



Tyne and Wear Integrated Transport Authority Scrutiny Committee

**Meeting to be held at Crowtree Leisure Centre, Crowtree Road, Sunderland
on Thursday 18 March 2010 at 10.00am**

**Membership: Councillors David Forbes(chair) and Graeme Miller (Sunderland),
Malcolm Graham and Brian Richmond (Gateshead) , David Charlton and Julia
Macaulay (North Tyneside) , Bill Brady (South Tyneside) , Lawrence Hunter and Mike
Lynch (Newcastle)**

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- 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

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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.



Tyne and Wear Integrated Transport Authority Scrutiny Committee

Tyne and Wear Integrated Transport Authority Scrutiny Committee

21 January 2010
(10.00 am – 11.45 am)

Present:

Councillors: Lawrence Hunter, David Forbes (Chair) David Charlton, Graeme Miller and Mike Lynch,

IN ATTENDANCE

Paul Staines	- Newcastle City Council Scrutiny Team
Scott Vincent	- ITA Senior Policy Officer
Graham Robinson	- Business Planning Officer, Nexus
John Fenwick	- Director of Finance and Business, Nexus
Ian Stearman	- Democratic Services, Newcastle Council

12. WELCOME AND INTRODUCTIONS

The Chair welcomed members to the meeting and introduced officers who were in attendance.

13. MEMBERSHIP

The Chair referred to the sudden death of Councillor Barry Scorer, a member of this Committee. The Secretary had written to Mrs Scorer and her family expressing the Committee's condolences.

14. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Brady, Graham, Macauley and Richmond.

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

There were no declarations of interest

16. NORTH EAST SMART TICKETING INITIATIVE

Submitted: Report of the Scrutiny Manager (previously circulated and copies attached to official minutes).

Graham Robinson spoke to the report which updated the Committee on the progress of the North East Smart Ticketing Initiative (NESTI). He explained that the NESTI's objective was to develop a public transport smart card for the North East on the lines of the Oyster card which operated in London.

NESTI was a collaborative project between Nexus, Tees Valley, Joint Strategy Unit – Durham CC, Northumberland CC, and key transport operators. A NESTI partnership board had been established with the ITA taking the role of lead authority and Nexus programme managers to oversee the development of the programme. It was intended that there would be full smart ticketing across the region by the end of March 2012. He added that in the long term the aim would be to develop a smart card that could be used across the country as a whole.

The Committee made a number of comments including:

- It was pointed out that a common scheme was required for rail tickets which in most cases were not easily used from area to area in most cases.
- Councillor Miller noted that although funding to deliver the programme was being made available by the public sector there was no indication as to what the bus operators were contributing. John Fenwick said that £778,000 had been earmarked from the Nexus budget to match fund the bus operators contribution. Councillor Miller emphasised that this arrangement needed to be formally confirmed with the bus operators. John Fenwick promised to keep the committee updated on these negotiations.
- Councillor Miller asked if any cost savings from the project would be passed on to customers. John Fenwick indicated that Nexus would wish to use any savings to help hold down fares or improve the service, but of course, there were a number of bus operators involved and Nexus preferences could not be forced on them.
- In reply to a question from Councillor Lynch on the progress of discussions with bus companies John Fenwick emphasised that they were reasonably well advanced and he was fairly confident that suitable arrangements would be agreed with each party.

Paul Staines suggested that an updated report be brought to the committee's May 2010 meeting. He underlined that this would include how NESTI would be delivering the project and the expected advantages of the scheme for transport users in the region.

RESOLVED – That the report be noted and an update be provided in May 2010.

17. **ACCESSIBLE BUS NETWORK DESIGN CONSULTATION**

Submitted: Report of the Director General Nexus (previously circulated and copy attached to official minutes).

The report provided the Committee with a position statement on the project to design an accessible bus network for Tyne and Wear.

Graham Robinson reminded the Committee that following publication of the Local Transport Act 2008 the ITA adopted a new Tyne and Wear Bus Strategy in April 2009. The strategy included agreed accessibility targets for each of the five Tyne and Wear districts. Nexus had now commenced an exercise to review the accessible bus network in Tyne and Wear, working in partnership with the commercial bus operators and officers from the Local Authorities involved.

Initially the project would encompass the Cities of Sunderland and Newcastle and/or North Tyne and Gateshead. A review of the network in South Tyneside had been carried out through a separate process (the South Tyneside Unified Bus Network project). In due course, and subsequent to consultation with South Tyneside Council, a further iteration of the accessible network design project can be carried out to cover South Tyneside.

The report gave details of the consultation arrangements which would be carried out in 2010. Feedback received from consultations will be analysed and used to further develop or amend the draft accessible bus network. A final network design would then be produced and once the final network design had been approved, the final networks would be presented back to each Local Authority for approval.

RESOLVED - That the report be received and Committee comment be fed into consultation on the Accessible Bus Network Design project.

The Committee made a number of comments including:

- Welcoming the review and inclusion of LINK-UP as part of the debate
- That consideration should be given to Quality Contracts if necessary to assure services the public were often reliant on
- The need to ensure that commercial operators also made investment in routes and fleet.
- These needed to be an appraisal that large parts of Tyne and Wear (e.g. Washington, Houghton-le-Spring), also had no alternative as Metro did not operate to those communities.

18. **BUS STRATEGY LOCAL TRANSPORT ACT - ONE YEAR ON**

Graham Robinson gave a presentation and some of the salient points included:

- The Local Transport Act 2008 gave new powers and options to Transport Authorities with regard to bus services and these were taken into account when up the current bus strategy was drawn up in 2009.
- As indicated in the previous agenda item Nexus had commenced a review of the strategy one year on.
- 40% of funding for bus services in Tyne and Wear came from public monies.

- Ten areas for further work within the bus strategy had been identified and action plans were in place showing that the majority of the ten items were being monitored and were on target. More detailed update would be brought to a future meeting.
- The ten targets for further work related to:
 - a) Punctuality and Reliability
 - b) Safety and Security
 - c) Accessibility
 - d) Information
 - e) Fares and ticketing
 - f) Frequency
 - g) Quality buses
 - h) Quality waiting facilities
 - i) Marketing
 - j) Environment
- The background to the review/consultation stemmed from the long term decline in adult fare passengers.
- A key element of the review of the strategy would be to examine how bus routes could be amended and services operate in more effective and efficient ways.
- Effective and wide ranging consultation with both users and potential users was key to the success of the review.
- The development of a new base network would need an agreed method of delivery.
- The aim was to produce the new improved bus network by April 2011.
- The committee made a number of comments which included:
 - (i) The consultation process seemed to be of a high level.
 - (ii) Improved central Government funding for the bus network should be explored.
 - (iii) Services need to be improved for the population that did not have access to the Metro or a good bus service.
 - (iv) The accountability of the service would be judged by its ability to provide proper and effective services to hospitals, GP surgeries etc.
 - (v) Councillor Lynch referred to the link-up service and emphasised that bus companies should provide services to all housing estates. Graham Robinson said that he hoped bus operators would be more innovated in future.

- (vi) John Fenwick said he was aware of the difficulties with the link-up service (cost excessive) and that this was being addressed.

RESOLVED - That the report be received.

19. **CONCESSIONARY FARES UPDATE**

Submitted: Report by Director of Strategy Nexus (previously circulated and copies attached to official minutes).

It was reported that the take up of the concessionary fare scheme by elderly and disabled people in Tyne and Wear was estimated at 87% one of the highest levels in the country.

A Member referred to the issue of reciprocal use of concessionary fares in Scotland and the excellent bus service available in Edinburgh. Paul Staines said that this good practice could be investigated by Nexus.

RESOLVED - That the report be received.

20. **SUMMARY OF DECISIONS : INTEGRATED TRANSPORT AUTHORITY 26 NOVEMBER 2009**

Submitted: Report by Scrutiny Manager (previously circulated and copies attached to official minutes).

RESOLVED - That the report be received.

21. **WORK PROGRAMME 2009/2010**

Submitted: Report by the Scrutiny Manager (previously circulated and copies attached to official minutes).

In the light of discussions at this meeting it was:

- Agreed that NESTI be added to the Agenda for the May 2010 meeting
- A visit be made to inspect the installation of the pre-fabricated tunnel section of the new Tyne Crossing.
- The Committee to examine the ITA's relationship with Network Rail and the rail infrastructure.

RESOLVED - That the report be noted.

22. **MINUTES**

The Minutes of the meeting held on 19 November 2009 were approved as a correct record and signed by the Chair.

Matters Arising

(a) Bus and No Car Lanes

The Chair reiterated the Committee's wish for the five local authorities in Tyne and Wear to adopt a common approach to street furniture, including Bus/No Car Lanes thereby improving road safety in the area. This was an issue which the views of the ITA should be sought.

Scott Vincent pointed out that the Tyne and Wear City Region Multi Area Agreement enabled a flexible approach to improve road uses and this could be picked up.

(b) Tyne Pedestrian Tunnel

Councillor Charlton expressed support for the proposal to enhance the fabric and profile of the Tyne Pedestrian Tunnel.

Paul Staines explained that the report and plans to repair/replace the lifts in the pedestrian tunnel would be submitted to a future meeting with ITA. A request was also being made to Nexus to schedule its publicity on the pedestrian tunnel in tandem with the opening of the traffic tunnels at the end of 2011.

(c) High Speed Rail Update – Gating of Stations

Councillor Hunter commented that the visual impact of the gating at Newcastle Central Station was very good but there were issues relating to access to toilets and the cash machines which needed addressing. Paul Staines said that East Coast Rail were aware of this.

In reply to a question on the forthcoming gating of metro stations, John Fenwick explained that it was part the agreement for staff to be present when gates were operating. He added that 13 of the 60 stations would be gated.

The Chairman informed members of the Committee on his desire to see single (electric) traction on all UK train lines. He also set out an option for better connections to Scotland.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

18th March 2010

TITLE: ITA Equality and Diversity Duties

REPORT OF: ITA Senior Policy Officer

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to outline the key duties placed on the Tyne and Wear Integrated Transport Authority (ITA) with regard to equalities issues.

2. Recommendation

- 2.1 Members are recommended to:

1. note the content of report
2. raise any questions relating to the ITA's equalities duties and the adopted approach to fulfilling them.

3. Background

- 3.1 The ITA and its partners have a key role to play in promoting the principles of equality and diversity and ensuring that they are (a) carried out through its organisational conduct and (b) built into the plans it produces and decisions it makes on transport for Tyne and Wear.
- 3.2 The ITA is a public body, and is therefore required to comply with equalities legislation set out by the Race Relations (Amendment) Act 2000, the Disability Discrimination Act 2005, and the Equality Act 2006 (nb this list is not exclusive, there are 9 major pieces of discrimination legislation 100 statutory instruments and more that 2,500 pages of official guidance). These acts require a number of equalities schemes to be prepared and implemented by the ITA (and Nexus).
- 3.3 An Equalities Bill is currently progressing through parliament, and if enacted, will replace existing legislation at 3.2 above with a single Act, forming the basis of straightforward practical guidance for employers, providers and public bodies.
- 3.4 Members will recall they considered how Nexus is responding to equalities at their meeting on 24th September, 2009.

4. Information

4.1 At present, the ITA and Nexus have:

- a Gender Equalities Scheme;
- a Race Equalities Scheme;
- a Disability Equalities Scheme;
- a Comprehensive Equalities Policy; and
- an Equality and Diversity Working Group.

4.2 The schemes and policies listed above were, however, produced prior to the Passenger Transport Authority becoming the Integrated Transport Authority following the Local Transport Act 2008. Furthermore, the Equalities Bill is seeking to simplify and rationalise existing equalities legislation, and if enacted, will require public bodies to produce a Single Equalities Scheme and Action Plan covering the following areas:

- gender;
- race;
- disability;
- age;
- sexual orientation;
- transsexual people;
- religion/belief;
- pregnant women; and
- new mothers.

4.3 Given these recent and proposed legislative changes, along with the wider role and responsibilities of the ITA, officers are currently carrying out a review of the ITA's existing equalities schemes and policies, with a view to merging these into a single Equalities Scheme and Action Plan, along with an updated Equality and Diversity Policy. It will be important that this work is carried out in partnership with each of the Tyne and Wear District Authorities to ensure consistency with their own equalities schemes and achieve the best possible outcomes for the residents of Tyne and Wear.

5. Next steps

5.1 The ITA's Equality and Diversity working group provides the primary mechanism for ITA members to engage in detailed issues of equalities and diversity, particularly with regard to policy development and delivery issues. The working group will continue to receive updates on the development of a new equalities scheme and the progress of the Equalities Bill through parliament.

5.2 The review of the Authority's Policy Statement (2007/08 - 2009/10) and development of the next Local Transport Plan (LTP3) provide opportunities to further embed equalities issues into the transport policy framework for Tyne and Wear. Local Transport Plan guidance stresses the need to promote equality of opportunity, particularly through the improvement of "accessibility, availability, affordability and acceptability" of transport networks, enabling disadvantaged people to connect with employment opportunities, services etc.

6. Background Papers

- 6.1 ITA/Nexus Gender Equalities Scheme
- ITA/Nexus Race Equalities Scheme
- ITA/Nexus Disability Equalities Scheme
- ITA/Nexus Comprehensive Equalities Policy
- Nexus Equality and Diversity Strategy and Action Plan

11. Contact Officer(s)

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

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

18th March, 2010

TITLE: CONSULTATION: MOBILITY SCOOTERS & POWERED WHEELCHAIRS
REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY ADVISORY COMMITTEE

1. Summary / Purpose of Report

1.1 To discuss an update in the context of national consultation.

2. Recommendation

2.1 The committee is asked if it wishes to comment, as part of national consultation, given this will set the context for local decision making.

3. Background

3.1 At its meeting on 16th April, 2009 the committee received a digest of issues considered by the Integrated Transport Authority (ITA) on 26th March, 2009; including a ban on motorised scooters on the Metro. Members of the committee asked to be kept informed and programmed a report, to this meeting, given the link to the DaSTS theme around safe, secure and fair.¹

3.2 The ITA discussed implementation of an Action Plan that would see mobility scooters return - on strict conditions. A ban had been introduced in August, 2008 following four serious incidents over the 15 months to May, 2007. 16 Actions were proposed. Actions were necessary to enhance personal safety, mitigate danger to other passengers and ensure the Metro operator had considered fully risk minimisation. Public safety, including for scooter users, was paramount. An accreditation and training scheme was being developed and it was anticipated a further report would be presented later in 2009. The Action Plan was, however, overtaken by national debate.

3.3 On 3rd March, 2010 the Department for Transport (DfT) published a consultation document on possible changes in the law relating to mobility scooters. See www.dft.gov.uk/consultations/open/2010-10 Response to consultation is requested by 28th May, 2010.

¹ Delivering a Sustainable Transport System ambition: 'to contribute to better safety, security and health for all citizens, with the desired outcome of achieving a fairer society'

4. Consultation

- 4.1 Consultation highlights existing Regulation is now over 20 year old. In this time, much has changed in the numbers of people using scooters and technology available. Consultation also discusses whether the correct classification/language is used to describe different types of vehicle:
- [Class 1 invalid carriage: (not part of consultations)]
 - Class 2 invalid carriage: ‘ a mechanically propelled invalid carriage ... incapable of exceeding 4mph’
 - Class 3 invalid carriage: ‘ a mechanically propelled invalid carriage ... capable of exceeding 4mph but incapable of 8mph on the level’
- 4.2 It is recognised both mobility scooters and powered wheelchairs provide a vital means of independence for people with limited mobility. It is estimated there are up to 330,000 people using scooters. A 2005 survey estimated there were between 70,000 - 100,000 scooters.
- 4.3 Consultation is largely designed to make mobility vehicles safer on the footway and carriageway and to improve redress when, very occasionally, scooter use injures people. The main areas consultation seeks to address are legal classification; design standards - including the permitted unladen weights limits - and safety features; possible reforms relating to vehicle users including better information provision, training and fitness to drive, insurance and the registration of mobility vehicles.
- 4.4 Members will fully appreciate the need to await the outcome of consultation (and allied consultations on shared highway space) being undertaken nationally before Nexus/DB Region/Nexus determine how they wish to proceed locally.
- 4.5 Ken Kemp, Service & Integration Director, Nexus has provided input into Parliamentary scrutiny of the proposals.

5. Scrutiny Comment

- 5.1 The DfT has produced a standard response form to capture comment. Questions are set out at Appendix A. This will aid discussion.

6. Opportunities/Risks

- 6.1 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.

7. Background Papers

- 7.1 *Consultation on proposed changes to the laws governing powered mobility scooters and powered wheelchairs’* www.dft.gov.uk/consultations/open/2010-10/consultation.pdf

National Travel Survey

<http://www.dft.gov.uk/press/speechesstatements/statements/khan20100303>

Section A: Legal classification of vehicles

Q1. Do you think that the term “invalid carriage” should be replaced with a different term?	
Yes <input type="checkbox"/>	No <input type="checkbox"/>
Q2. What term would you suggest?	
Q3. Do you think that the terms “Class 2” and “Class 3” should be replaced by more descriptive terms such as “slower speed mobility vehicle” and “faster speed mobility vehicle”?	
Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, what terms would you suggest?	
Q4. Do you think the legislation should make a distinction between mobility scooters and powered wheelchairs?	
Yes <input type="checkbox"/>	No <input type="checkbox"/>

Section B: Design standards for mobility vehicles

Maximum speed capability

Q5. Do you think that Class 3 vehicles should be designed to be capable of travelling at speeds higher than 8mph on the carriageway?	
Yes <input type="checkbox"/>	No <input type="checkbox"/>
Q6. If you think there should be a higher speed capability, what maximum speeds do you suggest, and why?	

Vehicle Weight limits

Q7. Do you think the current unladen weight limit is still appropriate? (The weight limit for Class 2 vehicles is 113.4kg, and for Class 3 vehicles is 150kg?)	
Yes <input type="checkbox"/>	No <input type="checkbox"/> (class 2 vehicles)
Yes <input type="checkbox"/>	No <input type="checkbox"/> (class 3 vehicles)
Q8. If you think the permitted unladen weight should increase, what should it increase to, and why?	

Q9. Should some mobility vehicles permit the carriage of a baby or a small child as a passenger?

Yes ☐

No ☐

Q10. If you suggested changes in reply to questions 8 and 9 above, do you have evidence to support your suggestions? If you have evidence what is it? Or do you believe that further research and trialling is needed before a decision is taken?

Safer vehicle design

Q11. Do you think that technology is available that could reduce the likelihood and severity of injury caused by a collision with a mobility scooter?

Yes ☐

No ☐

If yes, what technology do you have in mind?

Q12. Should any increase in weight only be permitted if such technology is used?

Yes ☐

No ☐

Conspicuousness

Q13. Do you think that additional requirements should be imposed to make mobility vehicles more conspicuous to help to improve the safety of the mobility vehicle user and the safety of other road users?

Yes ☐

No ☐

Q14. If you do think that additional requirements should be imposed, what do you suggest?

Section C: Users of mobility vehicles

Minimum age

Q15. Do you think that the minimum age of 14 when a person may use a Class 3 vehicle should be kept the same, removed or lowered?

Kept the same

☐

Lowered

☐

Removed

☐

Q16. If you think the minimum age should be lowered, what do you suggest it be lowered to?

Information, training and fitness to drive

Q17. What do you think should be done to improve the information and advice that is available to people who want to use a mobility vehicle?

Q18. Should all mobility vehicle users be required to undergo compulsory training?

Yes ☐

No ☐

Q19. How do you suggest such training might be organised and delivered? How could it be funded (for example through user fees)?

Q20. Should all users be required to undergo an assessment of their suitability to drive a mobility vehicle?

Yes ☐

No ☐

Q21. How do you suggest such an assessment might be organised and delivered? How could it be funded (for example through user fees)?

Section D: Vehicles in Use

Registration

Q22. Do you think a mobility vehicle registration scheme is needed?

Yes ☐

No ☐

If so, why?

Q23. Do you think the current registration scheme with DVLA should be improved, for example, through better enforcement?

Yes ☐

No ☐

If yes, how?

Q24. Do you think the current registration scheme should be replaced by a locally run registration scheme? (We would be interested in exploring whether this could be linked to existing schemes, for example the Blue Badge disabled parking scheme.)

Q25. Do you think it would be better to register users rather than registering vehicles?

Yes ☐

No ☐

If so, how might it work?

Q26. Do you have any other suggestions for how a registration scheme would work?

Q27. Do you think the registration should be required for Class 2 vehicles as well as Class 3 vehicles?

Yes ☐

No ☐

If so, why?

Insurance

Q28. Do you think that a minimum of third party insurance should be compulsory for users of mobility vehicles?

Yes ☐

No ☐

Criminal offences

Q29. Do you think that the section 35 offence (drivers of carriages injuring persons by furious driving) is adequate?

Yes ☐

No ☐

Which driver behaviours do you think are not at present adequately covered by the legislation and should be the subject of further detailed proposals?

Maximum permitted speed

Q30. Do you think that a Class 3 vehicle should be permitted to travel faster than the current limit of 8mph on the road?

Yes ☐

No ☐

Q31. What do you see as the potential benefits and risks of an increased speed limit?

Q32. What do you think the new maximum permitted speed should be?

Q33. When the speed limiter is switched off, users of Class 3 vehicles may drive above 4mph provided they are on the carriageway and not on the footway. To aid concordance with this regulation, should mobility vehicles then automatically display a sign on the rear that indicates that they must not be used on the footway?

Yes ☐

No ☐



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

18th March, 2010

TITLE: ITA Strategic Risks

REPORT OF: ITA Senior Policy Officer

1. Summary / Purpose of Report

- 1.1 This report provides Scrutiny members with a summary of strategic risks as identified and reported to the Tyne and Wear Integrated Transport Authority (ITA) in September 2009.
- 1.2 The formal risk process adopted by the ITA aims to provide assurance that significant risks associated with the delivery of ITA business (as expressed in the Passenger Transport Policy Statement 2007/08 to 2009/10) are continually being identified, and appropriately managed and monitored to derive optimal performance.

2. Recommendation

- 2.1 Members are recommended to:
 - 1. note the content of report
 - 2. raise any questions relating to the ITA's strategic risks, which are to be reviewed and reported back to ITA Standards and Audit Committee in April 2010.

3. Background

- 3.1 The ITA risk register is a 'live' document, which is held and reviewed by ITA officers on an ongoing basis. Material changes / issues are summarised in reports to the ITA Standards and Audit Committee (twice a year) and ITA Full Committee (once a year).
- 3.2 Risks fall into two general areas:
 - a) Significant threats, barriers or weaknesses that could cause substantial negative impacts on the delivery of ITA business / prevent the achievement

of aims and objectives (and which therefore require attention to avoid or reduce); and / or

- b) Significant opportunities that could cause substantial positive impacts on the delivery of ITA business / secure the delivery of aims and objectives (and which may require planning to exploit or enhance).

4. Information

4.1 The last update report provided to the September 2009 ITA meeting concentrated on:

- (a) Summarising current activities and further mitigation in response to the highest priority risks affecting the ITA (as outlined in Paragraph 4.3).
- (b) Summarising new risks (as outlined in Paragraph 4.5); and
- (c) An overview of all strategic risks (as contained within the diagram in **Appendix A**).

4.2 Generally, officers did not identify any changes in risk levels (either up or down), with the exception of two risks that were closed (as outlined in Paragraph 4.6).

4.3 The following risks are currently prioritised as having a high / red priority rating:

Risk Description	Risk Priority	Information / Update
<p>Future public spending restrictions and Delivering a Sustainable Transport System (DaSTS) re-prioritisation could lead to lack of delivery on Tyne and Wear schemes, impacting on key ITA projects and ability to deliver policy objectives.</p> <p>Risk Owner(s): ITA Clerk (Barry Rowland) / Nexus Director General (Bernard Garner)</p> <p>Risk Manager(s): ITA Deputy Clerk (Paul Woods) / Nexus Director of Finance and Resources (John Fenwick)</p>	<p>Red (12)</p> <p>NEW RISK</p>	<p>A new high priority risk has emerged concerning future levels of public spending and the future priority status of major schemes within Tyne and Wear. This risk is not unique to Tyne and Wear (it applies equally to all major schemes throughout England), but it could have significant implications for the delivery of ITA objectives and policies.</p> <p>A number of controls are already in place to minimise this risk - current mitigation includes: representation on the Transport RFA Working Group and DaSTS Steering Group; briefings to the Tyne and Wear representative on the Interim Regional Transport Board; and input to DaSTS programme work areas (particularly the City Region Accessibility Study). The City Region Governance Review is considering strengthened alignment / representation between the ITA, City Region and Regional structures.</p> <p>However, it is important that ITA and Nexus officers continue to champion Tyne and Wear schemes through existing forums/structures and lobbying of national agencies such as the Department for Transport. Further mitigation includes:</p> <ul style="list-style-type: none"> – Championing the business cases for Tyne and Wear schemes through both member and officer RFA and DaSTS structures – Lobbying and influencing the Department for

		Transport and regional representatives regarding priority Tyne and Wear transport challenges and opportunities.
<p>Failure to develop / secure delivery of “modal shift” within the current planning period (to 2011).</p> <p>Risk Owner(s): ITA Deputy Clerk (Paul Woods)</p> <p>Risk Manager(s): NCC Director of Strategic Housing, Planning and Transportation (Harvey Emms)</p> <p>Nexus Head of Strategy (Tobyn Hughes)</p>	Red (12)	<p>There is no change in risk priority. The action plan has been completely revised and further mitigation (for Nexus implementation) includes:</p> <ul style="list-style-type: none"> – Delivery of the bus corridors major scheme – Implementation of a Sustainable Travel Cities programme (subject to funding and in conjunction with the Local Transport Plan Team) – Development of a Park and Ride Strategy – Development and implementation of Smart Ticketing
<p>Failure to secure and deliver Metro Re-invigoration Project</p> <p>Risk Owner(s): Nexus Director General (Bernard Garner)</p> <p>Risk Manager(s): Nexus Director General (Bernard Garner)</p>	Red (12)	<p>There is no change in risk priority. Expansion of capital programme reporting to illustrate key performance / project milestones to the ITA and ITA Scrutiny Committee is now being carried out by Nexus.</p> <p>One new action has been identified:</p> <ul style="list-style-type: none"> – Ongoing dialogue with DfT concerning the reference case for funding (Nexus)

4.4 Seven new risks were also identified. A number of these are about the new powers granted to the ITA through the Local Transport Act 2008. Once again, much is already being done to minimise these risks (for example, the establishment of new ITA working groups), but further work is needed to fully assess how these new duties and powers can be best used to deliver the ITA’s objectives and policies.

4.5 The new risks raised are:

New Risk	Risk Priority
<p>Future public spending restrictions and DaSTS re-prioritisation could lead to lack of delivery on Tyne and Wear schemes, impacting on key ITA projects and ability to deliver policy objectives.</p> <p>(Information is as provided in Paragraph 4.3 above).</p>	Red (12)
Opportunities presented by regional Smart Ticketing initiative (NESTI) to deliver	Amber

ITA policy objectives around modal shift and network integration Risk Owner(s): Nexus Director General (Bernard Garner) Risk Manager(s): Nexus Director of Strategy (Tobyn Hughes)	(9)
Pandemic flu outbreak impacts on operational capacity of Nexus and ITA, with risk of severe disruption to public transport operations. Risk Owner(s): ITA Clerk (Barry Rowland) / Nexus Director General (Bernard Garner) Risk Manager(s): ITA Deputy Clerk (Paul Woods) / Nexus Director of Strategy (Tobyn Hughes)	Amber (8)
Poor CAA findings concerning transport across Tyne and Wear Risk Owner(s): Clerk (Barry Rowland) / Risk Manager(s): Deputy Clerk (Paul Woods)	Green (6)
Lack of engagement and buy in from local authorities and other stakeholders when preparing LTP3 Risk Owner(s): ITA Clerk (Barry Rowland) Risk Manager(s): NCC Director of Strategic Housing, Planning and Transportation (Harvey Emms)	Green (6)
Opportunities presented by wellbeing powers to better deliver ITA policy objectives Risk Owner(s): Clerk (Barry Rowland) Risk Manager(s): Deputy Clerk (Paul Woods)	Green (4)
Use/misuse of well being powers leading to financial pressures or legal challenge Risk Owner(s): Clerk (Barry Rowland) Risk Manager(s): Deputy Clerk (Paul Woods)	Green (3)

4.6 Two risks were closed:

Risk	Reason for closing
Inability to deliver prudential borrowing leads to necessity to renegotiate terms and associated increased costs	Actions completed
Failure to manage the outcome of TIF studies into a business case for congestion charging leading to loss of credibility, funding loss and risk to local transport investment.	TIF project closed by Government.

5. Next steps

5.1 The ITA Risk Register is regularly monitored and fully reviewed every 6 months to ensure risk ratings reflect emerging risks and progress is being made in reducing current risks.

5.2 ITA Standards and Audit Committee is responsible for providing independent challenge and assurance that ITA governance and internal management systems are effective and that risks are being effectively addressed. They will receive the next strategic risk update report for consideration on 16 April 2010.

6. Background Papers

6.1 ITA Strategic Risk Register – Available from contact officers below.

Strategic Risk Update report, ITA Full Committee Meeting 24 September 2009

11. Contact Officer(s)

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

		Impact			
		Nil	Low	Medium	High
Likelihood	High		<ul style="list-style-type: none">Inability to bring forward A19 junction schemes within Regional Funding Allocations to coincide with New Tyne Crossing completion		
	Medium			<ul style="list-style-type: none">Governance opportunities presented in Local Transport Act 2008Failure to realise maximum benefits from bus provisions in the Local Transport Act 2008Failure of ITA to effectively broaden policy agenda to reflect wider ITA objectives beyond public transportFailure to influence National Government PolicyEfficiency targets 2008/11 set at unrealistic level if they include Concessionary FaresFailure to balance income and expenditure (2010/11)Delays to 2010 opening of new tunnel and / or 2011 opening of existing tunnelConcessionaire termination event occursFailure to identify and appropriately manage risks arising to the ITA under the concession periodNexus fails to negotiate a contract that adequately reflects ITA policy and objectivesOpportunities presented by regional Smart Ticketing initiative (NESTI)Insufficient funding for Concessionary Fares	<ul style="list-style-type: none">Failure to develop / secure delivery of “modal shift” within the current planning period (to 2011).Future public spending restrictions and DaSTS re-prioritisation could lead to lack of delivery on Tyne and Wear schemes, impacting on key ITA projects and ability to deliver policy objectives.Failure to secure and deliver Metro Re-invigoration Project
	Low		<ul style="list-style-type: none">Opportunities presented by wellbeing powers to better deliver ITA policy objectivesOperational constraints on transport infrastructure	<ul style="list-style-type: none">Failure to manage and monitor performancePoor CAA findings for transport across Tyne and WearFailure by the Lead Authority to devise and implement the required level of service to the ITAFailure to balance income and expenditure (2008/09 – 2009/10)Failure of ITA to secure delivery of capital projects, to time, cost and quality agreements. Failure to make efficient use of the capital availableLack of engagement and buy in from local authorities and other stakeholders when preparing LTP3Failure to develop and maintain processes and arrangements for scrutinyITA fails to maintain an effective governance framework	<ul style="list-style-type: none">Impacts of NTC construction poorly managed or perceived as poorly managedPandemic flu outbreak impacts on operational capacity of Nexus and ITA
	Nil			<ul style="list-style-type: none">Use/misuse of well being powers leading to financial pressures or legal challenge	

		Impact			
		Nil	Low	Medium	High
Likelihood	High	4	8	12	16
	Medium	3	6	9	12
	Low	2	4	6	8
	Nil	1	2	3	4



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

18th March, 2010

TITLE: National Networks Update

REPORT OF: ITA Senior Policy Officer

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to update members of recent developments regarding the planning and policy of our national transport networks.

2. Recommendation

- 2.1 Members are recommended to:
1. note the content of report
 2. raise any questions relating to national network plans, policies and schemes.

3. Background

- 3.1 At the 19 November 2009 meeting of ITA Scrutiny Committee, members considered a report regarding the status of High Speed Rail developments and discussions, both within and outside of the region. At the last meeting of ITA Scrutiny Committee in January 2010, members noted that a regular update report on national transport networks would be useful for future meetings of Scrutiny Committee.

- 3.2 This report provides a brief summary of recent national network policy development, and highlights future issues of significance for members to be aware of.

4. High Speed Rail

- 4.1 A report taken to the November 2009 meeting of ITA Scrutiny Committee summarised the status of High Speed Rail (HSR) developments at a national and regional level. In particular, the following issues were highlighted:

- High Speed 2 (HS2) is a company set up by Government to consider and develop proposals for a new HSR line from London to Birmingham, as well

as potential future networks beyond Birmingham to the North West, Yorkshire, North East England and Scotland. HS2 reported to Government in December 2009, and this report, along with a Government White Paper response, is due to be released in March 2010.

- Tyne and Wear and regional (North East) Authorities are actively engaging in a number of activities and forums to promote the development of a HSR network serving the region. Activities/groups include Greengauge21, HSR\UK and Association of North East Councils (ANEC) advocacy efforts.

4.2 Since the last update, a lobbying document making the case for an eastern high speed rail route has been commissioned jointly between the three eastern ITA/PTE areas (Tyne and Wear, West Yorkshire and South Yorkshire), and submitted for consideration by government ministers. This is attached for information at **Appendix A**.

4.3 The HS2 report and associated white paper are due to be released in March 2010. The next stage will be to assess the impact of the proposals, and to position the ITA and the city region accordingly in advance of the public consultation process planned for later in the year. Members will be regularly apprised of developments.

5. East Coast Main Line / Franchise

5.1 Following the premature end of the National Express East Coast franchise and the subsequent temporary operation of services by the nationalised 'East Coast' operation, the DfT has issued a consultation paper explaining its proposals to re-let the franchise.

5.2 The new franchise will run from autumn 2011, following the introduction of a new timetable in May 2011 which promises a 'clock-face' schedule, and some faster journey times between Newcastle and London, with an average express journey time of 2 hours 50 minutes. This timetable is still being assembled and is the subject of separate stakeholder consultation. ITA and Nexus officers will continue to liaise with the DfT and Network Rail to ensure that the interests of regional and local travellers are protected during this process.

5.3 The franchise consultation paper proposes that Super Express Trains (SETs) be introduced during the new franchise (post 2016), however, the DfT recently announced a delay in the award of contracts authorising the construction of these trains, pending the findings of an ongoing value-for-money exercise.

5.4 The consultation also proposes that further key stations could be directly operated by Network Rail (in the same way that stations such as Leeds and London Kings Cross are currently managed) if such a transfer can be shown to be in the public interest. Newcastle station falls into this category. This proposal should be welcomed, as it would provide long-term certainty of station management regardless of changes in train operating companies, and access to potential funding sources and property management and development activities co-ordinated by Network Rail.

5.5 Consultation responses will be analysed by the DfT and any appropriate amendments made before an Invitation to Tender is issued later this year, at which time potential bidders will be invited to liaise further with the ITA and Nexus.

6. Strategic Road Network

- 6.1 A number of investigations into improving the A1 Gateshead Western By-pass have been carried out to date, however the scale of cost/complexity, coupled with difficulties in agreeing a strategic approach towards managing travel demand, mean that these have not been progressed. In light of this, the Highways Agency has been investigating more limited improvements which could be delivered relatively quickly. It is understood that the HA has now reported its outcomes to DfT, which will make its recommendation to Ministers in due course.
- 6.2 On the A19, there are four junction improvement schemes currently identified within the Regional Funding Allocation (RFA) transport programme:
- A184 'Testos' roundabout – to be upgraded to grade separated junction
 - A1068 Seaton Burn junction improvements
 - A189 Moor Farm Junction Improvements
 - A1058 Silverlink (Coast Road) interchange
- 6.3 The Silverlink interchange is a key junction for the City Region, carrying significant weekday traffic flows and serving an area of rapidly expanding employment and existing retail development. Traffic flows through the interchange are forecast to substantially increase following the full opening of the New Tyne Crossing.
- 6.4 The major scheme improvements at Silverlink are currently programmed within the RFA for construction in late 2014-2016. An interim scheme, expected to commence late Autumn 2010 with completion shortly before New Tyne Crossing full opening, will see some limited capacity improvements on the junction and relief in the short term.
- 6.5 A public consultation event was held by the Highways Agency in November 2009, with a second event in February - March 2010. This consultation is based on three broad options:
- i) A19 in cutting; roundabout above; A1058 above roundabout – entails demolition and rebuilding of A1058 bridges
 - ii) A19 in new bore tunnel under existing roundabout and bridges; some additional land take to north of interchange
 - iii) A19 on new flyover over the top of existing A1058 and roundabout, with new slip roads

7. National Policy Statements (NPS)

- 7.1 As part of the new national planning system, the Government's policy on infrastructure is to be set out in National Policy Statements (NPS). Under the new regime, policy development is separated from the decision making for applications, which will be done independently by the Infrastructure Planning Commission (IPC). (In the previous system, the Secretary of State determined both the policy and the decision in relation to particular applications).
- 7.2 Twelve National Policy Statements are being prepared by relevant Government departments, based on existing government policy. Before being finalised, they will each be subject to public consultation and scrutiny by parliament.

- 7.3 For transport infrastructure, there will be three National Policy Statements, prepared by DfT. These will define the national infrastructure need for ports, surface transport networks and aviation. According to the IPC:
- The consultation on the Ports NPS ended in February 2010 and is now completing parliamentary scrutiny.
 - The NPS for roads and rail will be published in draft for consultation early in 2010 and finalised during 2010.
 - The Aviation NPS will be put out for consultation, and later finalised, in 2011.

7.4 Officers will continue to monitor NPS progress and keep ITA Scrutiny Committee updated on future developments.

8. Contact Officer(s)

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



HIGH SPEED RAIL

The Case for an Eastern Route





INTRODUCTION AND MAIN POINTS

There is growing support for the creation of a High Speed Rail (HSR) network in the UK and consequentially much debate about the alignment and phasing of new high speed lines. There is a growing consensus around the need for High Speed Rail and the benefits that it will bring. Specifically HSR will:

- Address capacity and quality issues;
- Stimulate a more efficient economy; and
- Reduce carbon emissions.

Creating a high speed rail link is about much more than decreasing journey times; it offers the potential to act as a catalyst for economic growth and the regeneration of places. A high speed link between London and the north of England offers the opportunity to transform the economic geography of the country bringing places and people closer together. It will more evenly distribute the wealth and influence of London; generate a more dynamic economy, made up of more prosperous places, which compete at the top global scale.

The creation of new high speed rail lines, to form a network within the country, is viewed as integral to its future economic success and the competitiveness of its economy. The Government's work on High Speed Rail is being led by the 'High Speed 2' (HS2) company which is considering proposals for a high speed line from London to the West Midlands and potentially beyond. Recent statements indicate that they will consider broad options to serve the north of England and Scotland.

Technical work has been undertaken by Greengauge 21, Network Rail and others including the Leeds and Sheffield City Regions.

In summary there are five key points we wish to highlight:

1. We fully support the concept of a high speed rail network - it is a vital transformational project to support UK economic growth and international competitiveness;
2. A full network must be developed to the benefit of all regions - by starting work on parallel routes to the east and west of the Pennines. The completion of a high speed line serving the west of the country, before starting work on an eastern line, would adversely distort the economic geography of the country;
3. An eastern alignment direct from London (and on to Scotland) is critical to realising the economic potential of major conurbations including the East Midlands and the Sheffield, Leeds, Tees Valley and Tyne and Wear City Regions;
4. Interim enhancements to the Midland Main Line, Transpennine routes and the East Coast Main Line are still desperately needed in the short term, ahead of or in parallel to development of HS2 London to the West Midlands; and
5. HS2 must be connected to the Midland Main Line, in addition to the West Coast Main Line to spread interim benefits to Eastern authorities. This would be of particular direct significance for the Three Cities and Sheffield City Region.



HSR:UK

In September 2009, 11 major UK cities– Birmingham, Bristol, Cardiff, Edinburgh, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield joined up as HSR:UK to call for the development of a high speed rail network. Their campaign calls for high speed rail as part of a wider strategy to address the transport constraints on the UK's major cities' ability to deliver sustainable growth. HSR:UK is a campaign for the realisation of a high speed rail network, which will not only link centers of economic activity in the UK, but also connect to the high speed network already in existence in Europe. We strongly support this approach.



GREENGAUGE21 - FAST FORWARD: A HIGH SPEED RAIL STRATEGY FOR BRITAIN

Greengauge21 is a public interest group formed to develop a greater understanding of what high speed rail can do for Britain. Greengauge21 produced a report setting out a detailed a 25 year programme to create a national high speed rail network that would bring significant benefits to the economy and offer a lower carbon alternative to modes of transport.

The network envisaged in their report consists of two north-south routes, one in the east of the country (High Speed North East) and the other in the west (High Speed North West). High Speed North East would go to Edinburgh via the East Midlands, Yorkshire and the North East. Potential stops on the eastern route include Cambridge/Stansted, Nottingham, Sheffield, Leeds, Tees Valley and Newcastle.

There are two key conclusions from the Greengauge21 work which support the inclusion of a separate eastern route:

- There is no prospect of a single two-track high speed line providing sufficient capacity in the medium term (the line reaches capacity in 2040/45). As an eastern route has a business case in its own right, it is demonstrably better than providing a 4-track railway to the North West.
- More than one London terminus would be needed for a national HSR network and options have been identified for both a North West and a North East terminus.

A 25 year programme was proposed to create a national high speed rail network that would provide a range of benefits including:

- Substantial journey time savings over existing rail and road alternative, typically between 30-45% time savings over existing rail journeys (for example London-Leeds would have a saving of 1 hour);
- Benefits to the economy worth £125bn with a benefit to cost ratio of over 3:1;
- Reduced carbon emissions by one million tonnes a year; and
- The HSR network would provide a new, high quality, modern and reliable way to travel.

Greengauge21 makes a compelling case for a national HSR network which is fully supported. However, more thinking is required to determine the phasing of the network. In our view the eastern route has a particularly strong business case, especially when put alongside both the previous investment in the West Coast Main Line and concerns regarding the assumptions surrounding the deliverability and feasibility of linking in to a North West HSR line via Manchester.

WE NEED AN EASTERN HIGH SPEED ROUTE

In delivering the high speed network we believe that it will be of vital importance for the Government to adopt an approach that:

- Includes a separate eastern route or a link to a HS2 from somewhere in the West Midlands; and
- Phases the construction and delivery so as not to disadvantage specific parts of the country.

We do not believe that the option put forward whereby a high speed link would be created from Manchester, via Leeds, to the North East, offers a feasible option in the development of a high speed network. Put simply, it is an inefficient way to serve the north east as it adds unnecessary distance and time. A eastern direct line would be flat and faster.

It is vital that Government is alive to the impacts high speed rail could have upon regional economic geography. The creation of a high speed line between London, Birmingham, Manchester and Glasgow before the creation of line on the eastern side of the Pennines would put eastern regions at a significant disadvantage and would re-shape the nature of the country's economy to their detriment.

To counter this, Government would need to reallocate its regional economic support spending, as well as investing heavily in upgrading the existing rail infrastructure on eastern routes. Both East Coast Main Line and Midland Main Line are in desperate need of enhancement, but with no commitments yet in place.

We therefore believe that an alternative approach to the creation of a high speed network is required. This would focus on the creation of a north-south high speed lines on the east and the west sides of the Pennines and beyond, in tandem and over similar timescales. This would ensure that the benefits of high speed rail are spread throughout the country, rather than advancing one area at the expense of others. We do not accept arguments that only one line can be built at a time – high speed rail is a transformational investment and should be undertaken as a Government priority to maintain the international competitiveness of UK plc. Our rail industry must step up to the challenge in terms of its capacity and ambition, also offering new jobs and training to the UK workforce.

If the first phase of the implementation of this high speed network is to create a line between London and Birmingham then it would be desirable, as a more short term solution, to ensure that this can connect with the Midland Main Line, in addition to the West Coast Main Line, to optimise connectivity.

THE BENEFITS OF AN EASTERN ROUTE

It is clear from the work undertaken by Greengauge21 and others that there is a positive and strong economic case for a high speed link from London to Scotland, via the East Midlands to the Sheffield and Leeds City Regions and the North East.

The eastern regions including the Leeds, Sheffield, Tees Valley and Tyne and Wear City Regions and the Three Cities in the East Midlands (Derby, Leicester and Nottingham) have a combined population of 9.1 million and over 4.7 million jobs. This would be a significant potential audience to benefit from the introduction of a high speed line.

Research undertaken by Arup and Volterra highlighted that a new direct high speed link between London and the Leeds and Sheffield City Regions would deliver substantial transport benefits of around £29bn and have a positive Benefit to Cost Ratio of 2.5. Such enhanced connectivity could generate additional productivity gains of at least £1.5bn (within a sensitivity range of £1.3bn to £3.1bn depending upon assumptions and options) to the two city regions from London over a 60 year time frame. The creation of a high speed rail link would help to build upon the successes of the Leeds and Sheffield City Regions; enhancing the range of opportunities on offer, facilitating regeneration and strengthening the synergies between the two areas.

The Tees Valley and Tyne and Wear City Regions have a population of 2.5m people and 1.7m jobs. These two city regions form the core of the labour market for the North East Region and house many of the its economic assets. The Three Cities sub-region's travel to work area is the location for over 1m jobs and has a population of 2.2m. The area is the economic powerhouse of the East Midlands Region and it features the largest concentration of high value sectors.



HIGH SPEED RAIL SHOULD BE PART OF A COHERENT STRATEGY FOR THE WIDER NATIONAL RAIL NETWORK

In achieving this ambition for high speed rail it will be of fundamental importance to conceive this as only one element of the development of the wider rail network over the course of the next 20 to 30 years. It will be vital to secure improvements to existing lines in the short-medium term due to the timescales and risks involved.

It will be vital to make improvements to existing lines in the short-medium term, including the electrification of the Midland Main Line and capacity improvements to the East Coast Main Line. A clear, coherent and committed programme for these improvements should be in place prior to the announcement of the selected high speed rail route. Enhancements are also required to existing Transpennine routes to improve links between the east and the west of the country.

CONCLUSION AND SUMMARY

The development of a network of High Speed Rail services offers the opportunity to transform the economic geography of the country. The economic and social benefits are substantial and technical work has demonstrated that there is a strong value for money case for developing a HSR network. Affordability and practical considerations will obviously mean that such a network has to be developed in phases over a number of years.

If the full benefits are to be realised (and unintended adverse economic impacts avoided) it is vital that an eastern route is developed alongside a western route and that an appropriate phasing is developed that ensures the eastern regions benefit from the beginning.

Furthermore, it is important that the Government does not take its eye off the ball for much needed short term improvements in the East Coast Main Line, Midland Main Line and TransPennine services.

In summary there are five key points we wish to highlight:

1. We fully support the concept of a high speed rail network - it is a vital transformational project to support UK economic growth and international competitiveness;
2. A full network must be developed to the benefit of all regions – by starting work on parallel routes to the east and west of the Pennines. The completion of a high speed line serving the west of the country, before starting work on an eastern line, would adversely distort the economic geography of the country;
3. An eastern alignment direct from London (and on to Scotland) is critical to realising the economic potential of major conurbations including the East Midlands and the Sheffield, Leeds, Tees Valley and Tyne and Wear City Regions;
4. Interim enhancements to the Midland Main Line, Transpennine routes and the East Coast Main Line are still desperately needed in the short term, ahead of or in parallel to development of HS2 London to the West Midlands; and
5. HS2 must be connected to the Midland Main Line, in addition to the West Coast Main Line to spread interim benefits to Eastern authorities. This would be of particular direct significance for the Three Cities and Sheffield City Region.



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Tyne and Wear Integrated Transport Authority Scrutiny Committee

18th March, 2010

TITLE: SUMMARY OF DECISIONS: INTEGRATED TRANSPORT AUTHORITY
28TH JANUARY, 2010

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 A short digest of business transacted by the ITA on 28th January, 2010 is set out, focusing particularly on decisions made.

2. Recommendations

- 2.1 The Scrutiny Committee is asked if it would like to add any issues arising from ITA discussion on 28th January, 2010 to its own work programme noting.

3. ITA Discussion

3.1 Minutes - 26th November, 2009

The Director General, Nexus provided a two updates. Phase 1 work at Sunderland Station was expected to be complete in February. A Working Group was also meeting to prepare a design brief to enhance facilities at street level. There had been positive feedback to subsidised bus services over Christmas/New Year demonstrating to commercial operators there was a market for services.

3.2 2009/10 Capital Programme Second Quarterly Review

The Clerk to the Authority and Director General of Nexus set out a report advising on the overall performance of the 2009/10 Capital Programme, at 30th September, 2009. A number of variations were set out for approval.

The ITA noted the programme set out and approved scheme changes set out in the report, including for development of costs associated with the delivery of the programme in 2010-13.

3.3 Nexus (Non-Metro), New Tyne Crossing and Local Transport Plan Capital Programme 2010/11-2012/13

The Clerk to the Authority and Director General, Nexus outlined a 2010/11 programme in the light of expected funding. Indicative allocations for 2011/12 and 2012/13 were also set out. In total, capital amounted to £103.280m. Metro was now subject to a separate report (see para 3.4 below). The ITAs four overarching objectives had been used to evaluate and prioritise schemes. Prudential borrowing requirements would ensure the plans of the ITA were affordable, prudent and sustainable. Members debated the fit of the new Tyne Tunnel within overall priorities and noted financial arrangements to support future park and ride development.

The ITA approved the Capital Programme set out with associated prudential borrowing arrangements.

3.3 Metro Capital Programme 2010/11 to 2012/13

The Clerk to the Authority and Director General, Nexus sought approval for a Capital Programme for 2010/11-2012/13 totalling £181.844m. Other than existing schemes, with their own separate funding (eg Sunderland Station), investment was indicative. The programme was based on the Metro Asset Renewal Plan and four overarching ambitions of: promoting public transport, reducing social exclusion, the environment and assisting economic regeneration. Members discussed how schemes would be progressed and noted a request for prioritisation of investment at Walkergate Metro Station given increasing movement of NHS services to the Hospital site.

The ITA approved the programme as set out.

3.4 Financial Strategy 2010/11 to 2012/13

The Deputy Clerk and Treasurer, ITA, set out the Budget and Levy requirements for the ITA in 2010/11. Members debated the impact of national budgets on three year ambitions and sought clarification of any impact from the forthcoming actuarial evaluation of the Pension Fund.

The ITA approved a levy of £71,705,702 - an increase of 1.5% to be apportioned across the Districts. Also agreed was the amount of Revenue Grant to Nexus and minimum revenue provision repayments for borrowing capital expenditure 2010/11.

3.5 New Tyne Crossing Update

The Project Director updated the ITA on progress being made. Members commended workers on the site for progressing the project during some of the worse winter weather in 20 years. Arrangements were also shared for the floating out of the river bed sections.

The ITA noted the update.

3.6 Revisions to Tyne Tunnel Byelaws

The Clerk, Legal Advisor and Project Director, ITA sought approval to revised Tyne Tunnel Byelaws. Revisions were needed to reflect changes in layout, as a result of the second crossing, new maximum speeds and the list of dangerous items that could not be carried. Public notice would be given of the intention to revise. Confirmation would be by the Secretary of State.

The ITA agreed to approve new byelaws.

3.7 Future of Urban Transport

The Clerk to the ITA and Director General, Nexus updated Members of the national and local response to Cabinet Office consultations on an analysis of urban transport. Members agreed with emphasis being given locally and also asked for a report, to a future meeting, on different regimes applying to bus/no car lanes in Tyne and Wear.

The ITA noted the report.

3.8 DaSTS Update

The Clerk to the Authority, ITA was updated on DaSTS (Delivering a Sustainable Transport System) - Government's national framework that will inform the development of local policies. A number of pilot studies were being run. In the North East this was looking at existing challenges and also at strengthening the evidence base. Members discussed appointments to the supervisory Project Board.

The ITA noted the report.

3.9 Establishment of a Metro Sub Committee

The Clerk to the ITA, Director General, Nexus and ITA Legal Advisor set out a proposal to establish a Metro Sub-Committee. This would help reflect new management arrangements as DBTW Regio Tyne and Wear took on the operating concession. Members suggested a number of amendments to the draft Sub-Committee terms of reference.

The ITA approved the establishment of a Metro Sub-Committee.

3.10 High Speed Rail Update

The Director General, Nexus updated Members on representations made by the Chairs of Tyne and Wear, West Yorkshire and South Yorkshire ITAs to HS2, the company charged by the Secretary of State to produce detailed plans for high speed rail. Members agreed on the need to encourage local representation.

The ITA welcomed representations made stressing the case for a high speed link, as soon as possible, to the North East.

3.11 **ITA Bus Corridor Improvement Programme**

The Director General, Nexus set out options as to a way forward with the Tyne and Wear Bus Corridor Improvement Major Scheme Business Case Phase 2. Phase 1 schemes were still awaiting Department for Transport sign off (submitted in December, 2008). Work had been undertaken to rank options for Phase 2. Issues considered as part of the process were set out. Six schemes had been identified. The overall programme still remained outside of the Regional Funding Allocation. Members, therefore, decided to delay preparation of a Business Case until there was more certainty around alternative sources of funding. An alternative proposal to submit schemes now at Great North Road, Newcastle and Boldon Lane, South Shields was not supported.

The ITA agreed to defer submission of Phase 2 schemes.

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 28th January, 2010

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Tyne and Wear Integrated Transport Authority Scrutiny Committee

18th March, 2010

**TITLE: SUMMARY OF DECISIONS: INTEGRATED TRANSPORT AUTHORITY
2ND FEBRUARY, 2010**

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 A short digest of business transacted by the ITA on 2nd February, 2010 is set out, focusing particularly on decisions made.

2. Recommendations

- 2.1 The Scrutiny Committee is asked if it would like to add any issues arising from ITA discussion on 2nd February, 2010 to its own work programme noting, however, that the report considered contains confidential information.

3. ITA Discussion

3.1 Metro Re-invigoration Phase 2

The Director General, Director of Rail & Infrastructure and Director of Finance & Resources, Nexus set out details of funding being offered by the Department for Transport (DfT). Members discussed a final draft offer letter, relating back to stated ambition for long-term and significant investment. Particular attention was given to the total amount of capital funding being made available, the grant period (revised to 11 rather than 9 years), links being made between outcomes and DfT payment and revenue funding. Revisions to the ITA's overall financial framework would be reported to a future meeting.

Whilst the DfT offer had deviated from the reference case submission it was considered that, particularly bearing in mind the current economic climate, the offer represented a good deal and will enable Nexus to fulfil the objectives of Metro Reinvigoration Phase 2.

The ITA noted the offer of grant as outlined in a letter from DfT of 1st February and authorised the Nexus Director of Finance & Resources to formally accept the offer, subject to there being no last minute substantive changes.

3.2 Pedestrian and Cycle Tunnels Modernisation - Return of Tenders

The New Tyne Crossing Project Director submitted a report seeking approval to accept a tender for modernisation of lifts, to treat corrosion to lift shafts and for investigatory works to tunnel infrastructure.

The ITA agreed to recommendations set out in the report, noting amendments to the ITA's overall Capital Programme.

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

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