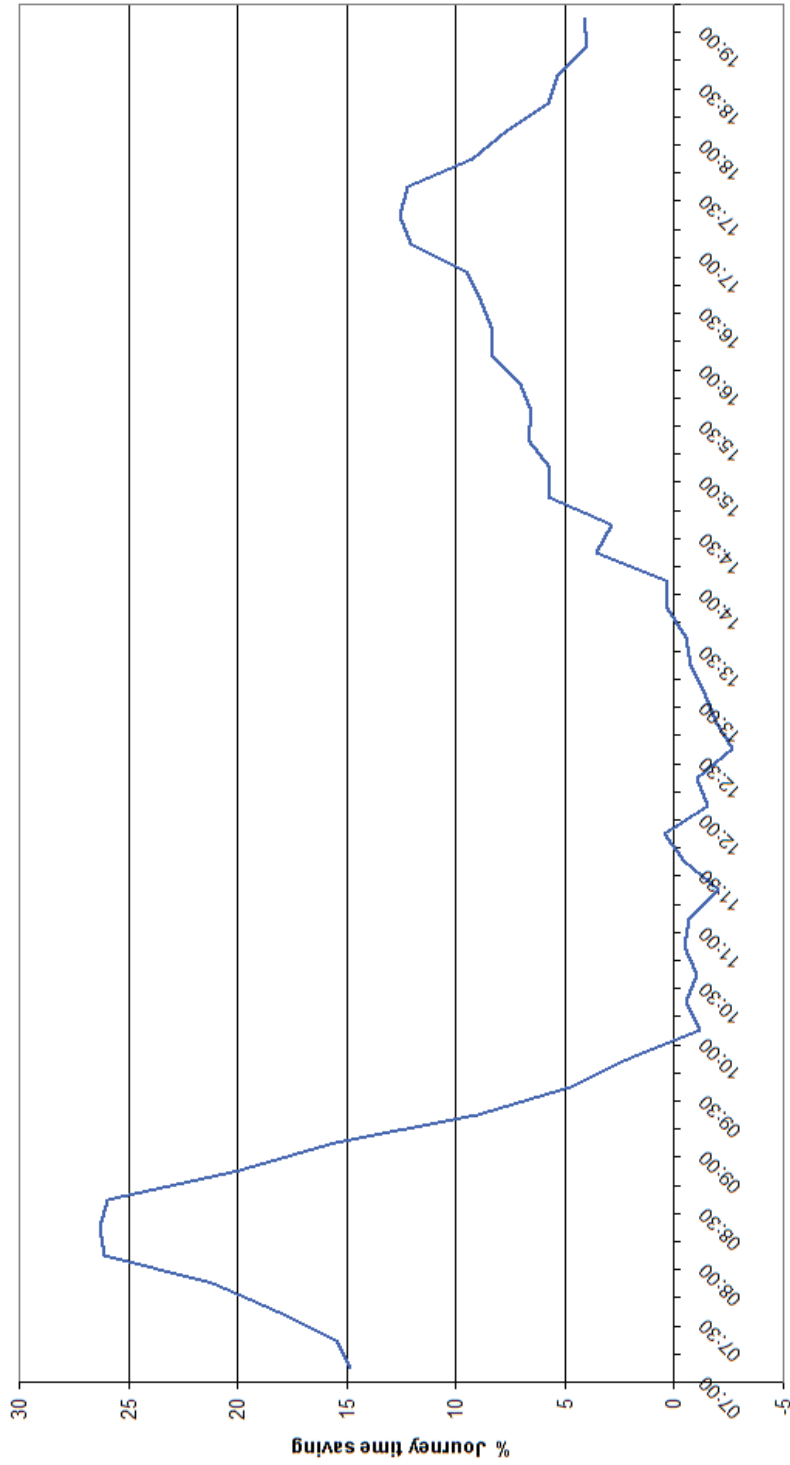
Objectives for LSTF Bid

- Supporting jobs and business through effectively tackling the problems of congestion
- Improving the reliability and predictability of journey times
- Enhancing access to employment and development sites
- Increasing the pool of labour available to employers
- Reducing carbon emissions

Key Component Bid: Travel to School

Analysis shows over 25% reduction in journey times during school holidays during AM peak

Journey time reduction on LTP corridors during school holidays (2009/10)



Source: Trafficmaster 2009/10, weekdays excluding bank holidays and Christmas

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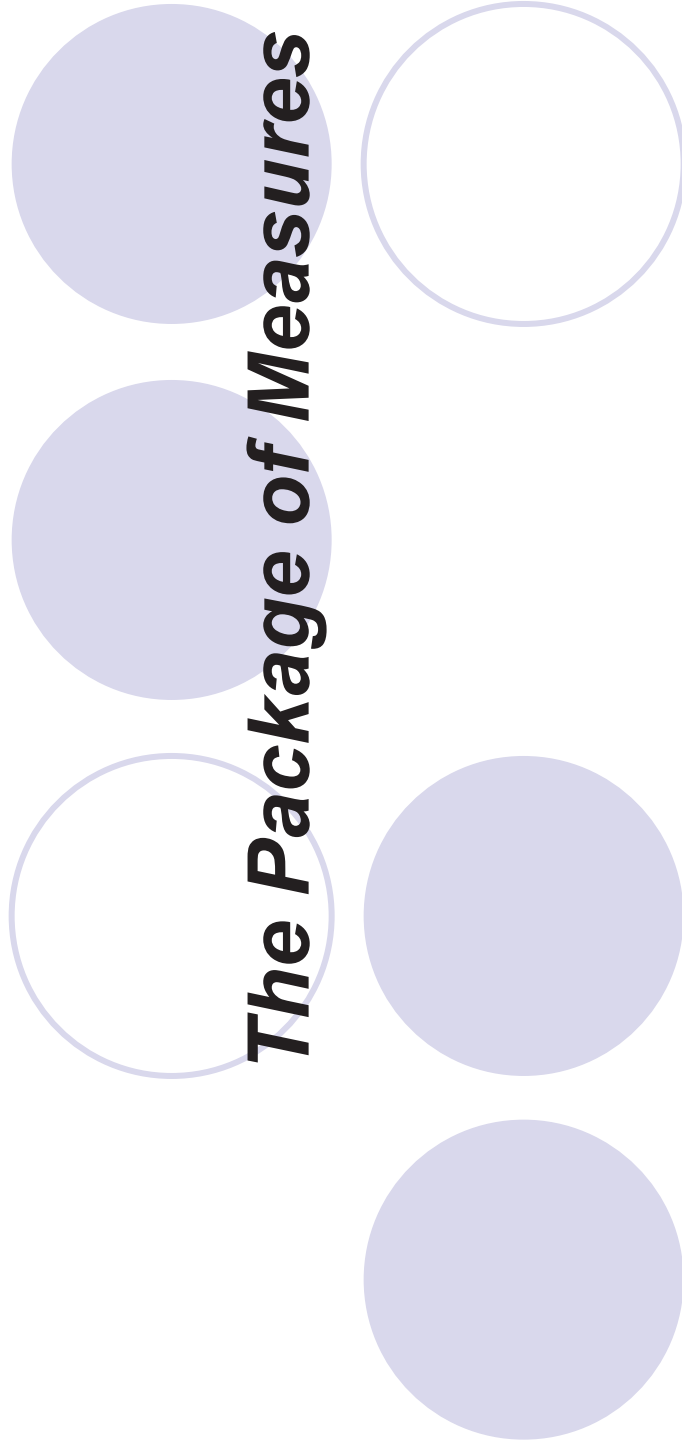
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Aims of Key Component Bid

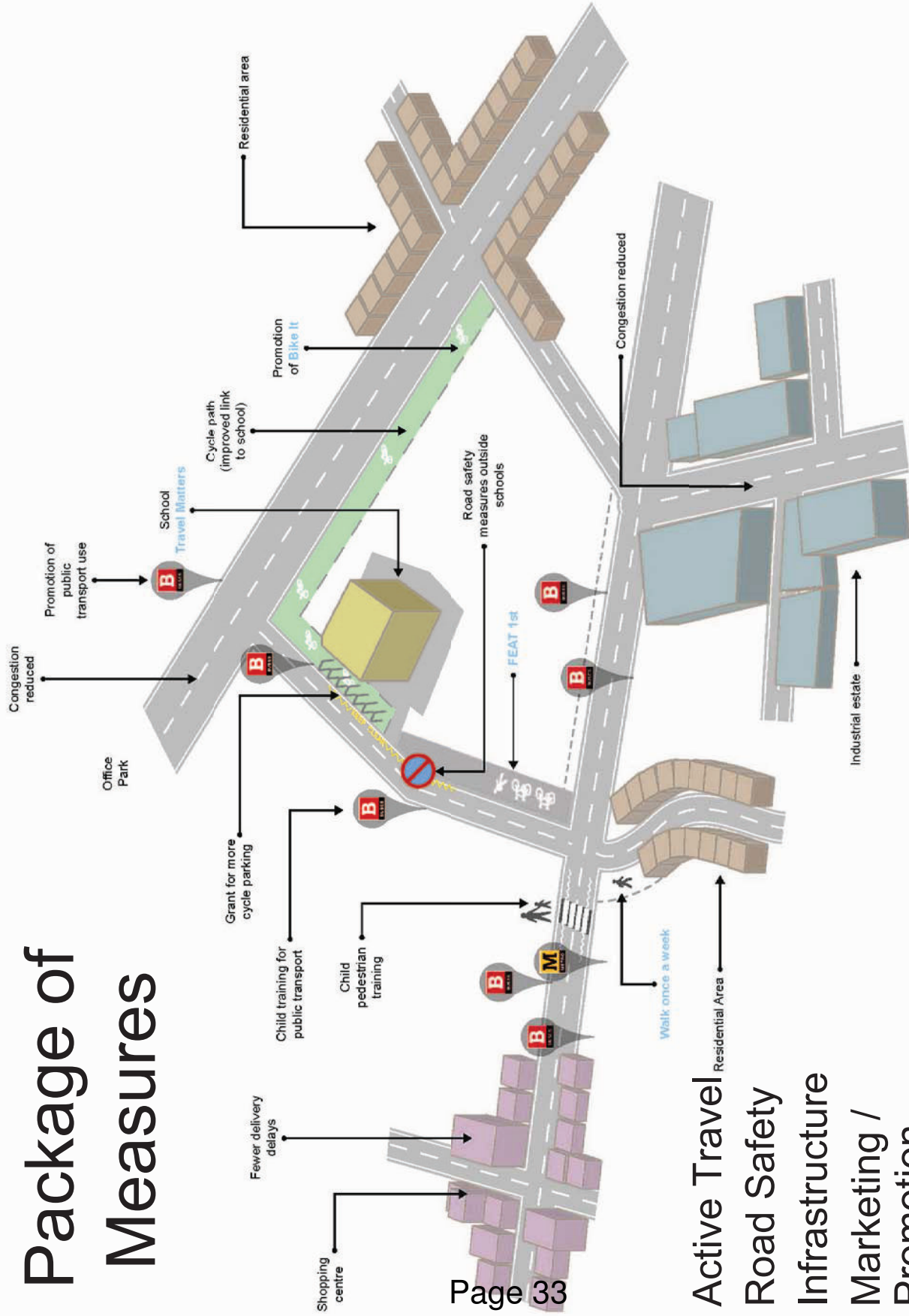
- To reduce congestion and make journey times more reliable and predictable which will benefit the economy
- To increase the proportion of journeys made by low-carbon and sustainable forms of travel with reduced carbon emissions
- To encourage active travel as a form of transport to increase the levels of physical activity amongst young people with significant health benefits
- To reduce the volume of motorised traffic at the start and finish of the school day to improve safety around school entrances

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Package of Measures



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- Active Travel
- Road Safety
- Infrastructure
- Marketing / Promotion



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Budgets

£k	Revenue	Capital	Local	Total
Active Travel	2,361	30	419	2,810
Road Safety	513	70	92	675
Infrastructure	0	1,400	4,194	5,594
Marketing / Promotion	390	0	871	1,261
Project Mgt	140	0	380	520
Total	3,404	1,500	5,956	10,860

Active Travel Activities

- Living Streets
 - Walk Once a Week - primary
 - Free Your Feet / Campaign in a Box - secondary
- Balance Bikes - nursery
- Sustrans
 - Bike It
 - FEAT (Families Enjoying Active Travel) 1st

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Walk to School Campaign

- Helps over 1.6 million children get walking each year
- Walk to School Week (May)
- International Walk to School Month (October)
- Primary schools - Walk Once a Week (WoW)
- Secondary schools – Free Your Feet and Campaign in a Box



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LTP TYNE AND WEAR

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Walk to School Week



- National event each May
- 21 to 25 May 2012
- 2012 theme will be announced soon
- 2011 theme - 'Walk Smart', linked to road safety



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International Walk to School Month

- October
- Forty countries across the world
- 2011 theme - Schools to join in with others to call on local councils to introduce 20mph across their areas. Includes online email action.



Walk Once a Week (WoW)

- Children walking once a week to school are rewarded with a badge every month
- 300,000 children participating since it began
- Participating schools enjoy 9% higher walking rate than national average



Walk to School Secondary: Free Your Feet



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- In 2011 302,000 students took part at over 300 schools
- Sustained increase in walking, beyond challenge of 4.9%
- Week long walking challenge
- Students record walking over a week and enter a prize draw to win shopping vouchers
- School pack includes: banner, posters, postcards, online 'hands-up' survey, £50 shopping voucher



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Walk to School Secondary: Campaign in a Box

- In 2011, 40 participating schools across UK
- A toolkit for student-led campaigns
- Living Streets facilitates and supports a campaign for more walking, developed and delivered by students themselves
- Schools receive; facilitator, materials and equipment, web page about their campaign, budget



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Balance Bikes

- What is a Balance Bike?
 - Balance bikes are specially developed for young children to learn to keep their balance and steer
 - Balance bikes have no pedals, crankshaft or chain
 - They work very simply, a child simply sits and pushes the ground with his or her feet
- How do they work?
 - With a balance bike, children learn to put “balance” first without having to concentrate on pedalling
 - Once they have worked out the balance, the transition straight on to a two wheeled bike is usually very quick and easy



Bike It

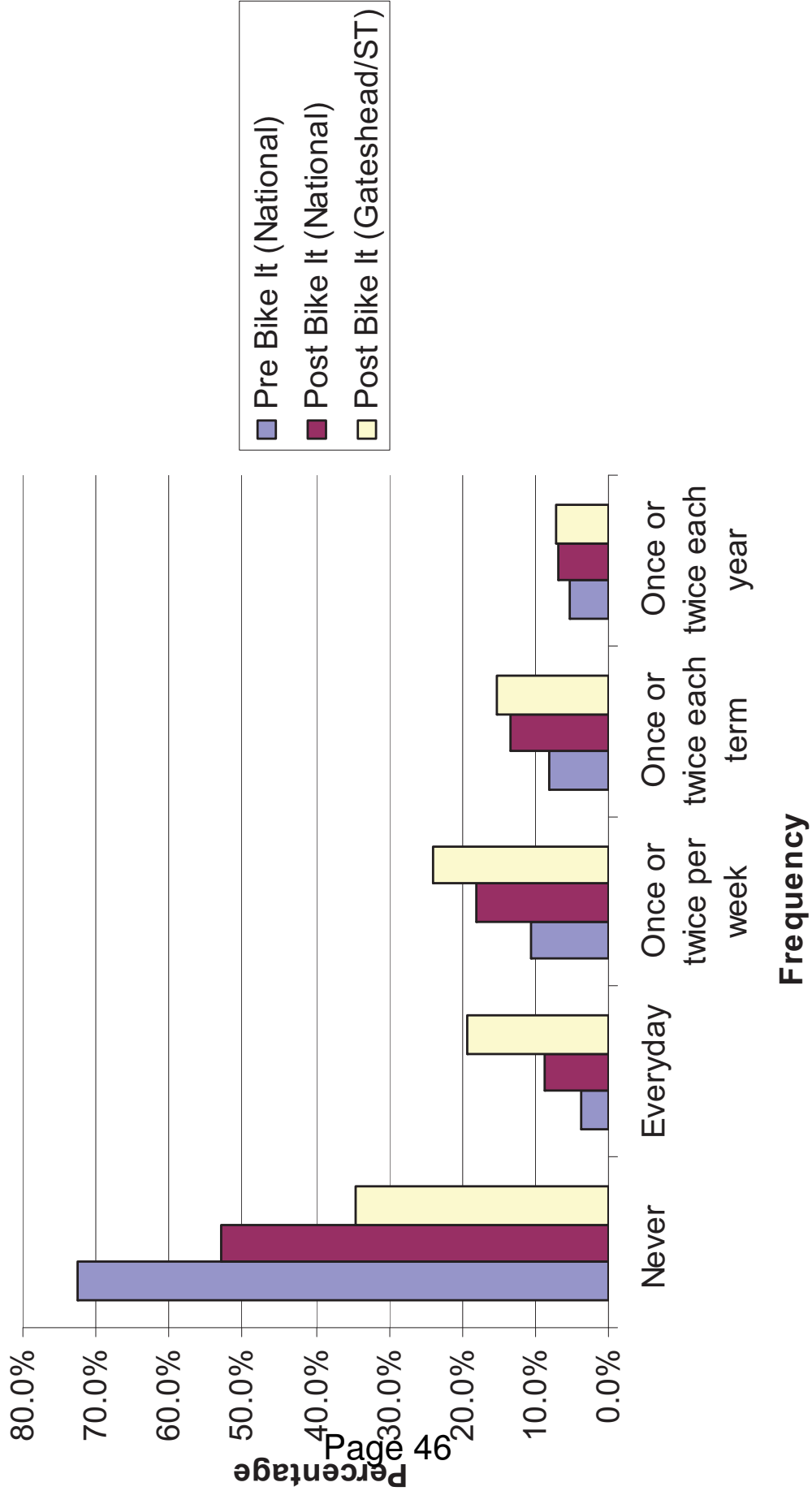
- Bike It aims to develop a cycling culture within schools and involves families and school staff
- It also encourages the appointment of school cycling champions, holds bike breakfasts for cyclists, and organises free mend your bike days
- Cycling levels at Bike it Schools are five times the national average
- Shared Bike It Officer for Gateshead / South Tyneside

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Bike It Success



FEAT 1st – Pilot in North Tyneside

- At the intervention school, the percentage of pupils travelling to school by an active mode increased by 22 percentage points, from 54% before FEAT 1st to 76% at the end of the twelve-week intervention
- Over the same period at the control school, the percentage of pupils travelling to school by an active mode of transport remained fairly constant with a slight decrease from 58% of pupils in the pre survey to 55% of pupils in the post survey

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FEAT 1st – Intervention

- Aimed at families via Primary School
- Total of 12 schools engaged per officer per LA at any one time (6 intensively, 3 in development, 3 at distance)
- Before, during and after school activities – focussed on times to suit ALL family e.g. weekends
- Whole-family lifestyle intervention
- Looks at travel habits of whole family and supports them to be able to choose active modes when possible

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FEAT 1st – Example Activities

- Active start breakfasts (family)
- Fix a puncture, M-Checks & Dr. Bike (family)
- “Bling” Your Bike (family)
- Cycle Skills tailored to child and adult needs (additional to Bikeability) (family)
- Healthy Hearts (classroom and family)
- Carbon Balloons (classroom)
- Mapping routes (classroom and family)
- Assemblies & Local competitions
- Nordic walking Nature walks (family)
- ...

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Road Safety Activities

- Child Pedestrian Training / Bus Induction
 - These projects will help our children to become safe and confident pedestrians and public transport users
 - The child pedestrian training programme will deliver training on the street and in the classroom to school children throughout Tyne and Wear, helping to increase the road safety skills, confidence and awareness
 - A separate strand of the project will see older primary school children given experience of using the buses and the Metro.

Road Safety Activities

- Parking at Schools
 - All Tyne and Wear Local Authorities will carry out parking enforcement outside schools to improve child pedestrian safety
 - May include camera car enforcement



Infrastructure Activities

- ‘Tyne and Wear School Links’

- External
- To fund infrastructure works, making it easier to cycle or walk to school
- Work can include resurfacing cycle paths or installing new pedestrian crossings



Infrastructure Activities

- Grants to Schools
 - Internal
 - To fund bike sheds within schools, providing safe places for pupils to store their bicycles
 - Other works might include new paths school paths, pool bikes, bike trailers and tools.



Marketing / Communications Activities

- Promotion of Public Transport
 - This project teaches children the different ways to get to school and encourages parents to use Tyne and Wear's frequent and convenient public transport links and to take advantage of discounted travel of children
- Travel Matters
 - A website that encourages primary schools to look at green travel options
 - The site boasts an extensive library of teaching materials as well as a pupil zone full of fun and challenging activities
 - Example screen shots
- Marketing / Promotion

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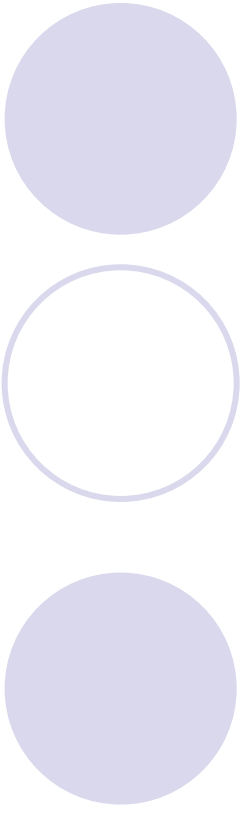


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- Website <http://www.travelmatters.org.uk>
- Resources are well designed and easily adapted
- Most in PowerPoint format for use on whiteboard
- Fit into the curriculum
- Learning outcomes and follow up work
- Useful for assemblies

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Check out the Pupil Zone
for games and other fun activities!



Pupil Zone



Teaching Resources

Sustainable ways to travel:



Walking



Cycling



Public Transport



TravellMatters

Promoting Sustainable Travel

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Have you used our
TravellMatters
resources yet?

[View all of the teaching resources](#)

Log in to download teaching resources

Enter your username:

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New to TravellMatters

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See our Teaching Resources in action

TravellMatters is dedicated to sustainable travel

Our lesson plans and resources help teachers to promote walking, cycling and public transport to their pupils. Useful, attractive and fitting neatly into the curriculum, they are categorised to enable teachers to search under Year Group, Curriculum Area or Mode of Travel.

View all of the Teaching Resources

View Sample Resources

Sustainable travel and the school journey



Get walking



Get cycling



Get public transport



All of the latest from



Latest Teaching Resources

http://tmlive.orangebusdev.co.uk/publictransport

Slide 7 of 7

Default Design

Internet

100%



TravelMatters

Home

Promoting Sustainable Travel



Teaching Resources



Pupil Zone



Walking



Cycling



Public Transport

WIN PED-METER



To enter simply send
us a poem, story or
rap about your
school journey...

The best entries will be
published on the website!

Enter the competition

PUPIL ZONE

Have fun while travelling on
foot, by bike, bus or train!
Try our fun activities
below



Activities



Make a pledge



Achievements wall





TravelMatters

Promoting Sustainable Travel

Check out the Pupil Zone
for games and other fun activities!



Pupil Zone



Teaching Resources

Sustainable ways to travel:



Walking



Cycling



Public Transport

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Teaching Resources

Welcome to the Teaching Resources Centre. You will find a library of useful lesson plans and resources below. These resources are designed to help you promote walking, cycling and use of public transport to pupils. You can search by Travel Mode, Curriculum Area, Year Group or Format (PowerPoint, Word Doc, worksheet, etc). Most of the resources can be easily adapted to suit your own requirements.

You must be a registered user to download resources. Find out how you can register here.

Curriculum area

- All
- Art & Design
- Assemblies
- Cross-curricular
- History
- IT

Title	Travel Mode	Curriculum Area	Year Group	Resource Type
Travel Discussion	General	PSHE	Yr 6, KS2	Presentation
Travel Discussion	General	PSHE	Yr 6, KS2	Word doc.
Five Good Reasons to Walk to School	Walking	Literacy	Yr 4, KS2	Word doc.
How Has Transport Changed?	General	History	Yr 6, KS2	Presentation
Jack's New School Journey	Walking	Literacy	Yr 5, KS2	Word doc.



Check out the Pupil Zone
for games and other fun activities!



Teaching Resources

Sustainable ways to travel:



Walking



Cycling



Public Transport



TravelMatters

Promoting Sustainable Travel

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Walking

Did you know there are 5 excellent reasons to walk to and from school?

1. It helps keep you fit and healthy
2. It cuts down on car journeys and traffic jams
3. It helps you learn road safety awareness and the Green Cross Code
4. It helps to cut down on pollution so it's good for the WORLD!
5. It's FUN! You can chat to your friends and notice what's around you as you walk!

Check out the Pupil Zone
for games and other fun activities!



Promoting Sustainable Travel

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Public Transport

One type of Public Transport that almost everyone can use is the BUS! Buses take you just about anywhere you want to go. They are quick and good value, especially if you have a bus pass, or get a child's fare. Buses aren't just great for longer school journeys; you can also get to the cinema, shops and swimming pool by bus. There's never a problem finding a parking space! Once you are old enough you could travel with friends instead of waiting for a lift to take you where you want to go! Buses are great for the planet too, as they carry lots of people who then don't need to drive lots of cars.



TravelMatters

Promoting Sustainable Travel



Check out the Pupil Zone
for games and other fun activities!



Teaching Resources



Pupil Zone



Walking



Cycling



Public Transport

Sustainable ways to travel:

Create new account Log in Request new password

Useraccount

Registration Code

Please enter your registration code.

Username

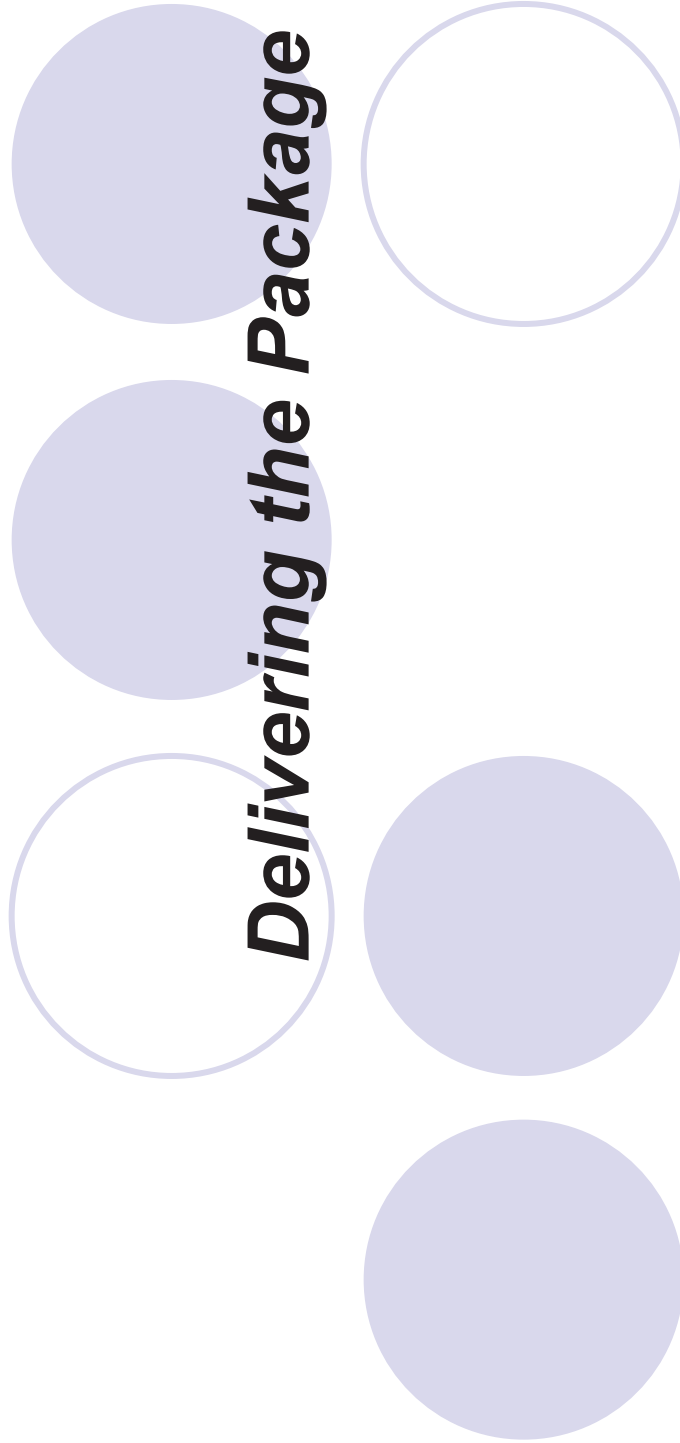
E-mail address is recommended. Spaces are allowed; punctuation is not allowed except for full-stops, hyphens, apostrophes, and underscores.

E-mail address

Valid e-mail address. All e-mails from the system will be sent to this address. The e-mail address is not made public and will only be used if you wish to receive a new password or wish to receive certain news or notifications by e-mail.

Password

Password strength:



Outputs

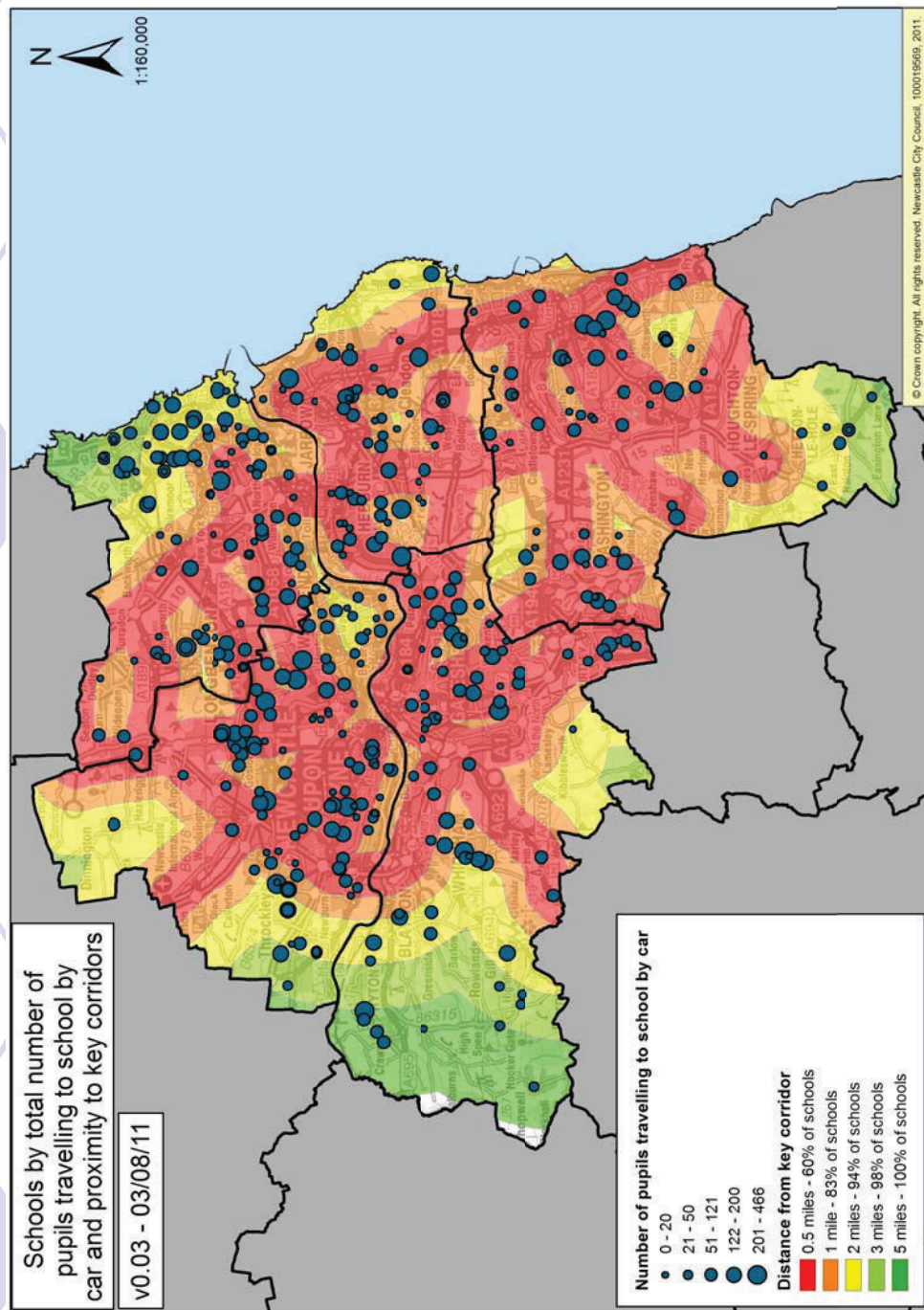
Will include:

- 200 'Walk Once a Week' schools after 4 years
- 40 'Campaign in a Box' schools after 4 years
- 120 'Bike It' schools after 4 years
- 60 'FEAT 1st' schools after 4 years
- 900 children trained in public transport per annum
- 1200 children trained in road safety per annum
- 250 schools registered with *TravelMatters*

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Example of School Data



Source: Local Authorities 2011, School Census 2009 or 2008
 Modeshift School Travel Regional Meeting
 31 January 2012

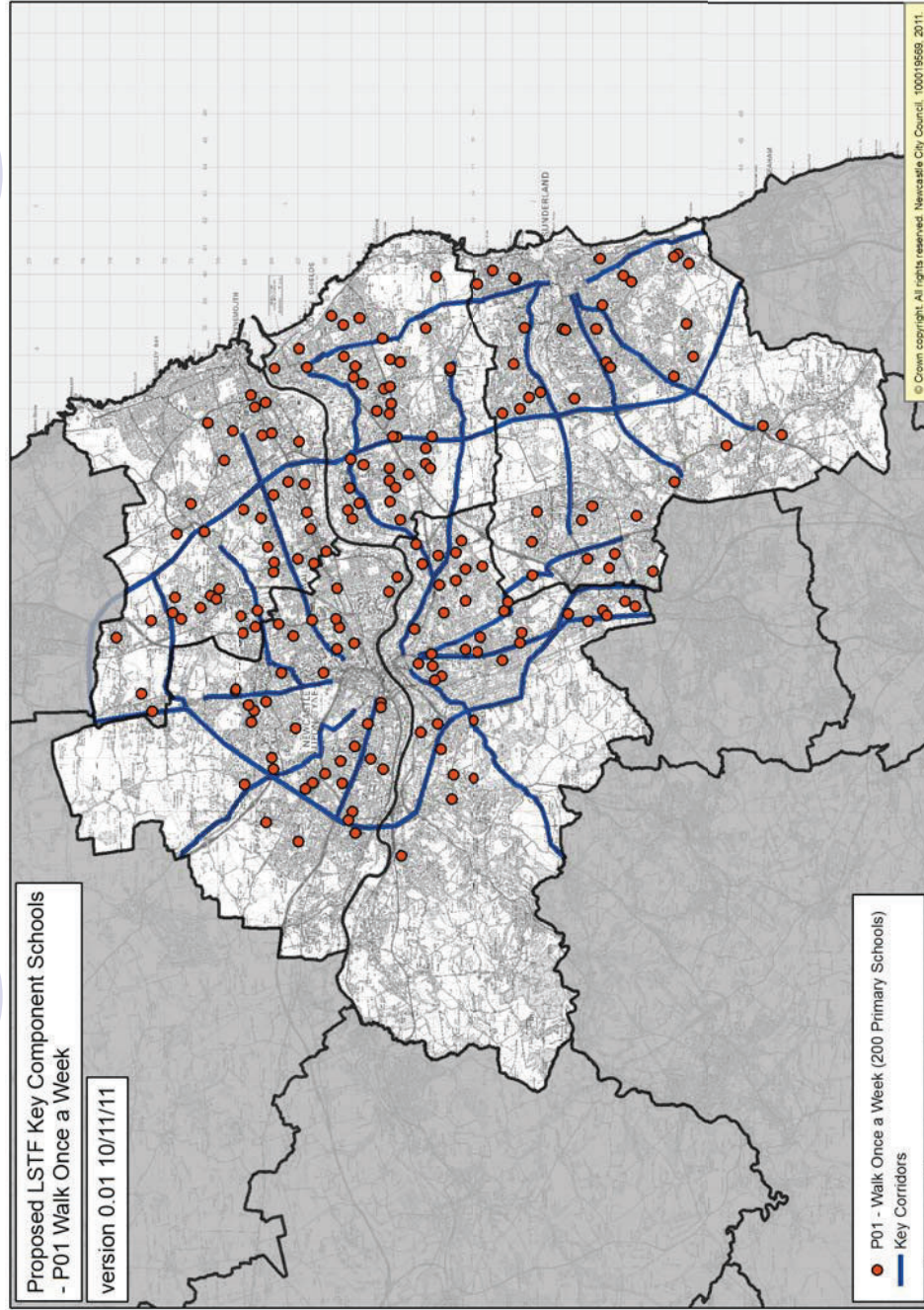


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Example of School Selection



Source: Local Authorities 2011, School Census 2011
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Current Activity

- Using online project management system (Project Vision) to manage programme
- Analysing school and public transport route data
- Engaging with schools
- Establishing baseline for monitoring
 - Conducting hands up survey to replace school census
- Commencing projects
- Planning 'launch'

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Next Steps

- Rolling-out of projects

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

DATE:	19 April 2012
REPORT TITLE:	Local Sustainable Transport Fund – Update on Large Project
REPORT OF:	Joint Transport Steering Group
REASONS FOR CONFIDENTIALITY:	None
DISTRICT IMPLICATIONS:	All

1. Summary / Purpose of Report

- 1.1 This report provides an update on the Tyne and Wear ITA (TWITA) Local Sustainable Transport Fund (LSTF) Large Project Bid. This report should be considered alongside the background presentation contained within the report package.

2. Recommendations

- 2.1 Committee Members are asked to note the report.

3. Information

- 3.1 The government has put aside some funding that areas across England can bid for to invest in sustainable transport. This funding is designed to support local areas create economic growth while also cutting carbon emissions. The funding is not designed to be used for large and complex projects such as metro extensions, but it can be used for smaller projects like strategic cycle routes, ticketing promotions, and other similar projects.
- 3.2 A Government decision on the bid is expected in June. The Department for Transport (DfT) have emphasised that this is still a competitive bidding process, and there is no guarantee of any degree of success associated with any bid.
- 3.3 Further contact with DfT since the bid was submitted includes: an interview with an expert panel (14 February); clarification on 'modelling and economic appraisal'; and a meeting with all large project bidders and DfT to discuss evaluation and monitoring is being arranged for May.

4. Next steps

- 4.1 Although the success of the bid cannot be assumed, preliminary work has started in relation to procurement. In order to ensure delivery of the detailed and complex programme of activity, particularly in the first year, a framework of service and goods providers is being created. These frameworks will support all of the activities to be delivered 'in house' by LTP Partners (the five local authorities and Nexus) and are focused only in those areas where we do not have sufficient in-house resource to deliver. The procurement of goods and services will only take place if the bid is successful.
- 4.2 Newcastle City Council, on behalf of the ITA, is procuring a range of services and goods under a series of 16 individual framework agreements with a total value of £8,533,500. The duration of these agreements will be 34 months with an option to extend a further 14 months. Notices for the Official Journal of the European Union (OJEU) have now been issued (Friday 30 March).
- 4.3 We need to be in a position where we can start work as soon as funding is confirmed, and so the frameworks will be procured ready to commence in June. The tender documents will make it clear to Tenderers that any spend against any of the frameworks is dependent upon the success of the LSTF bid.
- 4.4 To help inform potential suppliers of the LSTF and procurement process, two supplier engagement events were arranged. One event took place in Sunderland Civic Centre (Wednesday 28 March) and the other event took place in the Assembly Rooms, Newcastle (Thursday 29 March). Both events were well received with 25 externals attending the Sunderland event and 50 externals attending the Newcastle event. A further event has been planned for Tuesday 17 April to provide potential suppliers with an opportunity to "meet the buyer" and have a one to one discussion with transport and procurement specialists.
- 4.5 We are currently working to the following deadlines:
- Instructions to tender documentation issued - Wednesday 4 April
 - Tender returns under OJEU threshold - Tuesday 1 May
 - Tender returns OJEU level - Wednesday 9 May
- 4.6 Alongside this procurement activity, we are working with partners to establish their delivery timescales for the activity that will not be subject to the procurement activity taking place. This will be co-ordinated by the relevant partner and will include elements such as capital highways work, real time passenger information and bus routes.
- 4.7 In parallel with the procurement process, some work will be undertaken to consider an action plan should we not receive the full amount of the bid. In effect, we will do some scenario testing for various levels of funding. This will consider whether an activity will still be delivered in full with reduced funding (as

NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.

some activities will be all or nothing) or whether a more limited amount of activity can be delivered at some or all of the employment sites. If given reduced funding, members may feel some activities should fall out of the programme altogether.

5. Background papers

5.1 Delegated Committee report available at:

http://www.twita.gov.uk/sites/default/files/agenda_document/ITA%20Delegated%20Agenda%208Dec.pdf

6. Contact officers

6.1 Sally Herbert, LSTF Programme Manager, 0191 211 6023

Nick Clennett, Chair LSTF Programme Board, 0191 433 2526

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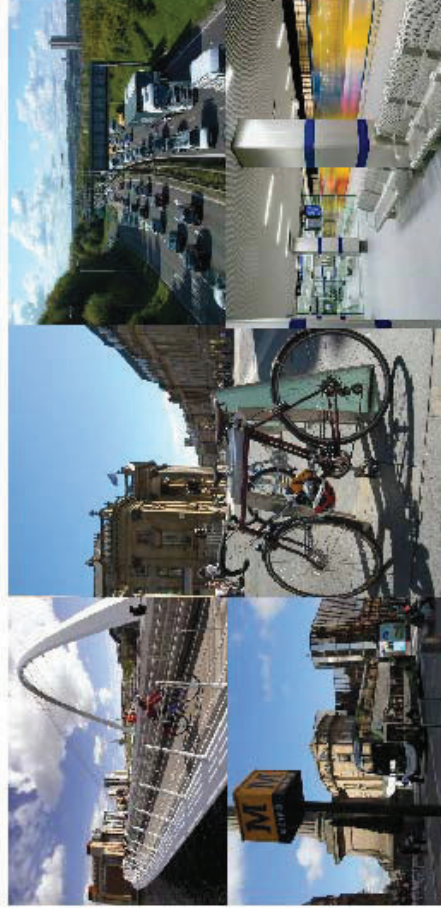
ITA Scrutiny Committee

19 April 2012



Tyne and Wear Local Sustainable Transport Fund Large Project Business Case

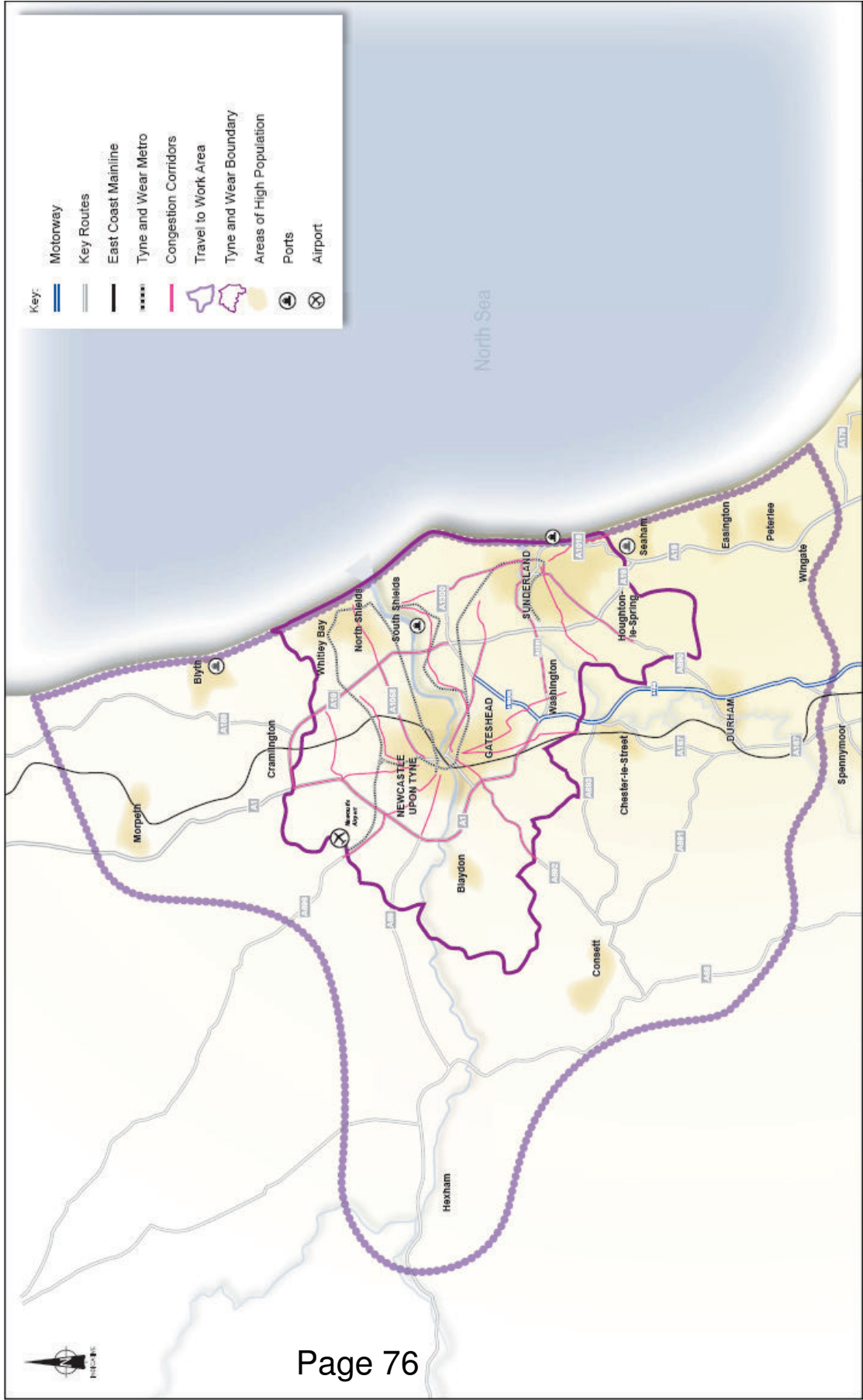
Addressing the barriers that transport creates
to economic growth and accessing
employment



Creating Growth, Cutting Carbon

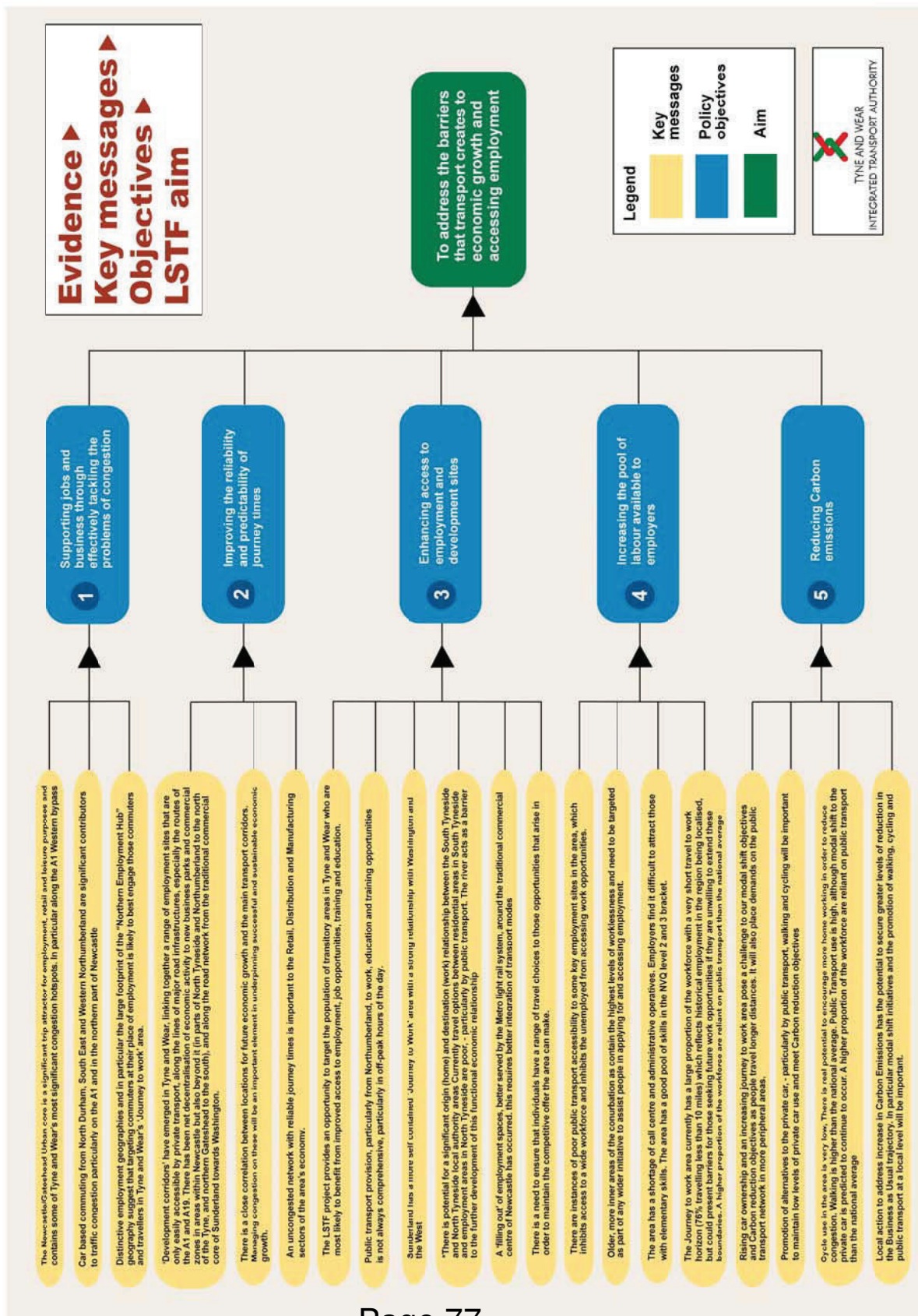


Bid based around 'Journey to work' area





Evidence review led to objectives and aim

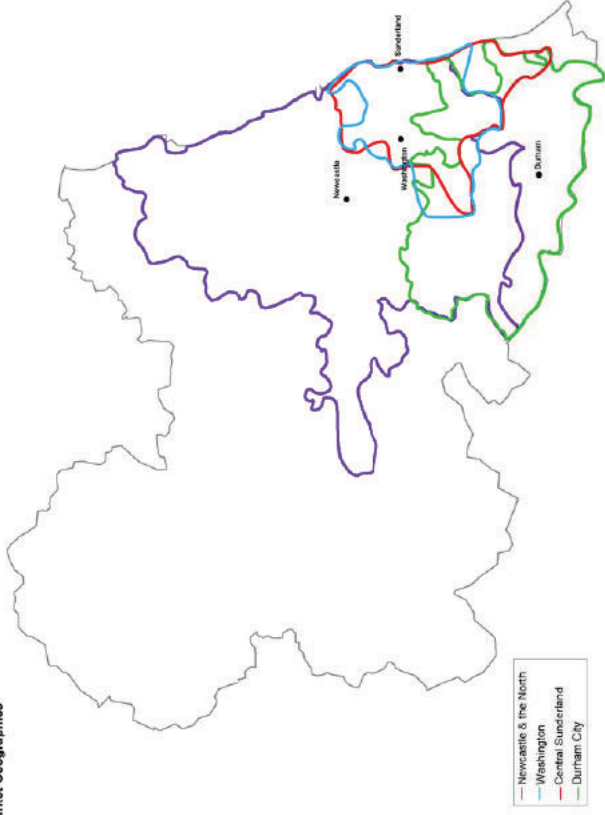




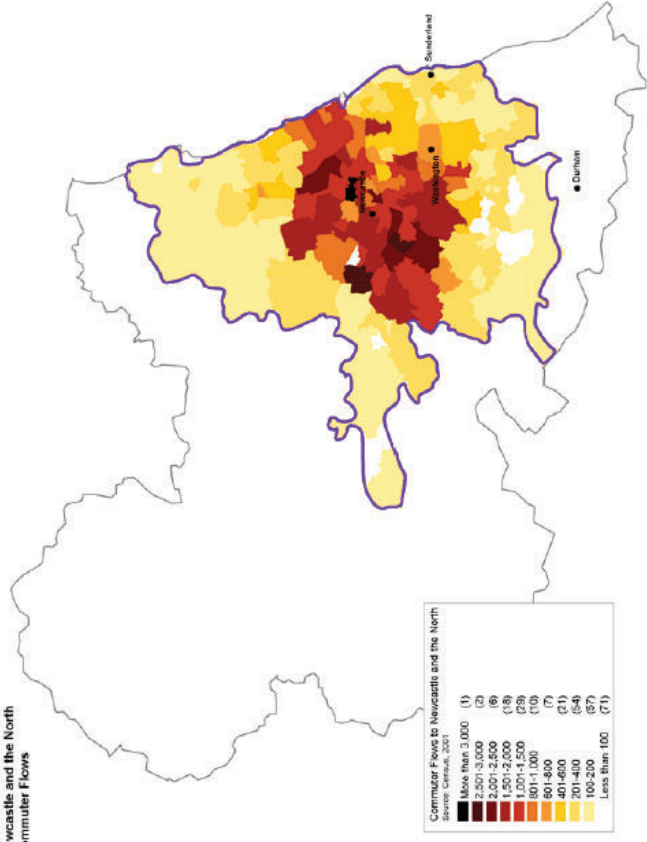
“The challenge, at a time when new commercial developments will be overwhelmingly market-led, and hence will tend to focus on easily-developed sites and locations, is to ensure that future changes enhance the coherence and integration of the City Region’s spatial economy, improve accessibility to key employment sites, and tackle the threat of increased road congestion.”

Prof Alan Harding
 Director, Institute for Political and Economic Governance,
 Tyne and Wear City Region Economic Review –
 Final Review Report, April 2011

TWCR Functional Labour
 Market Geographies

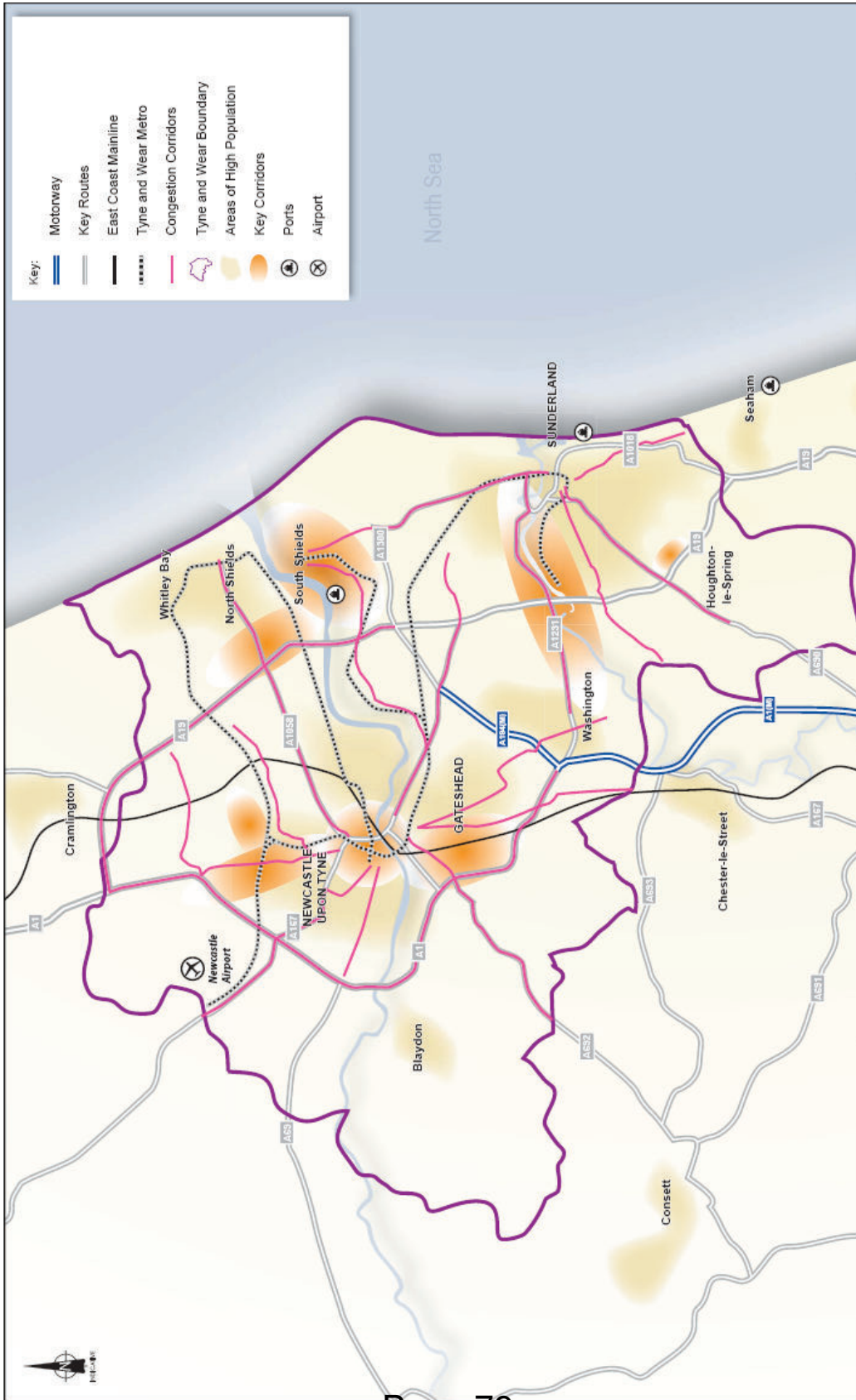


Newcastle and the North
 Commuter Flows





Key areas emerged as priorities

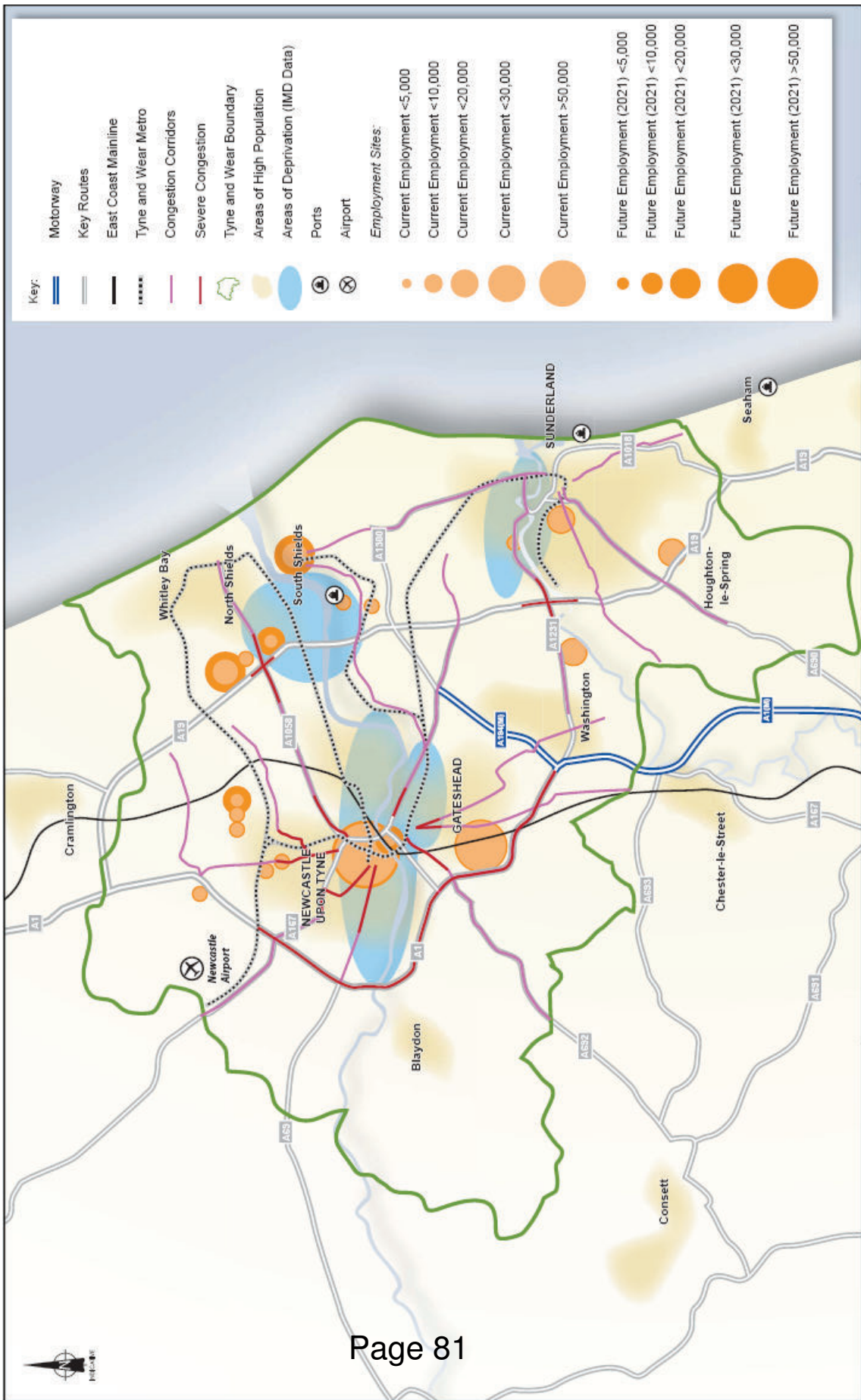




- Size of employment site - Growth potential - Current modal share - Level of generated trips
- Origin of trips - Proximity to congestion corridors - Potential to impact on objectives

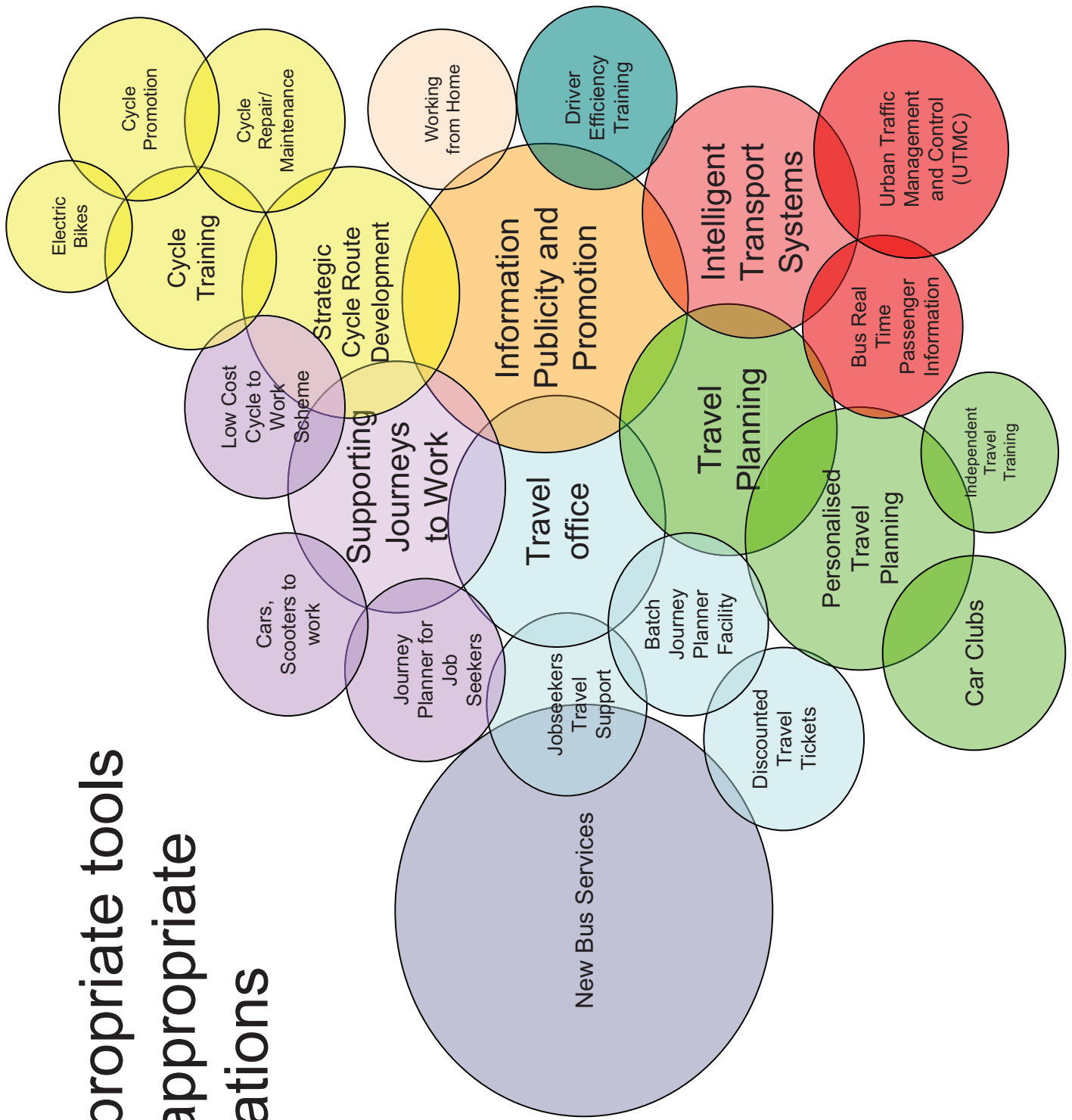


Targeted areas, growth potential, major congestion, and highest levels of deprivation



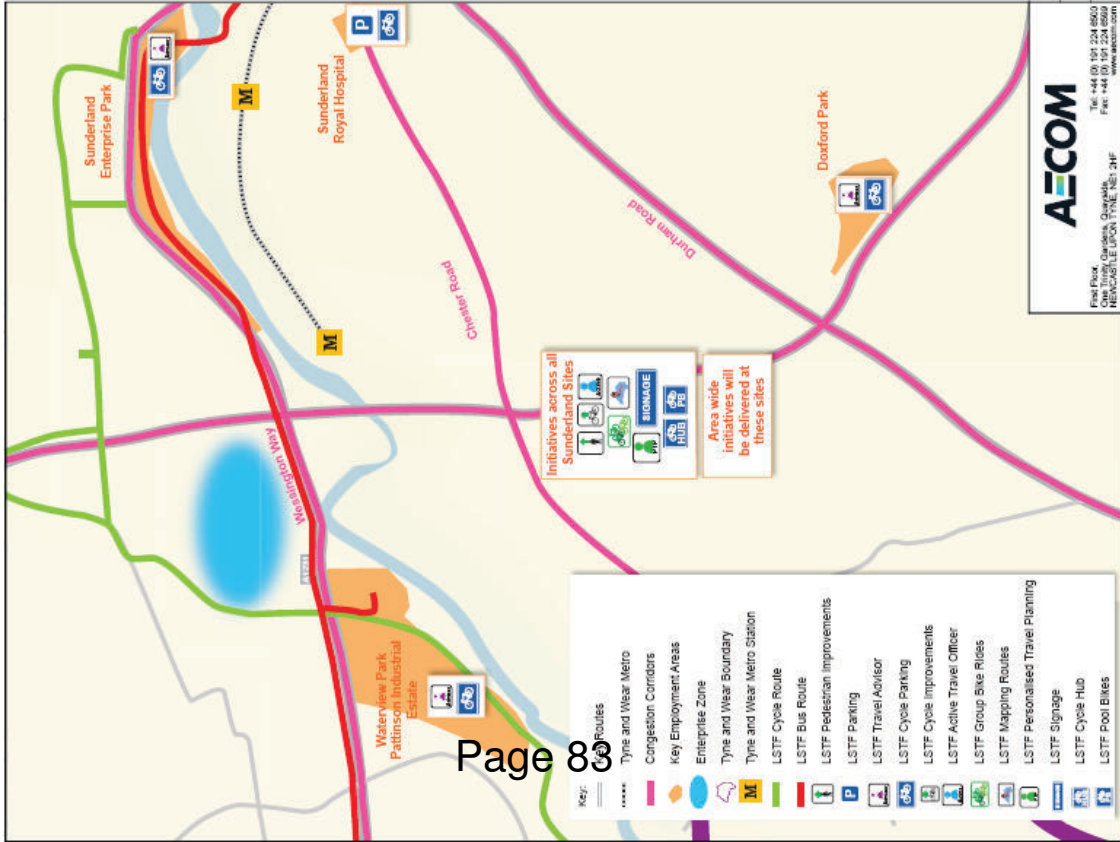


Appropriate tools at appropriate locations

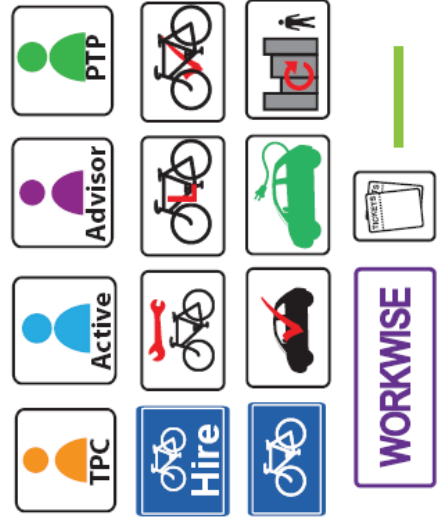




Example site specific interventions

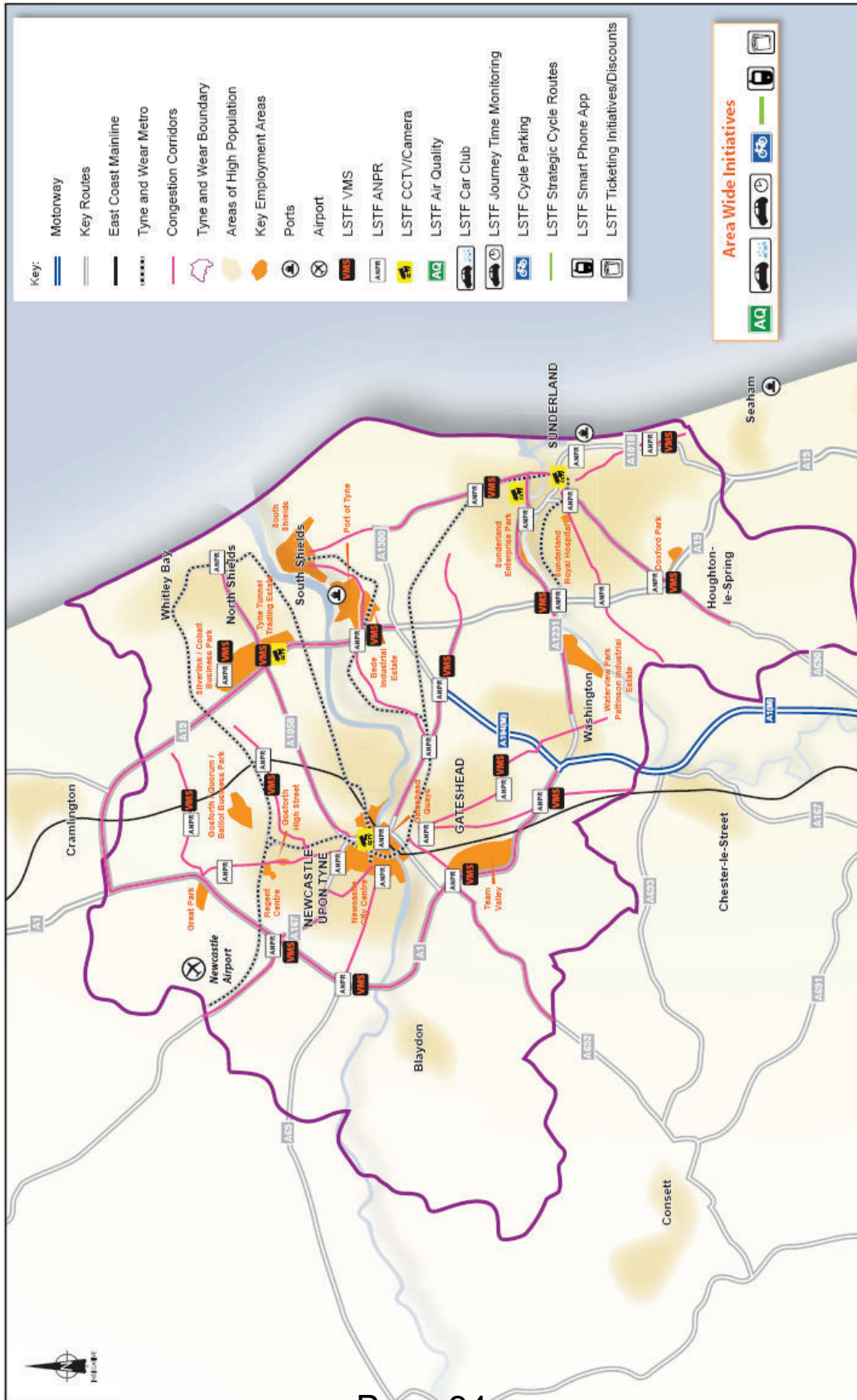


Area Wide Initiatives





Tyne and Wear wide investment





Costs

£K	2012-13	2013-14	2014-15	Total
<i>Revenue funding sought</i>	3,608.5	3,466.9	3,249.7	10,325.1
<i>Local contribution</i>	2,580.7	3,668.6	3,411.7	9,661.0
<i>Capital funding sought</i>	1,367.1	2,578.1	1,884.3	5,829.6
Total	7,556.4	9,713.6	8,545.7	25,815.7

Local contribution is a mixture of existing LTP funding and private sector match



Observed benefits

Scenario	High	Central	Low
Present value of benefits (£million)	50	41	33
Benefit/cost ratio	5.23	4.27	3.44

Direct support for the creation of over 4,000 jobs in areas currently constrained by congestion;

Indirect support for the creation of a further 30,000 jobs across the priority employment/growth areas;

Significant reductions in congestion and journey time reduction on sections of the A1 and A19 and a number of the main transport corridors;

Direct support for the creation of over 4,000 jobs in areas currently constrained by congestion; savings of over 8,000 tonnes carbon emissions between 2015 and 2021;

Direct support for the creation of a further 30,000 jobs across the priority employment/growth areas; support for over 200 businesses on use of ICT to enable working from home and smarter working;

21,000 discounted Travel Tickets for employees in order to target those most likely to shift to a more sustainable mode of travel;

Travel support for over 7000 jobseekers to allow them to seek or attend new employment opportunities;

Provision of 10,000 subsidised eco driving lessons;

Provision of 250 secure cycle parking spaces at Metro stations;

Countywide provision of real time passenger information; and

A reduction in some 40 road traffic casualties per year, of which 3 would be serious / fatal.



TYNE AND WEAR INTEGRATED TRANSPORT AUTHORITY

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