



Tyne and Wear Integrated Transport Authority Scrutiny Committee

**Meeting to be held at Newcastle Civic Centre
on Thursday 15 July 2010 at 1.00pm.**

Membership : Councillors G Miller and D Tate (Sunderland City Council) Councillors M Graham and T Graham (Gateshead Council) Councillors B Watters and R Porthouse (SouthTyneside Council) Councillors D Charlton and JP Macaulay (North Tyneside Council) Councillors L Hunter and M Lynch (Newcastle City Council)

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- 1. Welcome and Introductions**
- 2. Apologies for Absence**
- 3. 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 DSO 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

- 4. Minutes of Meeting held on 3 June 2010**

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KEY ITEM

- 5. Outcome of National Budget Review - Implications and Response of ITA**

Members are requested to note the intention to circulate the above report on a supplemental agenda in accordance with the provisions of the Local Government (Access to Information) Act 1985

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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.



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Tyne and Wear Integrated Transport Authority Scrutiny Committee

Tyne and Wear Integrated Transport Authority Scrutiny Committee

3 June 2010
(Times Not Specified)

Present:

Councillors: Lawrence Hunter, David Tate, Graeme Miller, David Charlton and Bob Watters

In Attendance:

Paul Woods	-	Director of Finance and Resources, Newcastle City Council
Paul Staines	-	Newcastle Scrutiny Team
Graham Robinson	-	Nexus
John Fenwick	-	Nexus
Tom Hardwick	-	Regional Smart Ticketing Programme Officer
Jessica Anderson	-	Tyne and Wear Core Team Leader
Ian Stearman	-	Democratic Services, Newcastle City Council

1. **APPOINTMENT OF CHAIR 2010/11**

RESOLVED – That Councillor Graeme Miller be appointed Chair for the Municipal Year 2010/11.

(Councillor Miller in the Chair).

2. **APPOINTMENT OF VICE CHAIR 2010/11**

RESOLVED – That Councillor Dave Tate be appointed Vice Chair for the Municipal Year 2010/11.

3. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Malcolm Graham, Tom Graham, Mike Lynch and Richard Porthouse.

4. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

5. **MINUTES OF MEETING HELD ON 18 MARCH 2010**

The minutes of the meeting held on 18 March 2010 were approved as a correct record and signed by the Chair.

Matters Arising:-

(a) Impact of Street Parking on Bus Journeys

Paul Staines said that the above item would be added to the Committee's Work Plan.

(b) ITA Equality and Diversity Issues

Paul Staines reminded the meeting Committee that at their last meeting they identified two items to be considered by ITA officers as part of their review of existing policy schemes and policies. He asked if there had been any feedback. Graham Robinson confirmed that those issues were to be part of the LTP3 Equality Impact Assessment discussions together with matters relating to child poverty.

(c) Consultation: Mobility Scooters and Powered Wheelchairs

Paul Staines reported that the comments made by the Committee at its last meeting had been forwarded to the national consultation on proposed changes to the law governing mobility scooters and powered wheelchairs. Graham Robinson added that Nexus' response had emphasised the critical aspect of carriage of mobility vehicles on all forms of public transport. If a standard specification could be applied then the design considerations could be built into the manufacture and construction of public service vehicles.

Paul Staines said this matter would be updated in the Committee's Work Programme.

6. **TIME AND DATES OF MEETINGS 2010/11**

Submitted: Report of the Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Paul Staines introduced the report which outlined proposed dates and times for meetings of the Committee in 2010/11.

Councillor David Charlton expressed a preference for the meetings to start at 1.00 pm and not 10.00 am as at present.

The Chair put this to the Committee who concurred with a 1.00 pm start in future.

RESOLVED – That the meetings of the Committee will be held on the following dates and times in the ensuing year:-

- 15 July 2010 (1.00 pm – Gateshead)
- 16 September 2010 (1.00 pm – North Tyneside)
- 18 November 2010 (1.00 pm – South Tyneside)
- 20 January 2011 (1.00 pm – North Tyneside)
- 17 March 2011 (1.00 pm – Sunderland)

7. **LOCAL TRANSPORT PLAN 3 - EQUALITIES**

Submitted: Report of the Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Jessica Anderson gave a presentation updating the Committee on the progress of the Local Transport Plan 3 including work to ensure the Plan incorporated national ambitions in promoting “greater equality of opportunity for all citizens, with a desired outcome of achieving a fairer society”, the key theme of this meeting.

The salient points included:-

- Under LTP3 the Department for Transport had published a set of five goals and related challenges in “Delivering a Sustainable Transport System” and local authorities were required to consider the relative importance of the five goals for their area.
- One of the national goals was promoting Equality of Opportunity.
- The Promoting the Equality of Opportunity’ goal was - ‘Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and groups through improving accessibility, availability, affordability and acceptability. Also to contribute to the reduction of the gap between economic growth rates for different English regions’.
- The LTP3 framework and national goals were developed by the previous Government and to date no further information had been received from the new coalition Government and therefore work on the Plan was continuing until any further direction was received.
- Although there was a ten year LTP3 Strategy for Tyne and Wear it had been decided to introduce a three year delivery plan rather than the previous five year delivery plan.

- Tyne and Wear had drawn up its own draft objectives based on the original goals and that included 'To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services.
- Details were given of the work programme in relation to the LTP3 with a view to its adoption by the ITA in March 2011.
- Within the programme there would be statutory assessments of each of the five goals within the LTP3 including an Equality Impact Assessment.
- The Equality Impact Assessment was a process designed to ensure that a policy, project or scheme did not discriminate against any disadvantaged or vulnerable people. There were eight protected characteristics identified in the Equality Act 2010 that were relevant to the transport agenda: age, disability, gender, reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The ITA/Nexus and Local Authority partners were also covered by the public sector equality duty. In addition households with no access to private vehicles, low income and unemployed groups would also be examined as part of the process.
- Each of the districts within Tyne and Wear had their own specific issues to be taken into account and these would be incorporated within the final Plan.
- It was noted that the LTP3 was being developed against a background of financial challenges. There might also be a need to reflect a new overall planning framework, eg abolition of Regional Spatial Strategy as a 'material consideration'.

The Committee commented as follows:

- Councillor Hunter emphasised that the strategy needed to remain rooted in local expectations as to service delivery. The Outer West of Newcastle had experienced significant reductions in local bus services.
- Paul Woods emphasised that in the current economic climate funding issues were critical and the Tyne and Wear local authorities had difficult decisions to take regarding funding integrated transport and maintenance provision across the area including access improvements
- John Fenwick pointed out that finite financial resources were available to Nexus and clearly with financial pressures on local councils this would be an important issue to be addressed and prioritised within the Plan.
- Councillor Charlton requested clarification on the issue of bus punctuality as a potential indicator within the assessment framework. Graham Robinson explained that the Traffic Commissioners had set the definition for bus service punctuality. This was now part of the LAA National Indicator set (NI 178). To report on this indicator times for individual services at around 60 points in Tyne and Wear were surveyed annually. The results of the survey were calculated and then forwarded to central government as part of the indicator collection process. The figures produced were an annual result not a weekly or monthly

breakdown, and the results of 2009/10 would shortly be available. These would be forwarded to Councillor Charlton and he could decide whether they should be referred back to this Committee for any further consideration.

- Councillor Watters requested that policy development take full account of the needs of wheelchair users.
- Paul Staines proposed that rather than wait until early 2011 for an update on the LTP3 Jessica Anderson would bring a report back to this Committee as soon as appropriate.

8. **NORTH EAST SMART TICKETING INITIATIVE**

Submitted: Report of Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Tom Hardwick gave a presentation updating the Committee on the North East Smart Ticketing initiative (NESTI). The following was highlighted:-

- NESTI's role was to deliver a smart ticketing infrastructure for the North East similar to those used in cities like London.
- It was supported by all 12 North East local authorities, the ITA and Nexus.
- NESTI was hosted by Nexus and the ITA was the "lead authority".
- NESTI was intended to simplify and integrate travel; improve accessibility; increase social inclusion and provide value for money.
- All North East local authorities, Nexus and ITA had agreed to contribute their share to NESTI. The main contribution would come from the bus operators on a ratio of 2:1 to that provided by the local authorities. This meant that the bus companies would ultimately have responsibility after NESTI's work had been completed. In addition there had been contributions from the DTI, LTP funding and other sources.

The Committee made a number of comments including:-

- Councillor Tate noted that in London buses did not take cash and he asked if that was the intention in Tyne and Wear. Tom Hawkins said that an increase in the number of ticket machines was planned together with a significant increase in retail outlets and introduction of an 'electronic purse'. Hopefully at the same time there would be greater use of advance purchase of tickets and the introduction of a card on the same lines as the Oyster Card which was available in London.
- Councillor Hunter pointed out that the incorporation of National Rail into the system might prove problematic as the current system was not compatible throughout all regions. Northern Rail had also not bought in the NESTI card. It was hoped the new East Coast franchise would.

- In reply to a question from Councillor Watters on the accessibility of machines for disabled persons Tom Harker emphasised that suitable arrangements were being made and there had been direct comments sought from disability reference groups.
- The Chair noted that accessibility of the services for the low waged was on target.
- Councillor Tate hoped that the clear benefits to the bus operators of NESTI might be reflected in lower ticket prices. Bus operators would see significant savings. He hoped the ITA had a role in realising customer benefits.

RESOLVED – That the report be received.

9. **NEXUS CONSULTATION PANEL**

Submitted: Report of Scrutiny Manager ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Graham Robinson spoke to the report which gave details of the makeup and work of the Nexus Consultation Panel. The principal points included:-

- The Panel was used to help frame key ITA/Nexus strategies.
- A key aim of the Panel was to help deliver the national ambition of “greater quality of opportunity for all citizens, with a desired outcome of achieving a fairer society”.
- Consultation was principally undertaken by sending Panel members surveys to be completed and returned.
- Since its inception Panel members have been involved in a number of consultations including Bus Strategy; Engagement Strategy and Customer Service Strategy.
- In the near future it was intended to use the Panel on the Smart Ticket Project and Local Transport Plan 3
- There would be further opportunities to use the Panel on issues such as strategy development including a Park and Ride Strategy, Ferry Strategy, Safety and Security Strategy, School Travel Strategy and Long Term Metro Strategy.

Councillor Hunter commented that from his experience he had been very impressed by the consultation processes offered by Nexus

RESOLVED – That the report be received.

10. **SUMMARY OF DECISIONS: INTEGRATED TRANSPORT AUTHORITY 25 MARCH 2010**

Submitted: Report of Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Paul Staines highlighted several of the business issues considered at the above meeting.

- Paul Staines reminded the Committee that they had a budget which could be used to support their work and any suggestions from the Committee was welcomed.

RESOLVED – That the report be received.

11. **WORK PROGRAMME 2010/11**

Submitted: Report of Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

Paul Staines spoke to the report which outlined possible issues for scrutiny, for inclusion within the Committee's Work Programme 2010/11. The work programme was approved, subject to:

- Councillor Tate requested inclusion of an item on the performance of the super routes and whether the bus companies were using them as intended
- Members requested an update on Local Transport Plan 3, including reference to any new national policy requirements, as soon as possible.
- The Chair requested, given the new Government, the ITA's response to the forthcoming public spending cuts should be the first item on the agenda for the Committee's next meeting. This might mean the Committee needed to reflect again on its work programme. Paul Woods confirmed he and John Fenwick would provide this report.

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

15th July 2010

TITLE: High Speed Rail Update

REPORT OF: ITA Senior Policy Officer

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to update members on plans for the development of High Speed Rail in the UK, including a summary of regional lobbying activities making the case for a network serving Tyne and Wear.

2. Recommendation

- 2.1 Members are recommended to note the contents of this report and raise any questions relating to the ITA's current position and future approach to High Speed Rail activities.

3. Background

- 3.1 At the 18 March 2010 meeting of the ITA Scrutiny Committee, members were updated on national strategic transport networks, including a summary of High Speed Rail (HSR) developments. It was noted that the Government had recently released its command paper setting out plans for the development of a HSR network, running from London to the West Midlands in the first instance, with later stages extending lines to the North West (joining the WCML near Preston) and Yorkshire (joining the ECML near York). The command paper also set out ambitions to extend the network Scotland and North East in the future, with High Speed Trains running over conventional lines until then.
- 3.2 In the lead up to the Government announcement, Tyne and Wear and regional (North East) Authorities were actively engaged in a number of lobbying efforts to promote the development of a HSR infrastructure network directly serving the region. This included engagement with Greengauge21 and HSR\UK networks, Association of North East Councils (ANEC) advocacy efforts, and ITA/Nexus contribution to a joint lobbying document between the three eastern ITA/PTE areas (Tyne and Wear, West Yorkshire and South Yorkshire).

4. Recent developments

- 4.1 The Coalition Government set out its commitment to High Speed Rail in its programme for Government, confirming that will establish a high speed rail network for the UK, although given financial constraints, this will need to be carried out in phases. The preferred approach set out by the previous Government is, however, to be reviewed by HS2 following a request by the new Secretary of State for Transport, Philip Hammond. This review is to focus on Heathrow Interchange proposals (by August 2010), as well as alternatives to the “Y” shaped network advocated in the command paper (by July 2010). A copy of the Secretary of State’s letter to the Chairman of HS2 is provided for information at **Appendix A**.

5. Next steps

- 5.1 Officers continue to engage with the national and regional HSR activities, including HSR\UK, regional partners, and in particular the Greengauge21 Public Interest Group to further investigate network development options and impacts.
- 5.2 The exact timing and next steps regarding an overall strategy and timetable for HSR network development is not yet clear, however, it is noted from the Secretary of State’s letter to HS2 that the Government intends to be in a position to consult on London - West Midlands route proposals by early in the new year (2011). Officers will continue to monitor emerging HSR proposals and bring updates to ITA and ITA Scrutiny members in due course.

6. Background Papers

- 6.1 Coalition Programme for Government, May 2010
- High Speed Rail Command Paper (CM7827), March 2010
- HS2 report to Government, December 2009
- National networks report to ITA Scrutiny Committee, 18 March 2010
- (All available from the contact officer below)*

7. Contact Officer(s)

- 7.1 Scott Vincent, ITA Senior Policy Officer, tel: 0191 211 4805, email: scott.vincent@newcastle.gov.uk



Department for **Transport**

From the Secretary of State

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Sir Brian Briscoe
Chairman
High Speed Two Ltd
3rd Floor
55 Victoria Street
London SW1E 0EU

11 June 2010

Dear Brian

I would like to thank your team for briefing me on HS2 Ltd's work. This letter sets out the remit for the work I would like you to undertake in the course of this financial year.

London-West Midlands

I will wish to review in more detail your recommended route (route 3), but in the meantime, given the strategic importance of linking Heathrow into the high speed network, I would like you to undertake some additional work on connections to Heathrow as follows, building on the work presented in the report that you published in March 2010.

- 1. Develop route options for a direct high speed link to Heathrow, to include options for a loop and a spur from your recommended alignment, and for a through route via Heathrow. This should include:*
 - a. a comparative assessment of the business case for each option – both as part of an initial London-Birmingham line, and as part of a wider network;*
 - b. a comparative assessment of the environmental and other impacts of each option;*

- c. an assessment of the case for maintaining an interchange with Crossrail at Old Oak Common under each option; and*
- d. an indicative service pattern for how the airport could be served under each option.*
- 2. Carry out an assessment of the options for linking HS1 with HS2, including analysing the viability and cost of each option, and an assessment of the business case. This should cover consideration of the impact of the options for linking to Heathrow, and of the market for services between Heathrow and the Continent.*

I would be grateful if this work could be completed by the end of August.

I may wish to further develop this remit in respect of the Heathrow connections in the light of my consideration of the conclusions of Lord Mawhinney's review of the case and options for a high speed link to Heathrow. For that reason, I will wish to discuss with you your emerging conclusions on Heathrow connections ahead of receiving his report.

Alongside this, I am content for you to continue the work in items 1.1 to 1.8 in the letter published by the previous Secretary of State, to further develop route 3. It is my intention that you should be in a position to consult on the route between London and the West Midlands early in the New Year. You should therefore complete this development work in time for its conclusions to be incorporated into that consultation process.

I am content for you to continue to work on Items 2 to 9 of the remit letter published by the previous Secretary of State.

Wider Network

In order to inform the strategic decisions that the Government will need to take regarding the scope and phasing of a wider national high speed network, I would like you to carry out the following:

- 1. A high level assessment of the comparative business cases of:*
 - a) A network extending from the West Midlands to Manchester and then across the Pennines to Leeds; and*
 - b) A network incorporating separate legs from the West Midlands to each of Manchester and Leeds.*

Alongside other factors, this should include consideration of the consequences of each option for capacity on the major conventional routes to London from Yorkshire and the East Midlands.

I would be grateful if this work could be completed by early July in order to inform my consideration of the Government's overall strategy and timetable for the establishment of a high speed rail network.

Alongside this, I am content for you to take forward items 10.1 to 10.9 of the previous remit letter for a route from the West Midlands to Manchester. Similar work on a route to Leeds should be put on hold until the Government has taken a decision on the scope and shape of the network to be put forward for strategic consultation. I am also content for you to begin work on items 11 and 12. However, the work outlined above should be treated as the immediate priority.

A handwritten signature in black ink, appearing to read 'Philip Hammond', with a stylized flourish at the end.

PHILIP HAMMOND

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

15th July 2010

TITLE: Tyne and Wear Major Schemes

REPORT OF: ITA Senior Policy Officer

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to inform ITA Scrutiny Committee of the emerging position with regard to local government major transport schemes in Tyne and Wear, including junction improvement schemes on the A19. It also summarises outcomes of a recent visit by Andy Braithwaite, from the DfT's National Networks Division.

2. Recommendation

- 2.1 Members are recommended to:

1. Note the contents of this report;
2. Provide any comments or questions regarding Tyne and Wear's major transport schemes; and
3. Agree to receive further updates on the position of major schemes as more detail emerges.

3. Background

- 3.1 On 10th June 2010 a statement on local government major transport schemes was made by the Secretary of State for Transport, and at the same time DfT issued new interim guidance for these schemes (provided for information at **Appendix A**). The statement and the interim guidance make it clear that a new framework and process for funding and prioritising future regional and major local transport schemes will be put in place after the Government's comprehensive spending review has taken place in the autumn.
- 3.2 As part of the previous Government's Regional Funding Allocation (RFA) process, which is now under review, the following Tyne and Wear major schemes were

prioritised for funding over the next 10 years:

- Metro Reinvigoration Phase 1 (ticketing and gating improvements)
- A19 Junctions (Coast Road, Moor Farm, Testos and Seaton Burn)
- A1056 Northern Gateway
- Sunderland Central Route
- Sunderland Strategic Transport Corridor
- Tyne and Wear Bus Corridors Phase 1
- Tyne and Wear Bus Corridor Phase 2

3.3 Following the Coalition Government's recent announcements regarding tackling the budget deficit, works on the major schemes outlined above (with the exception of Metro Reinvigoration Phase 1 which had already received full approval and spending has been committed) are suspended, pending the Comprehensive Spending Review in Autumn.

4. A19 junction schemes

4.1 The A19 junction improvement schemes were identified as clear regional priorities given the significant economic case for ensuring journey time reliability on the strategic A19 corridor, particularly given the additional river crossing capacity resulting from completion of the second Tyne Tunnel.

4.2 As highlighted in Section 3 above, preparatory work on these major schemes is to be put on hold until after the next Comprehensive Spending Review. An interim improvement to the A19/A1058 Coast Road junction, however, is still progressing and is expected to be in place by the time the new Tyne Crossing is fully operational. This interim scheme involves widening the circulatory carriageway and its approaches to improve capacity, and will deliver substantial benefits in the short term. A major improvement at this location will, however, still be required to mitigate against significant congestion problems in the future.

5. DfT visit

5.1 On the 25th June 2010, Andy Braithwaite from the National Networks Division of the Department for Transport undertook a site visit to get an understanding of how the strategic transport network operates in Tyne and Wear. ITA, Nexus and District officers accompanied Andy, and investigated key elements of our strategic transport network, including:

- The A1 Western Bypass, specifically the northbound section near Lobley Hill Junction, Gateshead;
- A19/A1058 Coast Road Junction. DfT agreed that the interim scheme (scheduled for October 2010) will be going ahead;
- Sunderland Strategic Transport Corridor; and
- A number of public transport sites, including Haymarket Metro, Eldon Square Bus Station, Gosforth High Street (Newcastle) and Chester Road (Sunderland) bus corridor improvement sites.

- 5.2 The site visit allowed Andy to appreciate some of the transport issues that we experience in Tyne and Wear, although congestion on the day was lighter than usual. Andy was able to ask scheme promoters questions about each scheme and the challenges that they were addressing.
- 6. Next steps**
- 6.1 The uncertainty caused by the suspension of the Major Scheme programme is acknowledged by DfT, who caution against investing time and resource on developing major scheme proposals in the absence of the new guidance process. Officers will continue to monitor the status of Tyne and Wear's major schemes (both local schemes and Highways Agency A19 schemes) and liaise with DfT officials during this period, and bring updates back to ITA and ITA Scrutiny members as more information emerges.
- 6.2 Officers are currently in the process of developing Tyne and Wear's next Local Transport Plan (LTP3), which will set the long term strategy and shorter term delivery plans for improving our transport networks. Although there will be clear limitations in terms of short term delivery, major interventions and improvements to Tyne and Wear's strategic network will continue to form an important part of our long term transport strategy.
- 6.3 Officers also continue to work closely with regional and city region colleagues on transport studies being carried out as part of Delivering a Sustainable Transport System (DaSTS). Although the future of this process is also uncertain, work carried out to date will provide a strong evidence base to underpin any future transport strategy development including LTP3.
- 7. Background Papers**
- 7.1 Interim Guidance on Local Authority Major Schemes, June 2010 (Appendix A)
- Report to Tyne and Wear ITA - Regional Transport Priorities, September 2009 (Available on Tyne and Wear ITA Website)
- North East Regional Funding Advice submission to Government (February 2009), <http://www.onenortheast.co.uk/page/reportspublications.cfm?catId=0>
- *Background papers available from contact officer identified below*
- 8. Contact Officer(s)**
- 8.1 Scott Vincent, ITA Senior Policy Officer, tel: 0191 211 4805, email: scott.vincent@newcastle.gov.uk

INTERIM GUIDANCE ON LOCAL AUTHORITY MAJOR SCHEMES June 2010

The Government has made clear its most urgent priority is to tackle the UK's record budget deficit, in order to restore confidence in the economy and support the recovery. The Department for Transport will play a full part in the spending review which will be reporting in the autumn. Only once the Government's spending review has been concluded will the Department for Transport be in a position to identify those major investments that can be supported.

Until this work is concluded, it would be inappropriate, given the likely budgetary constraints, for DfT to continue to invest time and resources on scheme development at the same rate as before.

Local Authorities should not therefore assume that schemes prioritised under the previous Government's Regional Funding Allocations (RFA) process will be funded to the previous published levels. They will wish to consider carefully whether investing further time and resources in developing such schemes is justified.

It is also a logical step in light of the Government's commitment – as set out in the Coalition Agreement – to reform the way funding decisions are made on which transport projects to prioritise.

Because of the action required to contribute to the £6.2bn of savings in cross Government spend in 2010/11, it is now very unlikely that any schemes not yet fully approved will be able to begin construction before the end of 2010/11 and the headroom for any new construction starts in 2011/12 is likely to be limited.

All schemes that were granted Conditional Approval or Programme Entry by the previous Government will be reviewed as part of the spending review. Until then, the Government can give no assurances on funding support for any of these schemes.

In parallel to the spending review we will also be reforming the way that funding decisions are made on which transport projects to prioritise, as the Government committed to do in the Coalition Agreement. This will include a consideration of the strategic framework for the funding and prioritisation of regional and local major schemes in the future.

We should make it clear that all spend by Local Authorities and PTEs on schemes that have not yet reached full approval is entirely at their own risk.

The Department does not accept any liability for development or preparatory costs incurred to date or which may be incurred going forward while funding remains uncertain.

With immediate effect, and at least until the conclusion of the spending review:-

- the Major Schemes Guidance for Local Authorities published by the previous Government is suspended. It should not be regarded as a representation of current policy and should not be followed by scheme promoters.
- The Department will not be taking any funding decisions on scheme approvals, including those scheme bids that have already been submitted for approval.
- The Department will not accept any further bids for any stage of major scheme funding approval (and, by extension, scheme promoters will not be able to claim preparatory costs by submitting a 'compliant' Conditional Approval or Full Approval bid).
- The Department will not release any funding for small schemes of £5m or less that had been prioritised for funding under the previous Government's RFA programme.
- The Secretary of State will not take decisions on scheme orders for schemes requiring DfT funding, but consideration will be given if there are alternative funding sources.
- Scheduled public inquiries on schemes requiring DfT funding will generally be postponed and no further inquiries will be scheduled, inquiries will be allowed to proceed if there are alternative funding sources.

The Department also strongly advises Local Authorities to exercise caution in any further public communication about individual schemes, and to avoid unduly raising expectations, for example through public consultations and exhibitions.

DfT officials will engage with LA scheme promoters and other stakeholders on a pragmatic basis to deal with any difficult issues that arise in relation to existing schemes. However, DfT will not encourage or assist LAs to progress potentially abortive work on schemes until the funding position is clear.

DfT Officials may engage on a limited basis with authorities: on schemes that already have Conditional Approval; and to identify schemes that have critical safety or lifeline issues. However, even in these cases, we will not accept bids for scheme approvals until further notice and any expenditure by scheme promoters is at their own risk until funding is clarified following the spending review. Promoters should therefore seek to minimise preparatory costs on such schemes.

The Department appreciates the uncertainty that these temporary measures will cause, but the scale of the savings required across Government in order to reduce the deficit means that the existing pipeline of schemes will not be affordable, and that we need to take action now to avoid further unnecessary spending. We will aim to provide a firm indication on the way forward later this year once the spending review is complete

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Tyne and Wear Integrated Transport Authority Scrutiny Committee

Date: 15 July 2010

TITLE: LTP3 DEVELOPMENT

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Summary / purpose of report

- 1.1 This report summarises progress and achievements that have been made since our last report in June 2010.

2. Recommendations

- 2.1 The committee is asked to comment on how the ITA is developing LTP.

3. Timescales

- 3.1 LTP3 is currently being developed by partners. The draft LTP is to undergo a 12 week public consultation period starting in September, with final amendments and sign off processes to take place between December 2010 and March 2011.

A simplified timescale is set out below:

- May – September 2010 Consultation and liaison with district partners to develop LTP Strategy
- September – December 2010 Public Consultation & associated events
- December 2010 – January 2011 Revisions to draft
- January 2011 – March 2011 LTP taken through district democratic processes with final signoff by ITA

4. Vision / Objectives

- 4.1 A discussion paper, setting out a first draft vision and objectives, was circulated to all ITA Members and district/Nexus officers on 5 March 2010. All districts were asked to brief their portfolio holders.
- 4.2 Numerous responses were received from plan partners on the discussion paper, and these were summarised in a report to ITA LTP Working Group on 8 April. The working group report outlined the following next steps:
- Ongoing engagement with Tyne and Wear partner organisations, including local authorities and Nexus, to further refine the draft vision and objectives.
 - Public consultation on the draft vision and objectives as part of wider LTP3 consultation process in late summer 2010.
 - Finalise the draft vision and objectives, incorporating them in both the ITA Strategic Vision document (to replace the Authority's existing policy statement) and LTP3.
- 4.3 Since the 8 April working group report, ITA and LTP senior officers have attended meetings with each of the Districts and Nexus to discuss the high level ambitions and challenges of plan partners to inform LTP3 development. This has been extremely valuable in identifying key emerging themes to help refine the draft vision and objectives, including (but not limited to):
- The need to make best use of existing networks and deliver on existing commitments given the uncertainty around future transport funding;
 - The need to use a combination of measures, both “stick and carrot”, to deliver maximum benefits and improve the integration of our networks.
 - The increasing importance of climate change, not only as a significant challenge, but also as a stimulus for new low carbon industries in Tyne and Wear;
 - The need to identify and support key development/regeneration sites, in particular the city centres of Newcastle-Gateshead and Sunderland;
 - Whilst the economy and climate change are important issues, partners continue to reiterate significant local issues including road safety and perceptions of safety/crime, which shouldn't be forgotten.
 - Increasing awareness of the importance of public spaces and the role of our transport networks in improving the quality of local communities. Need to take a much more user oriented approach to public realm development, with legibility, way finding and passenger information all areas for improvement in transport terms.
 - The importance of Newcastle International Airport and Port of Tyne to the region's economy.
- 4.4 Based on the feedback received on the earlier discussion paper, and emerging key themes from discussions with plan partners, the draft vision and objectives

have been revised and are provided below.

Vision

“Tyne and Wear will have a truly integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities”.

Objectives

1. To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes.
2. To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events.
3. To contribute to a healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security.
4. To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services.
5. To protect, preserve and enhance our natural and built environments, improving people’s quality of life and creating high quality public places.

5. Engagement with Partners

5.1 First round of meetings (April 2010)

Meetings were held with senior officers from the five Tyne and Wear authorities and Nexus between the 12th and 29th April 2010. Jessica Anderson (LTP Core Team) and Scott Vincent (ITA Policy Officer) explained the need to prepare the next Local Transport Plan for its introduction on 31st March 2011. The Department for Transport’s five goals were referred to, as mentioned in Delivering a Sustainable Transport System (DaSTS). Officers who attended were asked to advise, using evidence, on the relative importance of the five goals for their area, refining them, if necessary, to reflect local needs or to include additional objectives which are relevant to their locality. It was left to the partners to decide who should attend the meetings.

Common themes are listed in para 4.3

Partner-specific issues raised at the meetings are being combined in the light of other recent consultation and will be presented at the second round of meetings

5.2 Second round of meetings (June - July 2010)

A second round of meetings is currently being arranged by partners (some have already taken place). Members will be invited. The purpose of the meeting is to outline the challenges and issues raised by the first meeting and to generate options to resolve these challenges in the light of a constrained financial environment.

5.3 Officer workshops (June – July 2010)

Some partners are arranging events to raise awareness of LTP3 amongst officers from a variety of disciplines within the Tyne and Wear local authorities, what it will hope to achieve and how it can help meet district Sustainable Community Strategy aims and Local Area Agreement targets in many areas in addition to transport. Officers will also be able to suggest if they feel the key goals and challenges for their area and the measures to meet them raised at the partner meetings are suitable and what they feel would be appropriate. It will also be a chance to discuss how different parts of local authorities can work better, in partnership, to reach desired outcomes.

5.4 Local Strategic Partnerships

Authorities should ensure that the work of developing and implementing a Local Transport Plan serves to inform the selection of improvement priorities in their Local Area Agreement (LAA). The work of considering LAAs and national indicators should also inform the development and implementation of the LTP. This requires close working with the relevant Local Strategic Partnership (LSP). Arrangements have been made for the LTP Core Team to make presentations to the LSP from each district.

6. Wider Stakeholders

6.1 A consultee list has been drafted, using Annex C of Guidance on Local Transport Plans as a starting point, and including those who were consulted on LTP2, Nexus strategies, Access to Tyne and Wear DaSTS Study (A2TW).

6.2 A subset of this list (key stakeholders) have been invited to a stakeholder event on 13 July. The agenda (draft at the time of writing) includes:

- Introduction to LTP3 and challenges for Tyne and Wear
- Vision and objectives
- Group discussion to review the emerging challenges and problems
- Proposed methodology to prioritise emerging interventions in a constrained fiscal environment
- Group discussion to review transport and non-interventions to tackle key challenges

6.3 Plans are being developed to engage the consultees (including the public) when the draft strategy and delivery plans are ready, including use of the LTP website,

articles in council magazines, leaflet drops in libraries, on buses etc. Opportunities to join up with other engagement activities are being explored and exploited wherever possible, for example Nexus' Accessible Bus Network Design consultation in North Tyneside.

7. Addressing Challenges through LTP3

7.1 LTP3 offers a unique opportunity for the ITA and its partners to develop a coherent transport strategy for Tyne and Wear, building on the successes of previous LTPs and further strengthening the integration of transport planning across the Tyne and Wear authorities. The context in which we develop LTP3 is, however, very different to previous plans:

- The Government's deficit reduction plans will reduce public sector spending on transport, with future local transport budgets likely to be reduced. It is not yet known how these reductions will be split across LTP capital budgets, local maintenance budgets or major scheme funding blocks.
- Tyne and Wear has committed to a number of significant projects and initiatives, each at differing stages of development and funding status. There is a high level of uncertainty around these projects (although the Government has reiterated its commitment to Metro Reinvigoration), and there will be significant challenges to access funding pots and progress these initiatives within the LTP plan period, particularly in the short term.
- There is a degree of uncertainty around emerging regional and sub-regional transport policy frameworks and governance structures. The North East of England regional tier of transport policy (via the Regional Spatial Strategy) is to be removed, whilst City Region transport arrangements were strengthened as a result of the recent governance Review. The national Delivering a Sustainable Transport System (DaSTS) programme continues at present, with a number of significant regional studies currently developing their conclusions, but the future of the programme is not yet known.
- Climate Change is a top priority for Government and Tyne and Wear Authorities, with the Climate Change Act, Covenant of Mayors and Nottingham Declaration all requiring urgent action by local areas and transport needing to play its part.
- The wider social and local environmental costs of transport are increasingly being highlighted as areas for improvement. The impact of transport policies and schemes on public health, local environmental quality, disadvantaged groups etc will figure more prominently in the assessment of plans and programmes.

7.2 The ten year strategy element of LTP3 will need to clearly articulate the challenges faced, and present a coherent policy framework for Tyne and Wear partners to work within when developing their own plans and policies. For the three year delivery plans, there are clear challenges presented by the need to maintain our networks and deliver against existing commitments in a constrained funding environment. A hierarchical approach currently being considered is based around three broad intervention types (i) reducing demand; (ii) managing and further integrating existing networks; and (iii) targeting new

investment at top priority challenges. This approach is illustrated in Appendix A.

8. Statutory Assessments

8.1 Atkins have been appointed to undertake:

- Strategic Environmental Assessment
- Habitats Regulation Assessment
- Health Impact Assessment
- Equalities Impact Assessment

8.2 A draft Scoping Report was received on 25 May, comments were fed back to Atkins on 28 May, and the final Scoping Report was ready on 4 June. This allows a statutory 5 week consultation period on the Scoping Report from 7 June to 12 July.

8.3 During the consultation period a Scoping Workshop was held on 15 June. Invitees included Natural England, English Heritage, Environment Agency, Primary Care Trusts, transport, planning, equalities officers, and ITA Members. Feedback from the workshop will be taken into account during the next stage of the process.

8.4 The next stage of the process is for the development, refinement and appraisal of the strategic alternatives. An example of a policy choice might be:

Accessible and large amount of parking available in city centres

vs

Park and ride aligned with complimentary parking policies

Further examples of policy choices will be included in the presentation.

9. Background Papers

9.1 Guidance on Local Transport Plans, DfT, July 2009. Available from <http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportplans>

10. Contact Officer (s)

10.1 Gary MacDonald, Chair of the Joint Transport Working Group, 0191 277 8971
Jessica Anderson, LTP Core Team Leader, 0191 211 6139



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Tyne and Wear Integrated Transport Authority Scrutiny Committee

27th May, 2010

TITLE: SUMMARY OF DECISIONS: INTEGRATED TRANSPORT AUTHORITY
27TH MAY, 2010

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 To provide a short digest of business transacted by the ITA on 27th May, 2010, focusing particularly on decisions made.

2. Recommendations

- 2.1 The Scrutiny Committee is asked if it wishes to add any issues arising to its own work programme

3. ITA Discussion

3.1 Annual Appointments

The ITA re-elected Councillor David Wood as Chair. Appointments were made to ITA committees and working groups. The existing membership of Standards and Audit was confirmed for a further two years and a calendar of meetings agreed.

3.2 Minutes - 25th March, 2010

The Director General, Nexus provided a number of updates. On-platform work at Sunderland Station was expected to be complete by June; with the light installation artwork operational July, 2010. Finalised governance arrangements for transport and phase 2 bus corridor major improvement schemes were to be discussed with Council Leaders. The collaboration agreement to support NESTI was being progressed. Information was requested on whether concessionary passes were transferable across all countries of the UK.

3.3 Review of Corporate Governance Arrangements

The Clerk to the Authority and Legal Advisor reported on the annual review of

Standing Orders, Scheme of Delegations and Terms of Reference of the Standards and Audit Committee. Financial Regulations had also been reviewed

The ITA noted the review undertaken.

3.4 Scrutiny Committee Annual Report

The work of this committee in 2009-10 was considered. Reference was made to whether ITA members could make suggestions as to issues for scrutiny. The Chair of the ITA invited colleagues to submit any views to the Scrutiny Manager.

The ITA welcomed the report.

3.5 Metro Capital Programme 2010/11 to 2012/13

The Director General, Nexus proposed a re-profiling of the capital programme to reflect Department for Transport funding, now allocated over 11 years. Members discussed if funding would likely be impacted by arrangements shortly to be announced on total Government spending.

The ITA approved the programme set out in the report, totalling £146.95m noting that a report would be brought to the next meeting on the new financial landscape.

3.6 Tyne and Wear Local Transport Plan - Non-Metro Programme 2010/11

The Director General, Nexus sought approval to a revised non-Metro programme for 2010/11 totalling 3,084,915.

The ITA approved the programme set out.

3.7 New Tyne Crossing Update

The Project Director updated the ITA on progress. Photographs were circulated. Members also discussed charges to motorcyclists that would be removed from 2013.

The ITA noted the update.

3.8 Urban Challenge Paper Response

The Clerk to the Authority and Director General, Nexus sought approval for draft comment on proposal for a new Urban Challenge Fund to support delivery of economic growth and improve health and the environment; 'triple wins'.

The ITA agreed the response set out.

3.9 Metro Sub-Committee - Terms of Reference

Revised Terms of reference were considered adding responsibility for consultation with strategic partners on long-term development of Metro.

The ITA agreed suggested wording set out.

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.

3.10 Priority Lanes Strategy

The Joint Transport Steering Group set out a possible approach to developing a local strategy across Tyne and Wear. Whilst dialogue was welcome on a long considered issue, the ITA commented that significant work was still needed to ensure focussed options referenced to enforcement powers. The ITA needed detailed options in order that it could take a lead.

The ITA deferred detailed consideration to its July meeting.

3.11 Local Transport Plan 3 Development

The Clerk to the ITA set out a progress report. This included a timetable for remaining consultation and for approval. A discussion paper articulated draft proposals, vision and objectives. Common themes emerging included: making the best use of existing networks, the increasing importance of climate change, the need for both 'carrots' and 'sticks' and the continued importance of issues such as road safety.

The ITA noted the update.

4. Opportunities/Risks

- 4.1 An opportunity is provided to note outcomes from the ITA's recent meetings. Reports can be requested to inform the work of this Committee. It is suggested reports are best linked to the five key transport planning ambitions set out in the work programme report elsewhere on the agenda.

5. Background Papers

- 5.1 Agenda Integrated Transport Authority 27th May, 2010

Contact Officer: Paul Staines 0191 277 7524 paul.staines@newcastle.gov.uk

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

31st July, 2010

TITLE: WORK PROGRAMME 2010/11

**REPORT SCRUTINY MANAGER, ITA SCRUTINY ADVISORY COMMITTEE
OF:**

1. Summary / Purpose of Report

1.1 To review and update, if necessary, the committee's work programme.

2. Recommendation

2.1 The committee is asked review its work programme (Appendix A).

3. Background / Focussed Scrutiny

3.1 The committee has adopted a theme-based approach focussing on the five goals for national transport policy. This approach aims to ensure scrutiny maximises its influence and advice on ITA policy making.

3.2 National goals in 'Delivering a Sustainable Transport System (DaSTS)' are to:

1. **Support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
2. Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
3. **Contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
4. **Promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
5. **Improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

3.3 The theme of this meeting is goal number 1.

- 3.4 A themed approach also enables Members to discuss, in a systematic way:
- The wider role of the ITA - including around the Local Transport Plan - not part of previous discussion
 - Formal inspections/audits of the ITA and Nexus
 - Known risks - and how assurances are delivered
 - The move to Comprehensive Area Assessment, where all agencies need to demonstrate how they are shaping and improving the lives of local people
 - Opportunities for better engagement with the public and stakeholder groups (eg business, transport user groups, traditionally disadvantaged communities)
- 3.5 The effectiveness of the committee's approach was supported by the ITA at its meeting on 24th September, 2009 when considering if membership should be reviewed.
- 4. Agenda Items**
- 4.1 Given scrutiny is Member-led, the committee is asked for suggestions for future reports/topics/scrutiny items.
- 4.2 It is proposed to continue to report to Members on decisions taken at ITA meetings and also to provide an opportunity to discuss the committee's work programme.
- 5. Opportunities/Risks**
- 5.1 The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy. 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.
- 6. Background Papers**
- 6.1 Delivering a Sustainable Transport System (November, 2008)
- www.dft.gov.uk/about/strategy/transportstrategy/dasts

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15 th July, 2010 - Gateshead		16 th September, 2010 - North Tyneside	
Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks'	<ul style="list-style-type: none"> • Outcome of national budget review • High Speed Rail: Update/outcomes of representations from North East • A19 Junction Improvements: Update • National Rail/Nexus/ITA links • Mobility Scooter Consultations (if available) 	Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'	<ul style="list-style-type: none"> • Nottingham Declaration CO² Reduction Action Planning: Exceptions Report • Tyne Tunnel: Update and Visit
18 th November, 2010 - South Tyneside		20 th January, 2011 - North Tyneside	
Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment'	<ul style="list-style-type: none"> • ITA policies & approach to no car lanes • Impact of parked cars on bus routes 	Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'	<ul style="list-style-type: none"> • Nottingham Declaration CO² Reduction: Exceptions Report
17 th March, 2011 - Sunderland		June, 2011 - Newcastle	
Key Theme: 'to contribute to better safety, security and health for all citizens, with the desired outcome of achieving a fairer society'		Key Theme: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society'	
July, 2011 - Gateshead		September, 2011	
Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks'		Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'	

Meetings = third Wednesday at **1pm** - venues across Tyne and Wear

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