



Tyne and Wear Integrated Transport Authority

Meeting to be held: Committee Room, Civic Centre, Newcastle upon Tyne, NE99 2BN
on Thursday 24 March 2011 at 10.00 am
(Labour Group pre-meeting at 9:00am) (Opposition Group pre-meeting at 9:30am)

Membership: Blackburn, Green, Hall, Hanson, Hodson, Keating, Lott, Maughan,
McElroy, McMillan, Ord, Scott, Stone, Taylor, D Wood (Chair) and P Wood

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Agendas, minutes and reports are available on the ITA website at www.twita.gov.uk

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1.	Apologies for absence	
2.	Declarations of Interest of Members or Officers in any matter to be discussed at the meeting	
	(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

27 January 2011
(10.00 am - 12.00 pm)

Present:

Councillor: D Wood (Chair)

Councillors: Keating, Stone, Taylor, Blackburn, Green, Hanson, Hodson, Lott,
Maughan, McElroy, McMillan, Scott, Hall, Ord P Wood

In Attendance:

B Rowland - Clerk (ITA), Newcastle City Council
P Woods - Deputy Clerk and Treasurer (ITA), Newcastle City Council
M France - Finance and Resources, Newcastle City Council
E Goodman - Finance and Resources, Newcastle City Council
P Fenwick - New Tyne Crossing Project Director, Newcastle City Council
H Emms - Director of Strategic Housing, Planning and Transportation,
Newcastle City Council
J Anderson - Local Transport Plan Team, Newcastle City Council
G MacDonald - Local Transport Plan Team, Newcastle City Council

Nexus:

B Garner - Director General
J Fenwick - Director of Finance and Resources
T Hughes - Director of Customer Services
L Robinson - Public Affairs Manager

Also:

4 representatives of the Tyne and Wear Public Transport User Group, including a representative of the Elders Council

ncjMedia Ltd.

91. **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

92. **DECLARATIONS OF INTEREST OF MEMBERS OR OFFICERS IN ANY MATTER TO BE DISCUSSED AT THE MEETING**

Councillors Blackburn, Hanson, Hodson, D Wood, P Wood, Green, Scott and Lott declared a personal interest in any potential discussions about concessionary travel, as the holders of a concessionary travel pass.

Councillor P Wood declared a personal interest in relation to agenda item 16 (Accessible Bus Network Design – Newcastle and North Tyneside) as the Chair of the Board of Compass Community Transport, Sunderland.

93. **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 25 November 2010 were approved as a correct record and signed by the Chair.

Matters Arising:

(i) Minutes of the Previous Meeting held on 23 September 2010

(a) Dinnington Bus Services Petition

(Minute 76 (b) refers)

In response to a member's query, it was confirmed that the previously identified number of passengers who had been affected by the withdrawal of bus service No.45 was the total number.

In response to a member's comment that further discussions were needed to address the issue of the withdrawal of bus service No.45, T Hughes explained that Nexus were still working on this matter and a meeting had been scheduled to discuss this further.

(b) Priority Lanes in Tyne and Wear

(Minute 76 (d) refers)

In response to a member's question about progress in relation to priority lanes in Tyne and Wear, G MacDonald explained that this matter was still being worked on. The Chair requested a progress report for the next meeting.

(ii) Christmas and New Year Services 2010/2011

(Minute 82 refers)

B Garner reported that planned public transport services had run well on Boxing Day, with one of the operators running bus services on a commercial basis, which had been successful. Whilst the level of subsidy spent in this year was in line with the projections, there was a well defined market for the expansion of commercial services, which would be communicated to operators.

94. **FINANCIAL STRATEGY 2011/12 - 2013/14**

Submitted: A report by the Deputy Clerk and Treasurer, ITA, and Director of Finance and Resources, Nexus (previously circulated and copy attached to Official Minutes).

P Woods presented the report which set out the budget and levy requirements for the ITA in 2011/2012 and indicative funding requirements for 2012/2013 and 2013/2014. J Fenwick presented information about budget implications for Nexus.

Questions/Comments

- In responding to a member's question about the future plans in relation to the reserves, J Fenwick confirmed that the use of reserves could not be sustained. The future position would depend on savings being achieved in the medium term and there were plans to develop such proposals which would be brought to a future meeting of the ITA.
- P Woods confirmed that members were presented with a choice of two ways of setting the levy and recommended setting the levy at £71,130,056. This lower level was possible if the historic debt was transferred back to District Authorities, which would generate a substantial saving in relation to financial charges and also simplify the process of administering this debt. He explained that discussions with elected members in District Authorities would continue to ensure that there was a clear understanding of the benefits of setting the levy for 2011/2012 at this level. If agreement in writing by all 5 Districts by 7 February 2011 was not received, the levy would be set at the higher level of £73,792,416 and notified to the Districts.

RESOLVED – That:

- (i) the ITA and Nexus Revenue Budgets for 2011/2012 as in Appendix A and B of the report be approved;
- (ii) the levy of £71,130,056 for 2011/2012 be approved but the levy be contingent on the ITA receiving capital contributions from the five Tyne and Wear Districts equivalent to the value of debt held by the ITA, for which the districts received grant support directly from the Government. If this confirmation was not received in writing by all 5 Districts by 7th February 2011, the Levy would be set at the higher level of £73,792,416 and notified to the Districts.
- (iii) the levy be apportioned between the five District Councils in accordance with The Transport Levying Bodies Regulations 1992 made under the Local Government Act 1988, which used the 2009 mid-year population estimates as the basis of the levy allocation, as set out in section 5.2 of the report;
- (iv) the Districts would pay in twelve equal instalments, each instalment to be received by the Treasurer to the ITA on or before the last working day of each month;
- (v) a Revenue Grant of £70,323,250 to Nexus from the levy for 2011/12 be approved;
- (vi) the minimum revenue provision repayments for borrowed capital expenditure for 2011/12 (attached at Appendix C) be approved.

95. GENERAL TRANSPORT UPDATE

Submitted: A report by the Clerk (previously circulated and copy attached to Official Minutes).

B Rowland presented the report which provided information about the recent developments in relation to transport policy, including the Localism Bill, Local Sustainable Transport Fund and Local Enterprise Partnership Submission. It was noted that:

- The consultation on the Localism Bill continued and it was important for the ITA to consider the potential implications.
- There may be an opportunity to seek funding for the bus corridors as part of the Local Sustainable Transport Fund.
- In relation to the Local Enterprise Partnership Submission, it was noted that a number of local authorities in the region had submitted their applications and it was important for the ITA to also consider options.

Questions/Comments/Discussions

- In response to a member's question, H Emms explained that the work continued to analyse the guidance and all possible sustainable options for Tyne and Wear.
- In relation to the bus corridors, H Emms confirmed that the entire bus corridor package would need to be reviewed once more and be discussed with the Department for Transport to see how they could be delivered given the restricted opportunities for funding.
- In relation to the Local Sustainable Transport Fund, it was confirmed that the total fund of £560m was the total figure for England. It was also confirmed that in principle the ITA could submit only one bid. However, it was possible to submit a smaller-scale bid first, which would be a key components bid of a further main bid. If the submitted bid was declined, at present it was difficult to say what the next steps could be. It was possible that if parts of the bid were approved, a request would be made to the ITA to alter the remaining parts.
- In responding to a question about the status of the existing bus corridor bids, T Hughes explained that the previously submitted major scheme bids had been re-categorised and the Department for Transport was still reviewing the submissions. A response was awaited.
- It was noted that whilst the Major Schemes guidance had been suspended, there were other possible options in relation to local schemes.

RESOLVED – That the report be noted.

96. LTP3 DEVELOPMENT UPDATE

Submitted:

- (i) A report by the Joint Transport Steering Group (previously circulated and copy attached to Official Minutes);
- (ii) An addendum report by the ITA Scrutiny Committee (with the permission of the Chair due to the timetables involved, circulated at the meeting and copy attached to Official Minutes).

J Anderson presented the report which provided information about progress made on the Local Transport Plan 3 (LTP3) development and progress planned for the next period (January – March 2011). It was noted that the closing date for the LTP3 consultation had been extended to 31 January 2011. To date, the top priorities identified by the consultees from a list of suggested 12 priorities were: 1) Public Transport, 2) Maintenance, 3) Accessibility, 4) Safety and Security, 5) Information and 6) Investment.

The amount of individual responses received to date was 1,089. It was noted that the response levels in other transport authorities in the North East were also low.

J Anderson reported that the current LTP3 strategy document would be re-drafted to reduce its size and make it more reader-friendly. It would also be adapted in line with the new guidance, funding and performance reporting. It was envisaged that the final LTP3 strategy document would be submitted to the ITA for approval in March 2011.

The Chair suggested that, given that members had a limited time to consider the circulated at the meeting addendum report which outlined comments from the ITA Scrutiny Committee, members should consider the report and submit their suggestions directly to J Anderson who would collate these for the ITA Scrutiny Committee.

RESOLVED – That:

- (i) the reports be noted;
- (ii) members would submit their suggestions, if any, in relation to the comments made by the ITA Scrutiny Committee to the LTP Core Team Leader.

97. LOCAL TRANSPORT SETTLEMENT 2011/12 - 2012/13

Submitted:

- (iii) A report by the Joint Transport Steering Group (previously circulated and copy attached to Official Minutes);
- (iv) A replacement report by the Joint Transport Steering Group (with the permission of the Chair due to the timetables involved, circulated at the meeting and copy attached to Official Minutes).

H Emms presented the report which:

- 1) provided information on the recent announcement on the local transport funding for Tyne and Wear;

2) made recommendations in relation to the distribution of highway maintenance block funding 2011/12 from the ITA to the District Authorities;

3) provided information on the changes to the integrated transport block funding and the work to review these.

Questions/Comments/Discussions

- In relation to the changes to the integrated transport block funding, a member queried the future of the modal shift. H Emms explained that although the work continued to identify alternative solutions, the cuts represented significant challenges.
- It was confirmed that in moving the highway maintenance block funding 2011/12 to district authorities, they would make their own decisions about spending priorities.

RESOLVED – That:

- (i) the distribution of the highways maintenance block funding for 2011/12 from the ITA to LTP partners as in Table 1 in the report be approved;
- (ii) the allocation of the integrated transport block to the five LTP partners based on the existing percentage split be agreed;
- (iii) a further report be submitted regarding the public transport block in March 2011.

98. NEXUS (NON-METRO), NEW TYNE CROSSING AND LOCAL TRANSPORT PLAN CAPITAL PROGRAMME 2011/12 TO 2013/14

Submitted: A report by the Clerk and Director General of Nexus (previously circulated and copy attached to Official Minutes).

P Woods and J Fenwick introduced the report which sought approval for the Nexus (non-Metro), New Tyne Crossing and LTP Capital Programme for 2011/12 and also provided information on the indicative scheme allocations for 2012/13 and 2013/14. It was noted that information on Metro would be submitted to the forthcoming meeting of the ITA Metro Sub-Committee.

Questions/Comments/Discussions

- A member asked for information on the “Scheme in Sunderland, Proposed Nexus Capital Programme” as referred to in Appendix A of the report. J Fenwick explained that this related to a public transport scheme which was still to be determined and that discussions on potential schemes were ongoing between officers of Nexus and the City of Sunderland.

- In respect of the cost of business efficiencies, it was noted that Nexus had already started a programme of activities to achieve efficiencies and deliver revenue over time, including through investment in technology.
- A member was disappointed that the works to improve cycling paths had been delayed as these were relatively cheap to complete.
- In responding to a member's question about the status of the refurbishment of Haymarket Bus Station, H Emms explained that there was capital funding to finish the roof this year and this funding would complete the internal refurbishment. The scheduled completion date would be checked.

RESOLVED – That:

- (i) the Nexus (non-Metro), New Tyne Crossing and LTP Capital Schemes for 2011/12 as detailed in Appendix A of the report be approved;
- (ii) the indicative scheme allocations for 2012 - 2014 be noted;
- (iii) the prudential code indicators and treasury management statement as set out in Appendix B of the report be approved.

99. GOLD CARD PROPOSAL

Submitted: A report by the Director General of Nexus (previously circulated and copy attached to Official Minutes).

B Garner presented the report which sought members' approval of the proposals in relation to the Gold Card, including the increase in its price and also the extension of its use on the Tyne Ferry.

Questions/Comments/Discussions

- A member suggested that the time of use of the Gold Card could be extended to add value. B Garner indicated that this would be considered. He also explained that flexibility was already inbuilt in the summer months' use. A member asked whether this flexibility had resulted in an increased use of the Card. B Garner said that this did not generate many additional trips but gave users a wider time band in which to travel.
- A member commented that it was important to remain focused on the purpose of the Gold Card to support concessionary travel on Metro and improve the choice in relation to concessionary travel on bus and Metro. It was clarified that concessionary travel on bus was funded by the government and the Gold Card had been introduced to provide a similar service on Metro in order to prevent transfer from Metro to bus. B Garner reassured members that the previously agreed principles in relation to the purpose of the Gold Card were adhered to. In response to a member's question about whether the increase in price might encourage the Card holders to use buses instead of Metro, B Garner explained that although this was possible, the Card continued to represent excellent value

for money. This was particularly relevant to summer months, when peak time restrictions did not apply.

RESOLVED – That:

- (i) the report and members' comments be noted;
- (ii) the following revisions to the price of Gold Cards be effective from 1 February 2011:-

Cards issued with validity:

February to September 2011	£15.00 (valid up to 8 months)
April to September 2011	£15.00 (valid up to 6 months)
June to September 2011	£10.00 (valid up to 4 months)
August to September 2011	£5.00 (valid up to 2 months)
October to March 2012	£10.00 (valid up to 6 months)
Annual pass to March 2012	£25.00 (valid up to 12 months)

Cards for non-residents will be at a £10.00 premium over the year (£5.00 for each of the two seasonal products).

- (iii) Gold Cards would become valid for free travel on the Tyne Ferry with effect from 28 February 2011.

100. **REVISION TO FERRY FARES 2011/12**

Submitted: A report by the Director General of Nexus (previously circulated and copy attached to Official Minutes).

B Garner presented the report which set out recommendations for changes to fares on the Tyne Ferry.

Questions/Comments/Discussions

- It was confirmed that the Tyne Ferry relied on public subsidy and it was necessary to reduce this reliance. It was planned to achieve this through increasing the use of the Ferry and generating income. A full marketing campaign would be engaged to deliver this.
- A member commented on the importance of the Ferry for North Tyneside and South Tyneside.
- A member indicated that the hours of operation should be extended to weekday evenings as the current hours of operation created problems for people who needed to travel to and from work. B Garner confirmed that this matter would be checked.

- A member asked for information on how the use of the Gold Card on the Ferry would impact its use. It was explained that it would be difficult to extract this information until Smart Cards had been introduced.

RESOLVED – That the new structure of fares (as in the report) become effective from 28 February 2011.

101. **SUMMARY OF NEXUS RESPONSE TO LTP3 CONSULTATIONS IN TYNE AND WEAR, DURHAM AND NORTHUMBERLAND**

Submitted: A report by the Director General of Nexus (previously circulated and copy attached to Official Minutes).

B Garner introduced the report which advised members about Nexus' response to the recent consultations on Local Transport Plan 3 (LTP3) in Tyne and Wear, County Durham and Northumberland. It was noted that the response was generally supportive of the proposals and joint working.

Questions/Comments/Discussions

- A member referred to the figure of 75% for bus journeys in Tyne and Wear (section 4.7 of the report) and commented that the figure would have been much lower if taxis were included in the statistics.

RESOLVED – That the report be noted.

102. **RAIL UPDATE**

Submitted: A report by the Director General of Nexus (previously circulated and copy attached to Official Minutes).

T Hughes presented the report which provided information on the recent developments in the rail industry, including the 2016 capacity review of East Coast Main Line, value for money review by Sir Roy McNulty and reform of rail franchises.

Questions/Comments/Discussions

- In response to a member's question about whether there were opportunities to replace old vehicles as part of the Rolling Stock Plan, T Hughes explained that the liaison with the Department for Transport in relation to this continued. There had been some improvements noticed in other parts of the country and it was hoped that these would be cascaded to Tyne and Wear. B Garner indicated that there would be an opportunity for the ITA to make input into a specific discussion on this at a later date.
- In relation to the extension of High Speed Rail, it was noted that this was a long-term project. Given that the initial plans had been extended to include Manchester, there was some hope for the extension to Tyne and Wear. There were indications that further consultations would be held nationally, and officers

continued working to pursue the extension of High Speed Rail to Tyne and Wear.

RESOLVED – That the report be noted.

103. **NEW TYNE CROSSING - CONSTRUCTION PROGRESS REPORT**

Submitted: A report by the New Tyne Crossing Project Director (previously circulated and copy attached to Official Minutes).

P Fenwick presented the report which provided an overview of the progress made on the construction of the New Tyne Crossing and the state of readiness for key event PTU1. It was noted that members would be informed about the revised date for trafficking the new tunnel and closing the existing tunnel for refurbishment as soon it was confirmed. Members would be invited to a small ceremonial event.

Questions/Comments/Discussions

- Members expressed positive comments in relation to the works on the New Tyne Crossing indicating that despite their complexity these had been carried out without major disruptions. Members thanked P Fenwick and his team for their work.
- Members expressed positive comments about the continued communication with members in relation to the project.
- In response to a member's question, P Fenwick confirmed that there was an additional fire safety feature which enabled communication with the Tunnel users through a car radio in case of an emergency.

RESOLVED – That the report be noted.

104. **DATE AND TIME OF THE NEXT MEETING**

The next meeting will be held on Thursday 24 March 2011 at 10am.

105. **EXCLUSION OF PRESS AND PUBLIC**

RESOLVED – That press and public be excluded from consideration of agenda item 15, 16 and 17 on the following grounds:

Agenda item	Business	Reason
15	Confidential Minutes of the previous meeting held on 25 November 2010	Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972
16	Accessible Bus	Paragraph 3 of Part 1 of Schedule 12A to the

	Network Design – Newcastle and North Tyneside	Local Government Act 1972
17	North East Smart Ticketing Infrastructure (NESTI) Programme	Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972

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Tyne and Wear Integrated Transport Authority

24 March 2011

TITLE: REVENUE BUDGET MONITORING REPORT (April 2010 - February 2011)

REPORT OF: Deputy Clerk and Treasurer to the ITA

Not confidential

District Implications - all

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to provide members with a revenue budget monitor report for the period 1 April 2010 to 28 February 2011.
- 1.2 The monitor includes current financial information relating to ITA administration and financing and the Tyne Tunnels.
- 1.3 The report sets out expenditure to date and compares this with the revised estimate for the year presented to the ITA at its meeting of 27 January 2011. It shows that the likely outturn position is anticipated to be within the revised budget, which represents a reduction of £0.104m from the original budget agreed by the ITA on 28 January 2010.
- 1.4 The report also provides an update on the level of the ITA's borrowing and lending for information.

2. Recommendations

- 2.1 The ITA is recommended to note the financial position as at 28 February 2011 set out in this report and the attached appendices 1 and 2.

3. Introduction / Background

3.1 The budget monitor has been prepared by comparing the actual income and expenditure (analysed into ITA and Tyne Tunnels) from April 2010 to February 2011 with the revised budget for 2010/11. Appendices 1 and 2 summarise the recorded spending position as at 28 February 2011.

3.2 For the ITA, expenditure at £65.3m is 90% of the revised budget for the year, with no unexpected costs incurred to date. There is some variation in the percentage spend on individual budget items, but this is broadly in line with expectation apart from the following -

- Support Services – The majority of the costs of officer support activity of the ITA are charged into the revenue account at the year end. Overall costs are expected to be in line with the budget.

Forecast expenditure, revenue and grant levels in 2010/11 indicate that the latest anticipated net spending of the ITA itself will be £0.104m less than the original budgeted resources available for the year. This is due to savings in the capital financing charges for 2010/11 of £65k, additional income on revenue balances of an estimated £25k and savings in other areas of £14k. These savings have reduced the amount of reserves required to support the levy in 2010/11 from an original estimate of £781k to £678k.

3.3 2010/11 is the second full year of the contract with TT2 for the operation of the Tyne Tunnels. Payment to TT2 is linked to the tolls income. For the period from 1 April 2010 to 28 February 2011, the position is summarised in Appendix 2, with key bullet points shown below -

- Toll income is collected by TT2 and paid to the ITA within 4 working days of being actually received. The monthly payment to TT2 is paid within 30 working days after the end of the relevant month.
- The expected tolls income by the end of the year is on budget at present.
- Actual traffic is broadly similar to levels over the equivalent period last year, after taking account of tunnel closures in 2009 and timings of holiday periods.
- Costs are in line with expectations under all budget heads except for 'other expenses' where spend currently exceeds budget by approximately £18k. This is due to a shuttle bus provision being required for longer than anticipated as a result of problems with the escalator and lift in the Tyne Pedestrian and Cycle Tunnel. Expenditure has also been incurred on

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additional actuarial advice in relation to pensions.

Treasury Management Update – Borrowing and Lending

Borrowing

- 3.4 The ITA's approved Authorised borrowing limit for the 2010/11 year is £231 million and its Operational borrowing limit is £226 million. The level of external borrowing as at 28 February 2011 is £167 million. This is well within the limits agreed by ITA and has been throughout the year to date. This includes the money that the ITA needs to borrow to fund its share of the new Tyne Tunnel contract. The average interest rate payable on the ITA's loans this year is estimated at 4.30%.

Lending

- 3.5 Due to low interest rates on investments, the ITA has taken a strategy of deferring borrowing and disinvesting external investments. The result is that the ITA has no external investments at the end of February 2011.

4. Next Steps

- 4.1 The budget and the ITA's treasury management position will continue to be monitored carefully by the Treasurer. The outturn against budget will be reported to the ITA at the May meeting.

5. Further comments by the:

- **Clerk** none
- **Treasurer** see main report
- **Legal Advisor**
- **Director General**

6 Background Papers

- 6.1 Revenue Monitoring reports to February 2011

7 Contact Officer (s)

- 7.1 Eleanor Goodman 0191 277 7518

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Appendix 1: ITA Revenue Budget Monitor for the Period 1 April 2010 to 28 February 2011

Spend to 28 February 2011 (2010/11)

	<u>Spend to</u> <u>31.10.10</u>	<u>Revised Budget for</u> <u>Year</u>	<u>Spend</u> <u>against Revised</u> <u>Budget</u>	<u>Traffic</u> <u>Light</u>	<u>Notes</u>
	£000	£000	%		
ITA					
<u>Revenue Expenditure</u>					
Travel Costs	2	3	56%	G	
Supplies & Services	95	105	90%	G	
Support Services	3	392	1%	G	Remainder of charges will be allocated at year end
ITA Website Charges	31	34	92%	G	
Pension Costs	468	510	92%	G	
Grant to Nexus	62,842	68,555	92%	G	
LGA Subscription	36	36	100%	G	Annual subscription payment
Financing Charges	1,826	2,809	65%	G	Expenditure flow uneven throughout financial year
	65,302	72,443	90%	G	Overall revenue expenditure is in line with budget
<u>Income</u>					
Levy Income	(65,730)	(71,706)	92%	G	
Interest on Balances	0	(60)	0%	G	Income will be allocated to ITA at year-end
	(65,730)	(71,766)	92%		
Contribution from Reserves	(428)	678			

Appendix 2: Tunnels Revenue Budget Monitor for the Period 1 April 2010 to 28 February 2011

Spend to 28th February 2011 (2010/11)					
Tyne Tunnels	Spend to 31.10.10	Revised Budget for Year	Spend as a % of Revised Budget	Traffic Light	Notes
	£000	£000	%		
TT2 Contract					
Toll Income	(11,694)	(13,260)	88%	G	
Payments to TT2	2,359	2,995	99%	G	
Accounting Adjustment to Payments to TT2 - required under IFRIC12	-	3,008			This accounting adjustment has no impact on cash position
Total	(9,335)	(7,257)			
Other					
Employee Costs	29	33	90%	G	
Other Expenses	77	59	131%	R	Shuttle bus and Pensions advice - see para. 3.3
Community Fund	5	10	50%	G	
Pension Costs	539	588	92%	G	
New Tyne Crossing support services	77	173	45%	G	Remainder of charges will be allocated at year end
Financing Charges	-	3,595	0%	G	Charges will be allocated at year end
Accounting Adjustment to Financing Charges - required under IFRIC12	-	2,481			This accounting adjustment has no impact on cash position
Interest on Balances	-	(505)			Income will be allocated at year end
Total	728	6,432		G	
Net Surplus on Existing Tunnels	(8,607)	(825)		G	

For further information or detail, please contact Eleanor Goodman on 0191 277 7518



Tyne and Wear Integrated Transport Authority

24 March 2011

TITLE: 2010/11 & 2011/12 PUBLIC TRANSPORT BLOCK ALLOCATION

REPORT OF DIRECTOR GENERAL OF NEXUS

Not confidential

District Implications: All Districts

1. Purpose of Report

- 1.1 The purpose of this report is to provide members with the details of the public transport elements of the LTP programme for 2010/11 and 2011/12.
- 1.2 This report outlines the programme of work that will be funded through the Nexus (Non-Metro) Capital Programme for 2011/12.

2. Recommendations

- 2.1 The Integrated Transport Authority is recommended to:
 - (a) approve the proposals in relation to the Public Transport Block for 2010/11 and 2011/12;
 - (b) note progress with development of the 2011/12 Nexus (Non-Metro) Capital Programme;
 - (c) agree to receive a report at the September meeting recommending amendments to the distribution methodology for the Public Transport LTP Block Allocation.

3. Background

3.1 2010/2011 LTP Public Transport Programme

During 2010, having protected the Metro capital maintenance element, the LTP funding allocation was cut by 45% and a revised programme was agreed by the

ITA in November 2010 to take account of these cuts. The suddenness of this cut and protracted project lead times has created difficulties in delivering the full public transport programme in 2010/11 financial year and consequently a number of schemes, particularly on highway, will not be delivered before the end of March 2011. Therefore it is proposed that any underspend is rolled forward into the 2011/12 financial year.

3.2 2011/12 LTP Public Transport Programme

Members will recall from its January meeting that there has been further, significant capital funding reductions in LTP in 2011/12 and consequently the value of the ITA's prioritised schemes were in excess of available LTP public transport funding (para 4.4). Mechanisms for funding the difference between the prioritised schemes and available resources were discussed at Joint Transport Steering Group on 11 February 2011.

3.3 Unfortunately Joint Transport Steering Group were reluctant to make any additional money available for the Nexus (Non-Metro) programme to deliver public transport schemes across Tyne and Wear. However there was agreement that the ITA should review how the LTP Public Transport Block is allocated in future years.

3.4 Nexus' Public Transport Block Allocation for 2011/12 will therefore be £247k, leaving a gap of some £513k between the ITA's prioritised schemes and available resource.

4. Information

4.1 2010/11 Public Transport Block

As part of the Comprehensive Spending Review the LTP allocation was reduced in year by 45%. This required a review of the LTP programme and the revised programme was agreed by members in November 2010.

4.2 Due to difficulties by the in year cuts during 2010/11 the five district authorities have requested that any underspend on their Public Transport Block Allocations (after the removal for the provision for over-programming) is carried forward to 2011/12 financial year. As at the end of the third quarter, the unspent allocation across the five districts is around £760k. Nexus, at this point, does not intend to carry forward any of its allocation and will deliver its full programme of works in 2010/11 financial year.

4.3 On this basis, revised letters of agreement will be drawn up conditional upon:

- (a) Nexus continues to administer the fund and the districts will submit claims against spend on agreed projects;
- (b) All monies are spent within the 2011/12 financial year;
- (c) Nexus will provide the ITA with quarterly updates on delivery of all

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schemes in the Public Transport Block of the LTP;

- (d) This funding will deliver outstanding elements of the following public transport schemes previously programmed for 2010/11 as agreed by the ITA in November 2010 as follows:

North Tyneside

- A19 Corridor/Ballioli
- Coach Lane MOVA

South Tyneside

- Bus stop improvements
- Bus stop clearways
- McAnany Avenue access improvements
- Bents Park Road public transport improvements
- Bamburgh Avenue public transport improvements
- Gainsborough Avenue and Nevinson Avenue public transport improvements
- Biddick Hall public transport improvements
- Primrose Terrace Springwell Road Hill Park Estate public transport improvements
- Boldon Lane/Stanhope Road junction improvements
- Lukes Lane Estate public transport accessibility

Gateshead

- Superroute infrastructure and clearways
- Taxi facilities
- A694 (Swalwell-Rowlands Gill)
- Wrekenton Centre

Sunderland

- Durham Road/Premier Road junction
- Bus stop clearways

- Londonderry Triangle
- Bus stop improvements

Newcastle

- Haymarket Bus Station
- Bus stop clearways
- Shields Road, Byker Bridge corridor improvements
- Corner House signal improvements MOVA

4.4 2011/12 Public Transport Block

It is recommended by Joint Transport Steering Group that the 2011/12 Public Transport Block Allocation continues to be split along the same percentages as the Integrated Transport Block, once the local contribution to Metro has been allocated. The residual Public Transport Block for 2011/12 is consequently £789k and if the Steering Group recommendation is accepted the district allocations would be as follows (NB this is new money and does not include the underspend from 2010/11):

	Allocation 2011/12
Gateshead	£113k
Newcastle	£136k
North Tyneside	£87k
South Tyneside	£69k
Sunderland	£136k
Nexus	£247k

4.5 The implications of this proposed allocation is that the draft programme approved by the ITA in January, which was predicated on the full Public Transport Block being made available to Nexus in order to deliver the ITA's prioritised schemes, is now under-funded. In these circumstances, it is recommended that the following three schemes be removed from the programme unless the District Councils involved can agree to a joint funding arrangement – or provide funds from other sources:

- Haymarket Bus Station refurbishment - £280k
- Keppel Street refurbishment - £180k

➤ Wayfinding Signing at bus station - £65k

4.6 Discussions will take place with District Authorities on funding opportunities for these schemes and a definitive position on the programme will be reported to the ITA in September when approval for a revised distribution methodology for the Public Transport Block will also be sought. This will also address the funding gap which will also arise in 2012/13 and 2013/14 should the same approach as for 2011/12 be adopted.

4.7 The Nexus (Non-Metro) Capital Programme for 2011/12 will therefore be:

Public Transport Schemes		
	Cost	Total
Ferry environment improvements	£40k	
Refurbishment of the Pride of the Tyne	£58k	
Customer service improvements	£150k	
I Technology for bus information	£80k	
		£328K
Business improvement schemes	£1340k	
		£1668k
Financed by		
LTP Public Transport Block	£247k	
Nexus internal resources	£1421k	
		£1668k

5. **Next Steps**

6. **Further comments by the:**

Clerk (if any); Treasurer (if any); Legal Advisor (if any); Director General (if any).

7. **Background Papers**

8. **Contact Officer (s)**

8.1 John Fenwick, Director of Finance and Resources, Nexus Tel: 0191 203 3248

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Tyne and Wear Integrated Transport Authority

TITLE: REPORT TITLE 2010/11 NON-METRO CAPITAL PROGRAMME – THIRD QUARTERLY REVIEW

Date: 24th MARCH 2011

REPORT OF: THE CLERK OF THE AUTHORITY / DIRECTOR GENERAL OF NEXUS

Reasons for confidentiality (if confidential)

District Implications

1. Summary / Purpose of Report

- 1.1 The purpose of this report is to advise members of the overall performance of the 2010/11 Non-Metro Capital Programme including delivery to the end of the third quarter (ending 8th January 2011). This report does not include progress as it relates to Nexus major schemes and the Metro Asset Renewal Plan, which are being reported through the ITA Metro Sub Committee separately.

2. Recommendations

- 2.1 The ITA is recommended to;
- Note the position with regard to the 2010/11 Non-Metro Capital Programme, as per Appendix A
 - Approve the scheme changes as detailed in Appendix B

3. Introduction / Background

- 3.1 The ITA approved a Non-Metro capital programme for 2010/11 in November 2010 totalling £59,229k which included Nexus (Metro) Major Projects. These are now being reported through the ITA Metro Sub Committee since they relate to the Metro system; therefore the revised programme at that time totalled £43,864k. A review of the programme has been undertaken at the end of the third quarter, resulting in a revised programme of £42,757k.

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- 3.2 As at the end of the third quarter actual spend is £27,637k (63.0%). Commitments are estimated to be £43,523k (99.3%). The detailed breakdown is attached in Appendix A.
- 3.3 The variations reported in this third quarterly monitoring report are almost exclusively due to the transfer of the environmental milestone payments on the Tyne Tunnel Crossing into 2011/12.
4. **Information**
- 4.1 The ITA approved a Non-Metro Capital Programme for 2010/11 of £59,229k which included Nexus major projects. These are now being reported through the ITA Metro Sub Committee along with Metro Asset Renewal Plan schemes; therefore the revised capital programme totalled £43,864k.
- 4.2 It should be noted that Nexus have adopted a periodic basis of reporting and as such the information pertaining to Nexus schemes relates to the period up to the 8th January 2011, which is the end of Period 10, whereas the Tyne Tunnel scheme is reporting up to 31st December 2010.
- 4.3 The information contained in this report is based on information received from Project Managers responsible for the schemes, and the Tyne Tunnel Project Director.
- 4.4 Following the third quarterly review of the capital programme a number of changes have been identified. These can be seen in Appendix B and in summary below:-

	£'000
Non-Metro Capital Programme as at Q2	59,229
Removal of Metro Major Projects	(15,365)
Revised Programme at Q2	43,864
Variations during Q3:	
Bus Infrastructure	(17)
Tyne Tunnel Crossing	(1,090)
Non-Metro Capital Programme as at Q3	42,757

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4.5 New Schemes

There were no new schemes approved during quarter 3.

4.6 Variations

- Minor variations totalling £17k in Bus Infrastructure Schemes
- The variation of £1,090k to the Tyne Tunnel Crossing is almost exclusively as a result of Environmental Milestone Payments being transferred into 2011/12.

4.8 The revised ITA capital programme for 2010/11, excluding major projects and metro schemes, is summarised below and detailed in Appendices A and B:-

	Approved Programme 2010/2011	Revised Programme 2010/2011	Change During Third Quarter
	£'000	£'000	£'000
Bus Infrastructure	1,211	1,194	(17)
Business Improvements	784	784	0
Ferry	132	132	0
Major Projects	0	0	0
Passenger Improvements/Info.	112	112	0
Nexus Capital Programme	2,239	2,222	(17)
New Tyne Crossing	41,625	40,535	(1,090)
Total Capital Programme	43,864	42,757	(1,107)

4.9 As at the end of the third quarter actual spend is £27,637k (63.0%). Commitments are estimated to be £43,523k (99.3%). The actual expenditure has increased during quarter 3 mainly as a result of payments being made for capital construction contributions on the New Tyne Crossing scheme of £11,300k.

4.10 This total revised Capital Programme for 2010/2011 is £42,757k. The funding of this is from a number of different sources. The funding available in 2010/11 is as

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follows:-

	2010/11 Approved Funding	2010/11 Revised Funding	Variance
	£0	£0	£0
LTP Minor Schemes	789	789	0
Over-programming	258	247	(11)
Grants and Contributions	92	92	(0)
Prudential Borrowing	0	0	0
Reserves	1,100	1,094	(6)
Total Nexus Funding	2,239	2,222	(17)
Tyne Tunnel Crossing	41,625	40,535	(1,090)
Total Capital Funding	43,864	42,757	(1,107)

4.11 The major changes to the funding above are as follows:-

- The Tyne Tunnel Crossing has transferred funding into 2011/12 to cover Environmental Milestone Payments.
- The non-metro over-programming is currently 12.5% which is within the authorised level.

5. **Next Steps**

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

8 **Contact Officer (s)**

8.1 Keith Nisbet, Head of Finance (0191) 203 3264

Iain Jardine, Project Accountant (0191) 203 3476

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APPENDIX A – CAPITAL PROGRAMME AS AT 8th JANUARY 2011

Code	Scheme Title	Revised Budgets at end of Quarter 2 £	Actual Expenditure at end of Quarter 3 £	Committed Budget at end of Quarter 3 £	Uncommitted Budget at end of Quarter 3 £	Revised Budget at end of Quarter 3
<u>Bus Infrastructure</u>						
BA00	Bus Shelters New Build	58,500	16,574	56,190	2,310	58,500
BA00	Super Route Shelters	30,000	14,464	14,464	15,536	30,000
BA00	Bus Shelter Departure Boards	50,000	126	29,001	20,999	50,000
BA00	Replacement Bus Shelters	160,000	94,971	125,497	34,503	160,000
BA00	Shelter Refurbishment Programme	320,000	237,507	287,198	32,802	320,000
BA00	Bus Shelter Lighting Power Supply	111,500	36,965	91,585	19,915	111,500
BA00	Bus Station Refurbishment	319,000	289,364	313,173	19,827	333,000
BA00	CCTV At Bus Stops	100,000	7,599	12,349	62,651	75,000
BA01	Bus Corridor Major Scheme	7,000	1,166	1,166	(166)	1,000
BA01	Bus Station Signing	30,000	0	0	30,000	30,000
BA01	Information Delivery Improvements	25,000	6,010	6,010	18,990	25,000
		1,211,000	704,746	936,633	257,367	1,194,000
<u>Business Improvements</u>						
BA30	Transport Management System	121,000	62,357	253,539	(132,539)	121,000

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2	BA70	IT Hardware Replacement	200,000	95,593	167,361	32,639	200,000
1	BA70	Further Enabling Technologies	200,000	151,975	169,675	30,325	200,000
2	BA70	Customer Relationship Management	60,000	11,618	11,618	48,382	60,000
4	BA71	MS Licencing	50,000	50,161	50,161	(161)	50,000
7	BA71	Data Collection System For Con Mon	81,000	69,457	79,896	1,104	81,000
9	BA72	Nexus Website Enhancements	57,000	37,097	53,108	3,892	57,000
0	BA72	CRM Consultation Portal	15,000	0	0	15,000	15,000
1			784,000	478,257	785,357	(1,358)	784,000

Code	Scheme Title	Revised Budgets at end of Quarter 2 £	Actual Expenditure at end of Quarter 3 £	Committed Budget at end of Quarter 3 £	Uncommitted Budget at end of Quarter 3 £	Revised Budget at end of Quarter 3 £
Passenger Improvements						
BA30	Real Time Information	112,000	11,543	107,173	4,827	112,000
1		112,000	11,543	107,173	4,827	112,000
Ferry						
BA50	North Shields Ferry Landing	92,000	64,187	67,953	24,047	92,000
2						
BA50	Ferry Landings Environmental Improvements	39,500	860	1,360	38,140	39,500
7						
		131,500	65,047	69,313	62,187	131,500

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NEXUS TOTAL	2,238,500	1,259,593	1,898,476	323,023	2,221,500
Type Tunnel Improvements	41,625,000	26,377,501	41,625,000	0	40,535,000
TOTAL CAPITAL PROGRAMME	43,863,500	27,637,094	43,523,476	323,023	42,756,500

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APPENDIX B

	2010/11 £ 000	2011/12 £ 000	2012/13 £ 000
Capital Programme Agreed by ITA November 2010	59,229	62,245	2,490
New Schemes Identified			
Variations to Major Schemes			
Removal of Major Schemes from this report	(15,365)	(6,890)	
Variations to Other Schemes			
Tyne Tunnel Crossing			
Environmental Milestone Payments transferred into 2011/12	(1,000)	1,000	
Cycle Infrastructure transferred into 2011/12	(35)	35	
Additional Professional Fees	(55)	242	490
PCT Major Scheme transferred into 2012/13		(500)	500
Minor Changes – Additional changes less than £30k.	(17)		
TOTAL CHANGE TO PROGRAMME	(16,472)	(5,800)	0
REVISED CAPITAL PROGRAMME	42,757	56,132	3,480

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Tyne and Wear Integrated Transport Authority

TITLE: Date: 17th February 2011
METRO CAPITAL PROGRAMME 2011/12

REPORT OF DIRECTOR GENERAL, NEXUS

Reasons for confidentiality (if confidential)

District Implications

1. Summary / Purpose of Report

1.1 The purpose of this report is to seek approval of the Metro Capital Programme for 2011/12.

2. Recommendations

2.1 The Authority is recommended to:-

- Approve the Metro capital programme for 2011/12 as detailed in Appendix A, totalling £44.7m (note that this includes £1.8m of Ticketing and Gating enabling works MRG funded expenditure)
- Note that this draft programme has been forwarded to DfT, under the terms of the grant offer letter dated February 2010
- Agree to receive a further report following the outcome of the 2010/11 programme, ensuring the revised 2011/12 programme is brought within the recommended over-programming levels of 10%, as detailed in the strategy below
- Note that DfT will require the rolling 3 year programme, updated by 30 September 2011, and that this will be subject of a further report to the Sub Committee later in the year

3. Introduction / Background

- 3.1 Since April 2010 Nexus has been delivering the first year of the 3 year Asset Renewal Plan for 2010/11 to 2012/13 as agreed with DfT
- 3.2 Current forecasts of expenditure during the 2010/11 financial year is £43.7m with a substantial proportion of this occurring in the final quarter and mainly linked to the planned major line closure in March 2011. This includes an element of over programming and it is envisaged that the final reported expenditure will be no more than £41.6m, thereby keeping to prescribed limits
- 3.3 The total funding available for 2010/11 and 2011/12 combined is £76.7m. There is also an option to exercise a 10% virement of funding between financial years, as outlined in the DfT grant offer of February 2010. Ultimately, this could increase available funding by up to a further £3.9m over these two years, although the intention is to stick to a planning target that remains within prescribed limits, i.e. at £76.7m over the first two years.
- 3.4 Given that the current forecast for 2010/11 indicates that it will be necessary to vire funding from the 2011/12 allocation, in order to achieve a programme that keeps within prescribed limits and also sets an over programming level of some 10% in 2011/12, a reduction of £6m will have to be found from within the list of schemes attached at Appendix A. This does however, depend on a number of assumptions:
- That actual expenditure in 2010/11 does not exceed the funding available of £41.6m; and
 - That an over programming level of 10% is set as an appropriate planning target

4. Information

- 4.1 The current prediction of £43.7m capital expenditure in 2010/11, as at Period 10, is based upon the master programme which is managed by the Nexus Programme Management Office. Approximately £2m of this carries a high risk of non – delivery within the current financial year. A further £2m carries a medium to low risk of non-delivery. Because of the uncertainty surrounding the final outturn position, Nexus is likely to exercise its discretion to vire 10% of funding between financial years.
- 4.2 At the beginning of the 3 year capital programme the predicted expenditure

was £47m during year 2010/11, this included a substantial amount of over programming (circa 24%) to compensate for the risk of non-delivery of some projects.

- 4.3 The profile of spend during year 2010/11 shows a sharp rise towards the end of the financial year as large portions of work are carried out now that the procurement strategy has been largely implemented and crucially, as a result of a major line closure lasting for 3 weeks in March 2011.
- 4.4 The general approach towards Year 2 of the Metro 2010/11 – 2012/13 capital programme is as follows:-
- Consolidate the processes and procedures that have been successfully introduced during Year 1
 - Maintain delivery of the Asset Investment Plan within funding limits
 - Bring projects that have commenced in 2010 to a successful conclusion
 - Identify any “must do now” projects resulting from increased asset knowledge and prioritise accordingly
 - Set out to manage within a lower level of over programming.
 - Flatten the spend profile throughout the year.
 - Move the second major line closure into early 2012/13
 - Give consideration to long lead items e.g. new radio system.
- 4.5 Given the likely need to vire funding from 2011/12 back into 2010/11 and because of increased knowledge of the condition of the Metro asset, together with the experience of delivering the ARP gained during 2010/11, a realistic planning target for 2011/12 is £38.7m (including over programming of 10%) as detailed in the table at paragraph 4.7 below.
- 4.6 The difference between the value of the list of schemes attached at Appendix A, and the revised planning target of £38.7m, £6.0m. Therefore, to keep within prescribed funding levels, a re-assessment of the scope of works and value engineering will be required.

- 4.7 The DfT approved Metro Rail Grant funding of £104m in February 2010. The funding available, including the local contribution is set out below:-

	2010/11 Funding	2011/12 Funding	2012/13 Funding	Total Funding
	£000	£000	£000	£000
Metro Rail Grant	34,000	35,000	35,000	104,000
Local contribution	3,788	3,889	3,889	11,566
Total Approved Funding	37,788	38,889	38,889	115,566
Virement between years	3,767	(3,767)		
Total Available funding	41,555	35,122	38,889	115,566
Over-programming	2,150	3,578	2,300	8,028
Over-programming level	5.1%	10.2%	5.9%	6.9%
Total	43,705	38,700	41,189	123,594

- 4.8 If the total budget requirement of £44.7m is approved, the over-programming level for 2011/12, would be 27% and this is not seen as acceptable for planning purposes, hence the need to identify savings.
- 4.9 Nexus Rail has substantially re-organised during the last 9 months. New project procedures have been introduced. A more rigorous engineering change process is in place and internal departments have been re-organised in order to effectively deliver the Asset renewal Plan, most notably the creation of an Engineering Department that is responsible for setting engineering standards and a Programme Management Office function which assists project managers in delivery of individual schemes.
- 4.10 These changes are enabling more scrutiny of projects and better financial management, leading to greater certainty of delivery and less reliance on over programming which is a drain on resources..
- 4.11 The use of line closures to deliver works more efficiently has already commenced and this will continue throughout 2011/12. Weekend closures have yet to be planned but it is proposed that a closure be implemented at Christmas 2011, for up to 1 week, to replace the South Gosforth Junction.
- 4.12 To alleviate the problem of significant spend at the end of the financial year it is proposed to programme the second blockade on the TYN-CRD section of the network early in 2012/13. This has two advantages. Firstly it allows reduced spend in 2011/12 thus meeting the target of total spend over two years within

the DfT limits. Secondly it gives sufficient time throughout the remainder of the financial year 2012/13 to recover any problems encountered with delivery during the closure.

5. **Next Steps**

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

8 **Contact Officer (s)**

- 8.1 Brian Wilson, Head of Engineering 0191 203 3114
Diane Scott, Nexus Capital Accountant on 0191 203 3410
Keith Nisbet, Nexus Head of Finance 0191 203 3264

APPENDIX A

Capital code	Capital Scheme	2011/12 Budget Requirement
		£000
<u>Civils</u>		
BB001	Central Area Tunnel Refurbishment	1,017
BC201	Earthworks - North Shields to Howdon	229
BC202	Earthworks - Howdon to Wallsend	36
BC204	Earthworks - South Gosforth to Jesmond	3
BC205	Bridges - Tynemouth to North Shields (1154 1170)	54
BC206	Bridges - Percy Main to Wallsend (1185 1186 1179)	385
BC207	Bridges - Howdon to Percy Main (1181 1183 1196 1202)	232
BC208	Bridges - Meadow Well to Walkergate (1175 1176 1195)	27
BC209	Bridges - Tynemouth to Meadow Well (1157 1156 1168 1171)	400
BC210	Bridges - Percy Main to Hadrian Road (1187 1191 1193)	19
BC211	Bridges - Hadrian Road to Walkergate (1197 1198 1200)	33
BC212	Bridges - Wallsend to Walkergate (1201 1203 1204 1206)	34
BC213	Retaining Walls	5
BC214	Bridges - Monkseaton, Cullercoats (1124 1137 1144)	42
BC215	Bridges - Benton (1114 1115B)	1
BC216	Bridges - Gateshead (1059 1062)	1
BC217	Bridges - Bede, Shiremoor (1024 1024A)	0
BC218	Drainage - Tynemouth (Knotts Flats)	60
BC222	Duct Route - Wallsend to Manors	31
BC223	Duct Route - Howdon to Wallsend	97
BC224	Duct Route - North Shields to Howdon	54
BC225	Duct Route - Tynemouth to North Shields	33
BC226	Duct Route - South Gosforth to Jesmond	2
BC227	Duct Route - South Gosforth to Airport	1,304
BC228	Duct Route - Jesmond to Gateshead Stadium and Manors to St	27

Capital code	Capital Scheme	2011/12 Budget Requirement
		£000
BC229	Duct Route - Gateshead Stadium to South Shields	1,260
BC230	Duct Route - South Gosforth to Tynemouth	134
BC241	Culverts	5
BC289	Ground Investigation - South Gosforth to Jesmond	85
BC290	Ground Investigation - Rest of System	14
BC545	Depot Refurbishment	50
BC799	Monkseaton Station Ramp	237
BC811	Benton Station Footbridge	206
BC851	Management of Incursions of Motor Vehicles	28
BC891	Control Room	175
BC952	Depot Fire Alarm Systems	85
	Total Civils	6,405
Communications		
BC250	Cable Pulling - Tynemouth to Manors	787
BC251	Cable Pulling - South Gosforth to Jesmond	165
BC252	Cable Pulling - South Gosforth to Airport	59
BC253	Cable Pulling - Jesmond to Gateshead Stadium and Manors to St	18
BC254	Cable Pulling - Gateshead Stadium to South Shields	915
BC255	Cable Pulling - South Gosforth Junction to Tynemouth	490
BC256	Radio	109
BC257	Telephony	46
BC259	Station Network Connections	1,001
	Total Communications	3,591
Depot Equipment		
BC278	Train Wash	518
BC279	Wheel Lathe	1,150
	Total Depot Equipment	1,668

Level Crossings

Capital code	Capital Scheme	2011/12 Budget Requirement
		£000
BC276	Barriers - Fawdon	113
BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston	54
BC539	Level Crossing Refurbishment	1
BC955	Level Crossing Deck Replacement	2
	Total Level Crossings	171
Mechanical and Electrical		
BC281	Escalator - Central	723
BC282	Escalator - Monument	941
BC284	Lift - Four Lane Ends	277
BC285	Lift - Heworth	374
BC286	Fire Alarm	663
BC532	Stations Refurb - Esc Imps/Major Items	120
BC617	Lifts Refurbishment/Major Items	80
BC805	Otn-Ups Support Power Supply	316
BC938	Sub Surface Vent System	5
	Total Mechanical and Electrical	3,499
Metro Cars		
BC288	3/4 Life Refurbishment	2,957
BC874	On-Train PA	42
BC954	Capital Maintenance Concession	632
	Total Metro Cars	3,631
Miscellaneous		
BB003	Maint Management System	5
BC587	Vehicle Replacement Programme	100
	Total Miscellaneous	105
Overhead Line		
BC240	OLE - System Development	6
Permanent Way		

Capital code	Capital Scheme	2011/12 Budget Requirement
		£000
BC231	Plain Line - Tynemouth to Chillingham Road	2,965
BC232	Plain Line - South Gosforth to Jesmond	8
BC233	Plain Line - Jesmond to Gateshead Stadium	2
BC235	Switches & Crossings - North Shields	109
BC236	Switches & Crossings - South Gosforth	906
BC237	Switches & Crossings - Benton	136
BC238	Switches & Crossings - St James	108
BC239	Switches & Crossings - Prudhoe Street	25
BC550	Rail Grinding	300
BC558	Security Fencing	135
BC703	Plain Line Renewal	996
	Total Permanent Way	5,690
Plant		0
BC280	Tamper	7
BC517	Road/Rail Vehicles	194
BC922	Diesel Shunters Battery Locos	498
		699
Power		
BC287	Power - Depot Stray Currents	795
BC929	OHLE Network	105
	Total Power	900
Signalling		
BC260	Signalling - Bankfoot Interlocking Area	406
BC261	Signalling - South Gosforth Interlocking Area	601
BC264	Signalling - North Shields Interlocking Area	359
BC265	Signalling - Wallsend Interlocking Area	67
BC266	Signalling - Jesmond Interlocking Area	24
BC268	Signalling - Heworth Interlocking Area	630

Capital code	Capital Scheme	2011/12 Budget Requirement
		£000
BC269	Signalling - Pelaw Interlocking Area	634
BC270	Signalling - Jarrow Interlocking Area	0
BC271	Signalling - South Shields Interlocking Area	0
BC272	Signalling - Depot Interlocking Area	169
BC273	Signalling - PTI	672
BC274	Future Signalling System	114
	Total Signalling	3,676
Stations		
BC242	Station - North Shields	3,468
BC243	Station - Meadow Well, Percy Main and Howdon	2,163
BC244	Station - Hadrian Road and Wallsend	1,754
BC245	Station - Walkergate and Chillingham Road	2,305
BC246	Station - South Gosforth	943
BC247	Station - Ilford Road	10
BC248	Station - West Jesmond	1,061
BC249	Station - Central Station	1,086
	Total Stations	12,791
Major Projects		
BB006	Ticketing and Gating Enabling Works	1,837
		<hr/>
		44,668 <hr/>



Tyne and Wear Integrated Transport Authority

Date: 24 March 2011
TITLE: RATE OF INCREASE OF MEMBERS ALLOWANCES 2011/12
REPORT OF THE CLERK TO THE AUTHORITY

1. **Summary / Purpose of Report**

- 1.1 The attached report sets out the recommendations of the Independent Remuneration Panel regarding the rate of increase of the Authority's Members' Allowances for 2011/12.

2. **Recommendations**

- 2.1 The Authority is recommended to consider the Panel's recommendations concerning the level of increase of the Members' Allowances and, if approved, make a new Scheme accordingly and revoke the existing Scheme.

3. **Introduction / Background**

- 3.1 The Local Authorities (Members Allowances) (England) Regulations 2003 require that Joint Authorities make a new Members Allowances Scheme by 1 April each year and in doing so, have regard to the recommendations of their Independent Remuneration Panel.

4. **Recommendations of the Independent Remuneration Panel**

- 4.1 The Regulations stipulate that an Authority must have regard to the recommendations of its Independent Remuneration Panel in deciding the rate of any increase in its Members Allowances. The Panel have discussed this matter and recommend that the Allowances remain unchanged in view of the freeze on public sector pay under the Comprehensive Spending Review. Their report is attached.

5. **Next Steps**

- 5.1 In line with the Regulations, the Panel's recommendations have been published in a statutory notice. A further notice setting out the Authority's response will

need to be published. A new Members Allowances Scheme will also be prepared to take effect from 1 April 2011 and the existing Scheme revoked.

6.

Further comments by the:

- **Clerk** – The Clerk to the Authority has seen the report and has no further comments
- **Deputy Clerk and Treasurer** - the recommendations are in line with the proposed budget provision.
- **Legal Advisor** – The views of the Legal Advisor and Monitoring Officer have been reflected in the report.
- **Director General** (if any).

7 Background Papers

7.1 The Local Authorities (Members Allowances) (England) Regulations 2003 (as amended)

8 Contact Officer

8.1 Ian Poll, Telephone number 0191 211 5159

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

Date: 24 MARCH 2011
TITLE: RATE OF INCREASE OF MEMBERS ALLOWANCES 2011/12
REPORT OF INDEPENDENT REMUNERATION PANEL

1. **Synopsis**

1.1 This report sets out the recommendations of the Independent Remuneration Panel as to the rate of increase of the Authority's Members Allowances for 2011/12.

2. **Recommendations**

2.1 The Panel recommend that for the reasons set out in this report, the members allowances for 2011/12 remain unchanged and a new Members' Allowances Scheme be made accordingly.

3. **Introduction / Background**

3.1 The current Members Allowances Scheme was approved by the Authority on 25th March 2010 and took effect from 1 April 2010.

3.2 However, under the Local Authorities (Members Allowances) (England) Regulations 2003, the Authority has to make a new scheme before 1st April each year. The Authority must have regard to the recommendations of its Independent Remuneration Panel on the rate of any increase in its members' allowances and this must form a standing item on the agenda for the Authority's March meeting. Although the Regulations enable an index to be applied for a period of up to 4 years, the Authority previously agreed that the Panel should review the situation annually, the only exception being travelling rates which will be indexed to Inland Revenue rates.

4. **Rate of Increase**

4.1 The Panel were advised that the Authority had made no budget provision for an increase in members allowances for 2011/12 as under the Comprehensive Spending Review public sector pay had been frozen. The Panel therefore recommend that the following allowances still apply for 2011/12.

4.2

Allowance	£
Basic Allowance	3107
Special Responsibility Allowance	
Chairman	12198
Statutory Vice-Chairman	4055
Vice-Chairmen (2)	2025
Independent Chair, Standards & Audit Committee	2025
Leader of the Opposition	2025
Independent Members, Standards & Audit Committee	1013

4.2 Apart from any increase in line with changes in Inland Revenue rates, the Panel do not recommend any alteration to travel and subsistence allowances at this stage.

5. **Background Papers**

5.1 Report of Independent Remuneration Panel to the Authority, 25 March 2010 – Rate of Increase of Members Allowances 2010/11.

The Local Authorities (Members Allowances) (England) Regulations 2003 (as amended).

6 **Contact Officer**

6.1 Contact Officer: Ian Poll, Tel: 2328520 Ext. 25159



Tyne and Wear Integrated Transport Authority

Date: 24th March 2011

TITLE: Tyne and Wear Bus Corridor Improvement Programme Major Scheme Update

REPORT OF Director General of Nexus

Not confidential

District Implications - All

1. **Purpose of Report**

- 1.1 To advise members that Department of Transport have informed Nexus that the Tyne & Wear Bus Corridor Phase 1 Major Scheme submission has not been selected to progress the next step to major scheme Development Pool. It will therefore not be funded through the major schemes programme in the current Spending Review Period.

2. **Recommendations**

- 2.1 Members are asked to note the content of this report.

3. **Background**

- 3.1 Members were advised at the 25th November 2010 meeting that following the Government Spending Review of 20th October 2010 the DfT had issued new guidance on the process for taking forward major transport schemes during the Spending Review Period.
- 3.2 The Phase 1 Bus Corridor Improvement Programme MSBC did not achieve Programme Entry prior to the suspension of the previous major scheme process in June 2010. Under the revised guidance issued by DfT in October 2010 the Phase 1 MSBC was therefore categorised in the Pre-Qualification Pool (the lowest level category). Correspondence from DfT on 1st November confirmed this.
- 3.3 The next step in the new process was submission of an Expression of Interest to the DfT by 4th January 2011.

4 Expression of Interest and DfT Response

4.1 An Expression of Interest (Eoi) was submitted to the DfT as required on 4th January 2011. The submission confirmed that Nexus, as promoter of the Phase 1 bus corridor MSBC on behalf of LA partners, wished the scope of the original MSBC for schemes in Sunderland and Gateshead to remain largely unchanged and for this bid to be taken forward for consideration for funding in the Spending Review period.

4.2 The only element of the original bid removed in the Eoi was Felling By Pass Bus Lane extension. Since submission of the original bid for Programme Entry in December 2008 further appraisal has revealed (using DfT appraisal methodology) this scheme has a very poor BCR which reduced the overall Programme BCR.

4.3 The DfT made scheme promoters aware of the outcome of the EOI by letter on 4th February 2011. For the Phase 1 MSBC EOI submission the DfT notification was that the bid was unsuccessful in being selected to join the Development Pool and will not be funded through the major schemes programme in the Spending Review period. The DfT advised that all of the schemes in the Pre Qualification Pool were assessed against the following criteria:

- the potential to offer value for money;
- ability and willingness of the promoter to offer savings to the Department; and
- likelihood of delivery in the Spending Review period

In the case of Tyne & Wear Bus Corridor Improvements, in the DfT's view, the scheme did not have sufficient potential to offer value for money.

4.4 In addition on the 4th February the Minister issued a statement setting out nationally the results of the Eoi process for schemes in the Pre-Qualification Pool. In total across the country 23 schemes were promoted to the Development Pool increasing this pool to 45 schemes. Through the Eoi process the promoters of these 23 schemes had indicated a potential to reduce the call on DfT funds to produce an overall saving of 42% on the total of the previously requested sums. However the Government does not expect all 45 schemes to be funded as the process remains competitive, value of schemes is double available funding, and those schemes that do not reach an acceptable standard continuing through the major scheme process will not be funded.

4.5 For 11 schemes nationally, such as the Phase 1 Bus Corridor Scheme, not selected for the Development Pool advice from Government is that promoters will need to consider their options as no funding will be available in the current Spending Review period. In the future the Government intention is to move to a more devolved funding framework for major schemes with Local Enterprise Partnerships and others. The Government intends to will develop this framework further during 2011.

4.6 With the decision from DfT to not progress the Phase 1 Bus Corridor Scheme

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within the major scheme programme Nexus and local partners will continue to work together to find alternative ways to fund and deliver these schemes.

5 Phase 2 Schemes

5.1 Members are reminded that for major transport schemes prioritised in the RFA that had not been submitted prior to the election of the Coalition Government advice from Government is that promoters should not spend any more time and money progressing such schemes give the uncertainty of future funding. Schemes in the Bus Corridor Improvement Programme Phase 2 fall into this category. Further advice on the status of these schemes will be issued by the DfT by the end of 2011. Correspondence from DfT on 1st November advises that we wait for this new guidance before undertaking any further work on Phase 2 schemes and with future funding uncertainties it is prudent not to do any more work.

5.2 But similar to Phase 1 schemes that are not progressing through the DfT funding programme other opportunities to fund and deliver these schemes will be pursued.

6. Further comments by the:

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 Background Papers

7.1 Previous reports:

- Tyne & Wear Bus Corridor Improvement Programme Major Scheme Update in November 2010

8 **Contact Officer (s)** Helen Mathews, Head of Business Development, 203 3455

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Tyne and Wear Integrated Transport Authority

Date: 24 March 2011

TITLE: ADOPTION OF LOCAL TRANSPORT PLAN 3

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Summary / purpose of report

1.1 This report summarises the key elements of the Tyne and Wear Local Transport Plan 2011-21, responses from consultation, response to comments from ITA Scrutiny Committee and the changes made to enable the finalisation of the document.

2. Recommendation

2.1 ITA Members are recommended to:

- approve and adopt the third Local Transport Plan for Tyne and Wear (LTP3) with effect from 1 April 2011
- make arrangements for submission of LTP3 to Department for Transport on or before 31 March 2011

3. Consultation Draft LTP3

3.1 The consultation draft LTP3 comprised three separate documents:

- Strategy 2011-2021
- Delivery Plan 2011-2014
- Consultation Summary & Questions

3.2 The draft LTP3 was published on 18 October 2010. Formal public consultation, originally scheduled to end on 10 December 2010, was extended by three weeks to 31 December 2010 in response to representations made; responses

from stakeholder groups received in early 2011 were also accepted.

4. Response to Consultation

4.1 We received 1089 responses to the questionnaire. Overall the top four priorities are:

- We will give priority to and invest in public transport (64%)
- We will keep our transport networks in good condition (62%)
- We will help people to reach key services, such as healthcare, employment and education, easily and safely (56%)
- We will enhance safety and security for all transport users (46%)

4.2 We also received detailed responses from organisations on the strategy and delivery plan, through the website, by email and by letter.

4.3 There was a consensus amongst respondents that agreed with our proposed approach to tackle the identified challenges.

4.4 Of those people who took the opportunity to add their own general comments, over 95% of them were supportive in what we were setting out in our strategy.

5. Changes made

5.1 Each LTP partner may have taken their authority's proposed response to the consultation through their own democratic processes, and we have tried to incorporate recommendations from the partners, where appropriate.

5.2 We have considered each comment from members of the public and stakeholders and addressed wherever possible.

5.3 Following the consultation and various announcements from Government regarding changes to the funding of transport, and the impact of the Coalition's budget deficit reduction programme, particularly in terms of major schemes, we have revised the strategy to reflect this position.

5.4 Whilst the recent announcements means that there is no funding in the short term for our major schemes, they remain part of our longer term ambitions to tackle congestion, improve safety and reduce carbon emissions and we will be looking at taking these forward in the coming years.

6. Final LTP3

6.1 The Executive Summary is attached as Appendix A.

6.2 A summary of changes from draft to final is attached as Appendix B (handouts from presentation made to ITA LTP WG on 10 March).

7. Next Steps

7.1 We are producing a standalone nontechnical document for distribution to the public and stakeholders. This is work in progress and a draft will be tabled at the meeting.

7.2 We are drafting a detailed report of consultation and responses to each stakeholder.

8. Response to Scrutiny Committee Comments, January 2011

8.1 ITA Scrutiny Committee made some comments on the LTP3 consultation process and responses are indicated *in italics*

8.2 Only 1,089 individual replies were received; not even 1% of the Tyne and Wear population. The committee considers a sample size should have been set at the beginning of the process to ensure messages drawn out can safely be said to represent local views.

Setting sample size implies sampling frame etc (as per Tyne and Wear Household Survey or National Highways & Transport Network Survey) and active pursuit of responses rather than advertising the event and seeking views. More expensive approach (typically £60 per household).

8.3 It was reassuring to note that, despite the small sample size, 95% of all feedback was supportive of proposals outlined. There was also a fair demographic balance in terms of people involved.

Noted, no response required

8.4 There appeared to be a mismatch between the number of 'hits' on promotional websites and actual forms returned. Follow-up emails could have been pursued
Not possible as hits on websites are anonymous

8.5 Social media channels, suggested by Admiral PR (Facebook and Twitter), appeared to be of little effect with an average of only 8 tweets a week during the consultation period. Traditional forms of communication, such as the letter from the Chair of the ITA, appeared to have been more successful. The ITA should trust its own judgment rather than pay fees to PR agencies.

If social media channels had not been used ITA might have been criticised for not embracing the new forms of communication.

Admiral PR note that social media was a qualified success in their view. 116 followers on Twitter was more than expected. They did get some engagement. 8 tweets per week is not bad and on a par / more than some national Govt Departments get. Facebook had less engagement but then had less content. It is a pity the snow prevented them from generating more content via voxpops and the school poster competition.

The traditional media relations outreach was a qualified success in the sense that again for such a dry subject with few visuals we got four print articles in the regional media and a radio interview with Cllr Wood on Metro radio.

In future the Core Team could feed Facebook and Twitter channels rather than

employing a PR company.

- 8.6 37% of all responses had come from the face to face targeted interviews across the five Districts in a two week period. If interview had not been suggested by the committee the LTP Team's sample size would be significantly smaller. There was also benefit in ensuring a more unbiased sample of face to face interviews. E-consultation was more open to 'hijacking' by interested parties (see level of response from Newcastle on the importance of cycling).

Agree that a variety of methods should be used to elicit response. It could be argued that conducting face to face interviews on street does not allow the respondent time to consider the full documents.

- 8.7 Those undertaking face to face interviews should be congratulated by the ITA as staff undertaking street-based surveys during two of the coldest weeks in the past 100 years.

Noted, no response required

- 8.8 South Tyneside and Newcastle City Councils had not responded formally to consultations. Arrangements should be established to ensure there was a clear message as to whether all ITA stakeholder Districts needed to reply. The option of responding should be a Councillor decision.

Since the report to ITA Scrutiny in January responses have been received from South Tyneside and Newcastle. Each district made their own decision as to how to respond and the level of internal debate (Cabinet, Council) that took place

- 8.9 Further opportunities should be explored to fill any gaps in the list of key LTP stakeholders - particular reference was made to a lack of response from the bus industry.

Since the report to ITA Scrutiny in January a response has been received from Stagecoach North East. Our list of key stakeholders is kept under review – but we can't force people to respond. In future we could ask for a 'null response' from key stakeholders to be confident that the invitation to take part has been received.

- 8.10 Cluttered advertising in Nexus Travel Shops had meant posters promoting the opportunity to comment had not always been visible. Councillor feedback was also that not all of the local councils had displayed posters in public buildings. A list of agreed notice boards, etc should be drawn up to aid future marketing.

Agreed – this would be a good idea for future events

- 8.11 The new Nexus Customer Relations Management System, part of smart ticketing, should be used as a future tool for engaging with public transport users. Opportunities had not been taken to promote LTP3 consultation say as part of Gold Card and bus pass reminders.

Agreed we should explore such opportunities (subject to data protection issues) but be aware that Gold Card and bus pass holders are a subset of the travelling public and LTP is concerned with movement of people and goods by all modes.

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

APPENDIX A - EXECUTIVE SUMMARY (PDF)

APPENDIX B – FINALISING LTP3 (PDF)

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Executive Summary

Executive Summary

Introduction

This is the third Local Transport Plan (LTP3) for Tyne and Wear. It comprises a ten-year strategy (2011-2021) covering all forms of transport in Tyne and Wear, underpinned by the first in a series of three-year delivery plans (2011-2014) setting out how the strategy will be put into effect at a local level.

This Plan has been produced by the Tyne and Wear Integrated Transport Authority on behalf of the six LTP Partners - the five local authorities in Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland) plus Nexus, the local Passenger Transport Executive. It has been produced in accordance with the Local Transport Plan Guidance issued by the Department for Transport in 2009 and takes into account national, regional and local policies and plans. It is complementary to the Transport Strategy for the North Eastern Local Enterprise Partnership (LEP), which covers a wider geographic area including those parts of Durham and Northumberland which have close economic and commuter ties to Tyne and Wear.

The draft LTP was subject to a period of public consultation and comments received have been used to finalise the document.

The Strategy

Vision

Our vision for transport in Tyne and Wear is that:

Tyne and Wear will have a fully 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.

The five goals of the transport strategy that we have adopted to meet this vision are:

- To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes
- To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events
- To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security

- 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
- To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places

As there is considerable overlap between the latter three goals, and many of our proposed measures would help to address all three of them, these have been summarised under the term "Safe and Sustainable Communities". Therefore the strategy has been focused on ways to address challenges within the following three key areas :

- Supporting economic development and regeneration
- Addressing climate change
- Supporting safe and sustainable communities

Challenges

Economic Development and Regeneration - By many standard economic indicators, Tyne and Wear is less successful than other urban areas of the UK. Transport needs to help address this by supporting the development of new regeneration and housing sites, managing congestion, ensuring high levels of accessibility to key employment sites and making sure our transport network can continue functioning after disruption from natural or man-made events.

Climate Change - All local authorities in Tyne and Wear have committed themselves to meeting challenging targets for the reduction of CO₂ emissions and will also be required to play their part in meeting the UK's national Climate Change Act objectives. This will require a significant reduction in transport's share of emissions.

Safe and Sustainable Communities - The least prosperous areas of Tyne and Wear are amongst the most deprived in England. ⁽¹⁾ This situation is influenced by many factors but transport can assist by improving accessibility so that people can reach employment sites and key services more easily, and by promoting healthy, active travel modes such as walking and cycling. The need to improve safety and reduce crime and fear of crime is also an issue for all modes of transport. We recognise the need to protect and enhance the natural environment.

Strategic Framework

Recognising the importance of our climate change objectives and the fact that, at least in the short-term, there will be considerably less funding available than in recent years, we have adopted a strategic framework based on three broad intervention types (measures), beginning with the lowest-cost measures that make the least impact on the environment;

- (i) managing the demand to travel;
- (ii) managing and further integrating existing networks; and
- (iii) targeting new investment at top priority challenges.

1 Source: Index of Multiple Deprivation (2007)

The aim is to firstly reduce cost and demand on the system; then to make maximum use of existing networks; and finally to concentrate our limited resources for new investment on key schemes that promote sustainable regeneration, or where current provision is clearly inadequate.

Managing the Demand to Travel

By close integration between transport and land use planning strategies, we will seek to ensure that development is focused on the most accessible locations that minimise demand to travel and make it easy to use sustainable modes. This will be supplemented by the use of Travel Planning and Smarter Choices resources, whilst Car Clubs provide an additional option that caters for essential car journeys whilst minimising overall car use.

Management and Integration of Existing Networks

We have listened to what the people of Tyne and Wear want, and therefore, we will continue to promote and invest in our existing transport networks, focusing particularly on active travel modes, such as walking and cycling, as well as public transport. It will also be important to make best use of taxi and private hire services and to ensure the safe and sustainable movement of freight around the region. Using Network Management Plans, Partners will continue to ensure delivery of the Network Management Duty to facilitate the efficient movement of vehicles, pedestrians and cyclists throughout the city region. Excellent integration between all modes is essential as many journeys involve more than one form of transport.

Investing in our Networks

Our major scheme programme includes a number of key schemes that are underway, such as the New Tyne Crossing and the region's Urban Traffic Management and Control (UTMC) project. Our investment in electric vehicle infrastructure is also a key commitment that addresses our need for sustainable economic growth. There are also a number of important schemes under development, such as the Sunderland Strategic Transport Corridor (currently in the Development Pool) and our Bus Corridor Improvement Programme, as well as other schemes that are longer-term aspirations.

Underpinning the measures are three key priorities: providing high-quality **information** to assist in informed travel choices; improving **safety** on all modes; and ensuring existing infrastructure is kept in good condition by keeping up high standards of **maintenance**.

Information

We will use a variety of media to inform people about routes, services and fares, both before and during their journey, thus helping them make informed travel choices, for all modes of travel.

Safety

We intend to work closely with the public, the police and transport operators to improve safety on all modes of transport. In the case of road safety, we will continue to use a targeted range of education, engineering and enforcement measures to maintain our good record in reducing road accidents.

Maintenance

The Metro Reinvigoration project will help to secure the future of the Metro system and renew structures that are reaching the end of their useful life. Highways Asset Management Plans allow authorities to make best use of the budgets available and provide a robust and efficient service to road users and residents, ensuring efficient, appropriately targeted maintenance and improvements of the existing assets.

Main Policies

The main policies in the strategy are listed in Table 1.

Table 1 Main Policies

Category	Main Policy
Maintenance	We will keep all our transport networks in good condition.
Management	We will manage our networks to provide for the safe and efficient flow of travel by all modes.
Information	We will help people make informed travel choices by giving them accurate information.
Walking and Cycling	We will give priority to and invest in walking and cycling.
Public Transport	We will give priority to and invest in public transport.
Safety and Security	We will enhance personal safety and security for all transport users.
Road Safety	We will work to improve road safety.
Air Quality	We will seek to improve air quality.
Links	We will improve links to our airports, ports, rail and motorway systems.
Low Carbon	We will support low-carbon transport initiatives.
Access	We will help people to reach key services, such as healthcare, employment and education, easily and safely by ensuring that access issues are given due consideration for service and land use planning.
Investment	We will pursue all investment opportunities to improve our transport networks.

Delivery Plan

The strategy is accompanied by a three-year Delivery Plan. This sets out the indicative allocation of spend for maintenance and integrated transport during the next three years by each Partner, together with a monitoring framework.

The Delivery Plan includes the allocation of resources over the next two financial years and indicative amounts for the third year. These are as follows:

Table 2 Integrated Transport Block Allocation

Partner	2011/12 (£000)	2012/13 (£000)	2013/14 (provisional) (£000)
Gateshead	1,664	1,775	1,775
Newcastle	1,999	2,133	2,133
North Tyneside	1,285	1,371	1,371
South Tyneside	1,021	1,089	1,089
Sunderland	2,008	2,141	2,141
Nexus	3,640	3,883	3,883
Tyne and Wear	11,617	12,392	12,392

Table 3 Highways Capital Maintenance Allocation



Partner	2011/12 (£000)	2012/13 (£000)	2013/14 (provisional) (£000)
Gateshead	2,239	2,326	2,269
Newcastle	2,290	2,440	2,292
North Tyneside	1,847	1,753	1,801
South Tyneside	1,276	1,267	1,236
Sunderland	2,804	2,919	2,877
Nexus	0	0	0
Tyne and Wear	10,456	10,705	10,475

We propose to monitor the 12 main policies and set targets for maintenance, levels of walking, cycling and public transport, road safety and air quality to measure our progress and performance. These will build on the current Local Transport Plan targets. In addition we will be tracking contextual indicators such as traffic volumes and fleet mix. We will use this information to inform our future investment and assess our progress towards our vision, goals and objectives.

Next Steps

LTP3 is being prepared at a time when there are a great many uncertainties, especially in respect of available funding. It should not be expected therefore that this is the 'final word' on transport in Tyne and Wear for the next ten years. Regular review of our strategy will be essential and we are proposing an initial refresh of the document after one year by which time the economic environment will be clearer.

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LTP TYNE AND WEAR

Finalising LTP3

ITA LTP Working Group
10 March 2011

Jessica Anderson, LTP Core Team



Outline of Presentation

LTP TYNE AND WEAR


- Strategy
 - Highlight main changes from draft
- Delivery Plan
 - Highlight main changes from draft
- Summary Document
 - new



Strategy 2011-2021

LTP TYNE AND WEAR

Preface



Strategy 2011-2021 Preface

LTP TYNE AND WEAR


- Foreword
 - Reference to New Tyne Crossing in text
- Executive Summary
 - Inclusion of twelve main policies
 - Inclusion of maintenance and IT block allocations for 2011/12 – 2013/14
 - Reference to monitoring and setting targets



Strategy 2011-2021

LTP TYNE AND WEAR


Part 1
Introduction and Background



Strategy 2011-2021 Chapter 1: Introduction


LTP TYNE AND WEAR

- About this document
- Role of the LTP
 - Refer to North Eastern LEP
- Building on the achievements of LTP2
 - Moved from old Chapter 2
- Statutory assessments
 - updated
- Review of document
 - Moved from old Chapter 13



Strategy 2011-2021
Chapter 2: Changes from Draft to Final (new)

- Listening to transport users
- Summary of responses
- Recommendations from statutory assessments
- Summary of changes




Strategy 2011-2021
Chapter 3 (was 2): Context

- Policy
 - Updated with e.g. Local Transport White Paper, North Eastern LEP
- Transport geography
 - Detailed statistics to Delivery Plan to facilitate annual update
- Socio-economic background
- Trends and forecasts



Strategy 2011-2021

Part 2
Objectives, key issues and challenges




Strategy 2011-2021
Chapter 4 (was 3): Vision

- Vision unchanged
 - Moved 'delivering the Vision' to beginning of Part 3




Strategy 2011-2021
Chapter 5 (was 4)

- Supporting economic development and regeneration
 - Unchanged



Strategy 2011-2021
Chapter 6 (was 5)

- Addressing climate change
 - Added forecasts to 2050 of effects
 - Referenced House of Lords Science and Technology Select Committee on behaviour change
 - Awaiting results of modelling scenario
 - To consider Carbon Plan published 8 March




**Strategy 2011-2021
Chapter 7 (was 6)**

- Supporting safe and sustainable communities
 - Road transport accidents (redrafted)
 - Air quality (reference to Public Health White Paper)
 - Active Travel (reference Transport and Health Resource)
 - Other environmental issues (new - from Atkins report)



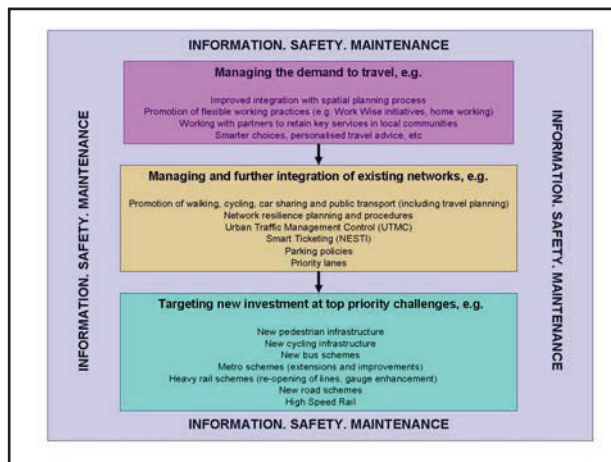
Strategy 2011-2021

**Part 3
Delivering the Strategy**



**Strategy 2011-2021
Chapter 8 (new)**

- Delivering the Vision
 - Moved from Part 1
 - ‘Stepping stones approach’ figure simplified





**Strategy 2011-2021
Chapter 9 (was 7)**

- Improving Information
 - Main policy highlighted




**Strategy 2011-2021
Chapter 10 (was 8)**

- Improving Safety
 - Main policies highlighted
 - Redrafted




Strategy 2011-2021 Chapter 11 (was 9)

- Maintaining Infrastructure
 - Main policy highlighted (all networks)
 - Duplicate policies deleted
 - Section on Transport Asset Management Plans moved to front




Strategy 2011-2021 Chapter 12 (was 10)

- Managing the demand to Travel
 - Integrating transport and land use planning (revised main policy to include text from questionnaire)
 - Smarter Choices (included employer PTP project)
 - Travel Planning (material merged to one section)
 - Parking (no change)
 - Car Clubs (no change)




Strategy 2011-2021 Chapter 13 (was 11)

- Network Management
 - Moved UTMC material from 'schemes in progress'
 - Moved 'infrastructure for low carbon vehicles' material from 'schemes in progress' into emission management
- Active Travel
 - Updated cycling



Strategy 2011-2021 Chapter 13 (was 11)

- Public Transport
 - Moved Smart Ticketing material from 'schemes in progress'. Added POP logo
 - Quality Contracts (text amended)
 - Taxi (text amended)
 - Park and Ride (reference to bike and ride)
- Freight
 - Recognition scheme examples now include London



Strategy 2011-2021 Chapter 14 (was 12)

- Investing in our networks
 - Schemes in progress (New Tyne Crossing)
 - Schemes under development (A19, Sunderland Central Route, SSTC, Bus Corridor Improvement Programme)
- Schemes for the future



Strategy 2011-2021

Appendices



LTP TYNE AND WEAR

Strategy 2011-2021 Appendices


- Glossary
- Acronyms
- Consultation summary (new)
- List of policies
- Rights of Way Improvement Plan
- Links to other documents



LTP TYNE AND WEAR

Delivery Plan 2011-2014


Part 1
Introduction



LTP TYNE AND WEAR

Delivery Plan 2011-2014 Chapter 1: Introduction

- Structure of document
- Changes from draft to final (new)
- Review of document (new)



LTP TYNE AND WEAR

Delivery Plan 2011-2014 Chapter 2: District Priorities

- NewcastleGateshead (new joint section)
- North Tyneside
- South Tyneside
- Sunderland



LTP TYNE AND WEAR

Delivery Plan 2011-2014

Part 2
Resources



LTP TYNE AND WEAR

Delivery Plan 2011-2014 Chapter 3 Level of Resources

- LTP Block Allocations (December 2010 allocation in place of scenarios)
- LSTF (new)
- Major Scheme Funding (updated with CSR and other announcements)
- Developer Funding
- Regional Growth Fund (new)

**Delivery Plan 2011-2014
Chapter 4 (was 5): Partner
Plans**

- Gateshead, Newcastle, North Tyneside, South Tyneside, Sunderland
 - Consistent tables showing December 2010 allocation into 4 main themes (maintenance, economic development and regeneration, climate change, safe and sustainable communities)
- Nexus
 - Removed detail of allocation to districts (as under review)

Delivery Plan 2011-2014

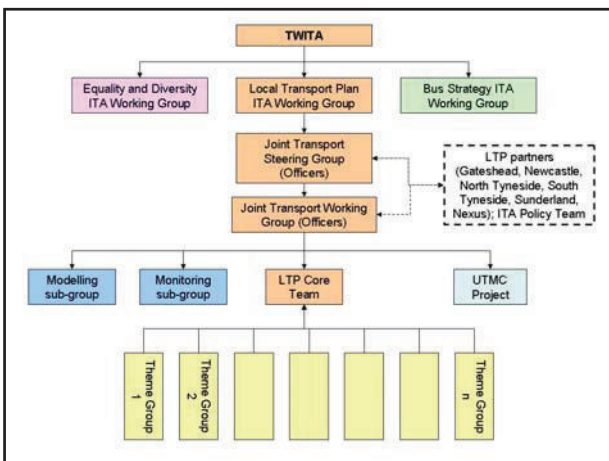
**Part 3
Programme Management**

**Delivery Plan 2011-2014
Chapter 5 (was 7)**

- Performance Management
 - Link between metrics and policies
 - Detailed statistics inserted from Strategy
 - Figures and Tables
 - Targets to be set

**Delivery Plan 2011-2014
Chapters 6 and 7**

- Evaluation of Policies and Measures (was 8, unchanged)
- Risk Management (was 6)
 - Inserted LTP Governance diagram



Next Steps

- Final 'polish' and double-check all comments considered
- Approval by ITA 24 March
- Submission to DfT 31 March
- Printing and distribution of Summary Document
- Press Release?



Tyne and Wear Integrated Transport Authority

TITLE: LOCAL TRANSPORT WHITE PAPER – CREATING GROWTH, CUTTING CARBON: MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN

Date: 24th March 2011

REPORT OF THE CLERK TO THE AUTHORITY

Not Confidential

District Implications: All Districts

1. Purpose of Report

1.1 To inform the ITA of the publication of and main elements of the Local Transport White Paper

2. Recommendations

2.1 Members are recommended to note the report, which is for information only.

3. Background

3.1 The Department for Transport (DfT) published a new White Paper for Local Transport in January 2011 titled: Local Transport White Paper – Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen.

3.2 Alongside the publication of the White Paper, the Government released more detailed guidance for the Local Sustainable Transport Fund (LSTF), which is the subject of another report on this agenda.

4. Information

4.1 The White Paper sets out a vision of a transport system that is an engine for economic growth, but one that is sustainable, safe and improves the quality of people's lives. This broadly reflects our vision for transport in Tyne and Wear.

4.2 The White Paper recognises that investment is needed in the transport network, to support a low carbon economy. However, it balances the need for investments with the need to give people choices in how they travel that are

deemed to be good for society.

- 4.3 There has been a raft of research, studies and policy papers over the last decade or so regarding sustainable forms of transport. As the DfT quote, two-thirds of all journeys are less than 5 miles, and some of these journeys could be undertaken by cycling, walking or public transport. In Tyne and Wear, we have been working over the last few years to address this through our congestion reduction plan by focusing on travel plans, personalised transport planning, cycling initiatives and improvements to public transport, so much of what is said in the White Paper, we are already addressing. The White Paper reaffirms the policy direction of encouraging behavioural change as a means to encourage sustainable travel choices.
- 4.4 The White Paper states it is about offering people choices that will deliver a shift in behaviour, in more local journeys, drawing on what has been tried and tested.
- 4.5 In some circumstances, journeys by public transport, by walking or by bike are not viable replacement for those made by private car, for example for long distance trips or those in rural areas. The White Paper sets out the DfT's commitment to making car travel greener by supporting the development of electric and low-emission vehicles.
- 4.6 The biggest opportunities for sustainable travel lie in the short, local journeys, so the White Paper suggests that local communities and local authorities are best placed to take behavioural change ideas forward. Smaller-scale transport schemes can offer high value for money returns, in encouraging economic growth, reducing local carbon emissions whilst addressing public health and road safety issues.
- 4.7 Engagement and working with partners from the voluntary and community sector together with local communities are actively encouraged through the White Paper, as part of the Localism agenda. It is very much down to the local areas to determine local solutions to local problems.
- 4.8 The White Paper details steps that the Coalition Government have taken for developing local solutions, such as simplifying local transport funding, bringing together businesses and local authority Members in Local Enterprise Partnerships (LEPs) and other decentralising measures.
- 4.9 The White Paper commits the Government to:
- Continuing to provide funding for bikability cycling training
 - Enabling most public transport journeys to be undertaken with a Smart ticket by the end of 2014.
 - Setting out a national road safety strategy in 2011
 - Reviewing traffic signs policies

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.

5. Implications for Tyne and Wear

- 5.1 This White Paper reaffirms the commitment to promoting travel choices, and Tyne and Wear partners are working together to put together a package of sustainable transport proposals as part of our bid to the LSTF.
- 5.2 LEP's are expected to form a view on strategic transport priorities which support economic growth and the Government has committed to considering whether and how capital funding for local transport major schemes can be devolved to local areas after 2015. The DfT have said that they are committed to working with a small number of LEPs to agreeing a joint approach to the worst congestion hotspots within a LEP area, and this is something in the North Eastern LEP area that we would be keen to progress. The ITA should be closely involved in any emerging proposals.
- 5.3 Our emerging Transport Strategy for the North Eastern LEP area will provide a strategic overview on what the priorities are for transport in the LEP area and could form a basis for a conversation with DfT on any prioritisation and potential funding of schemes beyond 2015. We will have a draft ready for more detailed consultation in April.
- 5.4 The commitment that most public transport journeys can be undertaken with a Smart card by 2014 is welcomed, and is one that we are already progressing in the North East through the NESTI initiative.
- 5.5 The section of the White Paper that refers to making public transport more attractive through a variety of measures such as integrated ticketing and more accessible information, also reiterates the development of our policies implemented by Nexus and Local Authority partners.

5. Further comments by the:

- **Clerk** (if any):
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

6. Background Papers

<http://www.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf>

7. Contact Officers

Roger Gill, Policy Manager, TWITA

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Tyne and Wear Integrated Transport Authority

Date: 24 March 2011

TITLE: LOCAL SUSTAINABLE TRANSPORT FUND

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Summary / purpose of report

- 1.1 This report provides an update on progress of the work of the task group set up to prepare a bid to the Local Sustainable Transport Fund (LSTF).

2. Recommendations

- 2.1 Members are asked to instruct officers to proceed to develop a key components bid for submission in April. Due to short timescales, Members are asked to delegate decisions to ITA LTP Working Group (taking advice from Joint Transport Steering Group) on whether a bid should be submitted and its final content.

3. Bid Progress

- 3.1 The task group has been meeting fortnightly in order to progress preparation of the bid. Initial work has concentrated on identification of:
- *Strategic issues drawn from existing work* (DaSTS, City-Region etc.). This has identified access to employment, congestion on main routes and cycling as main themes for Tyne and Wear in meeting the LSTF objectives. Secondary themes include improving health, carbon reduction and better air quality;
 - *Possible measures to be funded through any LSTF bid.* A large number of ideas have been suggested. Current work is looking at the fit of these against the themes identified above, together with practical matters such as effectiveness, affordability, deliverability and longer term financial sustainability.

- 3.2 In terms of the overall composition of any package, the DfT have reaffirmed that Ministers are likely to place an emphasis on measures which will be effective, rather than innovation. This suggests an approach broadly consistent with that used in the Sustainable Travel Demonstration Towns, with significant elements of targeted promotion and travel planning linked to predominantly small scale improvements to facilities and infrastructure. The DfT have again confirmed that the fund is not intended for large scale infrastructure projects.
- 3.3 Members of the Group attended a DfT briefing in York on 17 February. At this briefing it was made clear that the Bid should target short car trips (less than 5 miles). The Bid should focus on 'people, place and purpose':
- Which people can change their habits?
 - What will motivate them?
 - Where do they live?
 - Where are they going?
 - What are issues required for them?
 - How to engage or identify with them?
- 3.4 Other important areas which need to be developed in terms of the bid include:
- Partnership/involvement of wider bodies;
 - Governance and delivery structures should any bid be successful;
 - Identification of local contributions towards measures;
 - Strengthening of evidence base for proposed approach.

4. Current Issues

- 4.1 The main current issues in terms of progressing the bid are:
- *Size of bid.* Although large projects of the kind envisaged in Tyne and Wear can be up to £50 million in total, the limited national funding available this is unlikely to be realistic for an area with the population of Tyne and Wear. A total bid of £20-£25 million would appear to be more realistic while retaining significant ambition;
 - *Key components bid.* The opportunity remains to submit a 'key components' bid of up to £5 million in advance of the main bid. This would have to be submitted by 18th April, but would potentially allow for funding of specific elements of any bid to commence earlier than would otherwise be the case (decisions on approval for large projects will not be announced until May 2012). However timescales are very tight for this. Following discussions with partners we recommend that a key components bid be prepared (more detail below)

5. A Potential Key Components Bid

5.1 Discussions with partners have suggested that potential for a key components bid does exist. This would focus on travel to school and would enable the extension and expansion of schemes associated with cycling and walking to school across Tyne and Wear. The main elements of this would include:

- The extension of the highly successful 'Bike It' initiative currently operating in Gateshead and South Tyneside to the rest of Tyne and Wear, and its development as part of the 'Feat First' project which seeks to build on Bike It and establish sustainable wider capacity in promoting sustainable travel among teachers and parents in schools;
- Improved cycle and pedestrian links to schools and cycle parking;
- Enhanced child pedestrian training;
- Provision of the 'Travel Matters' initiative providing web based learning material to promote sustainable travel in schools as part the teaching curriculum;
- Walk to school initiatives such as Living Streets' 'Walk Once A Week' programme.

5.2 The main advantages of submitting a key components bid are:

- It will allow the commitment of significant additional external funding in support of these projects that is otherwise unlikely to be available. These are likely to total in excess of £500,000;
- It would build on existing initiatives already underway in Tyne and Wear and can be taken forward at an early stage;
- The measures suggested are strongly consistent with policy in the emerging LTP3 and the objectives of the Local Sustainable Transport Fund;
- It would demonstrate strong partnership working with external partners, notably Sustrans and Living Streets;
- It would allow an early start on measures which are likely to comprise an important element of the main bid;
- It would demonstrate commitment to the process, and ensure available national funding is drawn on in early years, when demand nationwide may well be more limited.

5.3 The potential disadvantages relate to:

- The relatively short timescale available to prepare the bid. Any bid has to be submitted by 18th April. Although tight, officers believe a credible bid can be developed in this time;

- The possibility that submission of certain elements at this stage could skew the overall bid. Travel to school has already been identified as an important element in the package of measure likely to comprise any bid, supporting important themes for Tyne and Wear including reducing congestion and promoting cycling. As such risks are not considered significant.

5.4 Given the above it is recommended that officers continue to pursue the possibility of a key components bid around a package of measures based upon travel to school.

5.5 The maximum size of key components bids is £5 million. Current work envisages a bid in the region of £4-5 million. This excludes approximately £2 million funding from other sources.

5.6 Should any bid be successful it would be important that effective delivery and governance arrangements are in place. As the proposals build on existing measures and initiatives rather than introduce wholly new ones it is not considered major risks exist in this respect. Further details on project governance would be developed as part of any bid.

6. Bid Process

6.1 The bid under development is intended to be submitted by the ITA for the entire Tyne and Wear area. The DfT have indicated that the possibility also exists for districts to submit their own bids to the fund. However informal discussion with the DfT suggests that this is unlikely to be effective in drawing more resources into Tyne and Wear, and could fragment the coherence of any overall bid. As such the task group's recommendation is that a single major ITA bid for the area remains the best option.

7. Reporting

7.1 To ITA - This report allows for approval of the contents of any possible 'key components' bid in advance of the necessary submission deadlines.

7.2 To Districts - As an ITA bid, formal approval by districts of any bid is not necessary. However it will be important that leading members in individual authorities are kept informed of the emerging bid, through their relevant Portfolio or other appropriate briefings. It will also be appropriate to discuss the emerging bid with other district based bodies, such as Local Strategic Partnerships.

8. Timescales

8.1 Initial proposals for large projects (aside from any key components bid) have to be submitted by 6th June. The Government will announce by the end of July which of these have been shortlisted. Shortlisted bids will then have to prepare and submit a business case by 20th December 2011, with a decision on successful bids announced in June 2012.

9. Project Plan

9.1 A project plan for development of the bid is being prepared. To date no major risks have been identified in terms of preparing the bid, although the timescales for preparing a possible 'key components' bid are tight.

10. Contact Officer (s)

10.1 Andrew Haysey, Chair of the LSTF Task and Finish Group, 0191 433 3124

Jessica Anderson, LTP Core Team Leader, 0191 211 6139

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Tyne and Wear Integrated Transport Authority

DATE: 24th March 2011

TITLE: Requests for public transport provision between Dinnington and Brunswick

REPORT OF: DIRECTOR GENERAL, NEXUS

District Implications: Newcastle & North Tyneside

1. Summary / Purpose of Report

- 1.1 To update Members on the work undertaken by Nexus to evaluate the options available to address complaints regarding the perceived inadequate public transport provision between the villages of Dinnington and Brunswick.

2. Recommendations

- 2.1 Nexus has been unable to identify an acceptable solution that presents value for money within the resource available. Members are therefore requested to support the recommendations that:
- a) Further discussions are held with local residents regarding option 3 as set out below; and
 - b) If no cost-neutral solution acceptable to all parties is forthcoming from those discussions that no further action will be taken at this stage.

3. Introduction / Background

- 3.1 In May 2010, Arriva North East implemented changes to the route and timetable of their commercial 45 service as part of a wider South East Northumberland network review. A consequence of this change included the loss of a direct link between the villages of Dinnington and Brunswick. The re-instatement of this link has subsequently been the focus of a campaign launched by local residents, with the support of local Ward Councillors, Parish Councillors and an MP.
- 3.2 The Accessible Network Design Project final network plans were presented to the ITA in January 2011. Recommendations to change a number of existing public funded services were fully endorsed; however, a specific request was raised for Nexus to review the options available to address the perceived

inadequate public transport provision between Dinnington and Brunswick. The new network (to be implemented from 27 March 2011) is facilitated by a full re-allocation of existing resource. Efforts to resolve this issue are therefore constrained by the need to work with existing levels of resource.

4. **Public Transport Provision between Dinnington and Brunswick**

- 4.1 Prior to May 2010, the Arriva North East service 45 provided frequent daytime links (every 15 minutes) between Dinnington and Newcastle City Centre via Brunswick, Wideopen and Gosforth.
- 4.2 As part of a commercial network review implemented in May 2010, this service was revised to operate every 10 minutes (this has since been reduced to a 15 minute frequency) on a reduced route between Brunswick Industrial Estate and Newcastle City Centre via Wideopen and Gosforth.
- 4.3 At the same time, a new X44 service was introduced by Arriva providing a link every 20 minutes between Dinnington and Newcastle City Centre via Hazlerigg and Gosforth. Operating on a limited stop basis, this service offers faster journey times to/from Newcastle City Centre for the residents of Dinnington.
- 4.4 Arriva North East also operate (under contract to Nexus) the service 3 which provides hourly links throughout the day from Dinnington towards Kingston Park via Newcastle Airport, and towards Blyth via Hazlerigg, and Cramlington. This service is to be revised (and renumbered to service 353) in late March following the loss of grant funding and coinciding with the implementation of the ANDP network. Whilst it would be technically possible to reroute this service to cover the lost direct link between Dinnington and Brunswick Village, this would result in the service no longer operating through Hazlerigg. A ward councillor has requested that this option be explored further with local residents in the affected area.
- 4.5 Evening and Sunday journeys between Dinnington and Newcastle currently operate as services 45A and 45B providing x2 buses per hour with alternate journeys via Hazlerigg or Brunswick. This enables passengers to travel on a direct service (during evening & Sunday) on the desired daytime link between Dinnington and Brunswick. However, for both commercial and operational reasons it is not practical to adopt this service pattern during Monday to Saturday daytimes.
- 4.6 Communication received by Nexus from local residents, Ward Councillors, Parish Councillors and a local MP cites that the lack of daytime public transport provision between Dinnington and Brunswick results in isolation with residents unable to access;
- Local Dentist
 - GP Surgery at Woodlands Health Centre
 - Bradbury Care Centre
 - Shops located on Canterbury Way

- Dinnington First School (from Brunswick Village)

Employment opportunities located within Brunswick Industrial Estate

4.7 In February 2011, officers from Nexus held a series of meetings respectively with residents of Dinnington/Dinnington Parish Councillor, a Newcastle City Council Ward Councillor and also representatives from Arriva North East in order to obtain a full understanding of the relevant issues and also potential remedies.

4.8 During the meeting with Arriva North East, senior management indicated that the changes implemented during May 2010 were reflective of the very low volume of passengers who previously used the direct service between Dinnington and Brunswick (an average of five passengers per day), and also the potential for patronage growth resulting from faster and more direct journeys to/from Gosforth High Street and Newcastle City Centre.

They also confirmed that an extension to the current 45 route between Brunswick Industrial Estate and Dinnington would require additional resource which based on previous utilisation was not a commercial proposition and would therefore require public subsidy.

4.9 As stated above (section 3.2), all of the resource available for the Newcastle area is currently allocated for the provision of the new ANDP network. Efforts to resolve this issue are therefore constrained by the need to work with existing levels of resource.

5. **Next Steps**

5.1 If the recommendation is approved, Nexus will engage further with local residents regarding option 3.

5.2 If option 3 meets with general approval from all parties then it will be implemented as soon as practicable as a revision to the ADNP for Newcastle.

5.3 If however option 3 does not meet with the general consensus then no further action will be taken at this stage and the situation will be monitored.

6.. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7. **Background Papers**

7.1 Bus Services in Tyne and Wear: Charter for Growth (ITA and Nexus, March 2009)

- 8 **Contact Officer (s)**
- 8.1 Tobyn Hughes, Director of Customer Services, Nexus
- 9 **Appendices**
- A Summary of options (and associated benefits/issues)
- B Typical journey times under current arrangements
- C Map of area

Appendix A – Summary of Options (and associated benefits/issues)

Option	Description	Benefit	Issues
1.	<p>Extension of service 45</p> <p>Service 45 is currently operated by Arriva on a commercial basis every 15 minutes between Newcastle City Centre and Brunswick Industrial Estate.</p> <p>Members of the public have requested if the northern terminus for this route could be extended to Dinnington Village.</p>	<p>All existing links would be maintained and the desired link between Dinnington and Brunswick would be achieved.</p>	<p>Request made to Arriva who indicate that additional resource (x1 vehicle) would be required. Based on data from previous operation they believe that there is currently insufficient demand to provide the additional resource on a commercial basis and therefore public subsidy (estimated cost of £95k net p. a.) would be required.</p> <p>All funding for secured services operating in Newcastle area has recently been committed as part of the Nexus Accessible Network process. At this stage there is currently no funding available to provide the additional resource required to achieve this delivery option.</p> <p>The value for money criteria used by Nexus for secured services aims to achieve a maximum subsidy per passenger of £3 or lower. Based on an average of 30 passengers per day (significantly above the average of 5 passengers per day who previously used this link) the estimated subsidy per passenger would be £8.72 (£95k net cost of additional bus / (30 passengers x 363 days) 10,890) and therefore outside the acceptable tolerance.</p>

Option	Description	Benefit	Issues
<p>2.</p>	<p>Implement 45A/B evening & Sunday pattern at all times</p> <p>During Monday to Saturday evenings and all day on Sunday Dinnington is served by services 45A/B with departures every 30 minutes operating on the following alternating routes;</p> <p>45A Dinnington – Hazlerigg - Regent Centre – Gosforth – Newcastle City Centre (every 60 minutes)</p> <p>45B Dinnington – Brunswick – Wideopen – Regent Centre – Gosforth – Newcastle City Centre (every 60 minutes)</p> <p>Members of the public have requested if this service pattern could be adopted for the daytime operation.</p>	<p>The revised service pattern would provide the desired link between Dinnington and Brunswick.</p>	<p>Heavy traffic congestion in Wideopen (junction of North Road/Stalks Road) is currently leading to significant delays to services in this area during the peak periods. The longer journey times resulting would make it operationally difficult to provide a consistent and reliable service pattern on an alternating basis. For example journeys operating from Dinnington to Newcastle via Brunswick which were held up in traffic congestion could arrive in Newcastle at the same time as the following departure which has operated via the faster, more direct and reliable route via Hazlerigg.</p>

Option	Description	Benefit	Issues
3.	<p>Revised route for service 353</p> <p>From 27 March 2011, Nexus will be introducing a new service 353 providing an hourly link throughout each day between Kingston Park and Four Lane Ends via Newcastle Airport, Dinnington, Hazlerigg, Wideopen, Seaton Burn and Killingworth. This new service replaces the current services 3 and 350/351.</p> <p>Some residents have asked if this service could be diverted to serve Brunswick Village.</p>	<p>The revised service pattern would provide the desired link on an hourly basis throughout each day.</p>	<p>The initial request from residents for this service to be diverted related to the operation of a more direct route between Wideopen and Dinnington (via Brunswick Village). This would result in the loss of links for residents in the Hazlerigg area. Ticket machine data from the current service 3 indicates that an average of 40 passengers per day board in the Hazlerigg area and therefore would be adversely affected by such a change. This compares to an average of 5 passengers per day who previously utilised the direct link between Hazlerigg and Brunswick Village.</p> <p>We have also explored if any other revisions to the service 353 could be made in order to accommodate a 'double-run' from the North Road to Brunswick Village. This option would deliver the desired link between Dinnington and Brunswick Village (albeit using an in-direct route via Hazlerigg with a journey time not much faster than that achievable with a change of bus) but also maintain existing links to/from Hazlerigg. Our analysis of this option indicated that there was insufficient time within the new cycle to accommodate the additional mileage. To achieve the double-run would therefore require the withdrawal of another section of the route which would result in the loss of links (and in some cases service) for the areas affected. This option would also lead to the need to pass through the North Road/Stalks Road (Wideopen) junction twice on each journey which would have had a negative impact on the reliability of the service due to congestion issues in this area at peak times.</p>

Option	Description	Benefit	Issues
4.	<p>Bespoke Community Transport / Taxi solution</p> <p>In other areas of Tyne and Wear we have successfully addressed the need to meet low but important travel demand through the introduction of a dedicated bespoke Community Transport or Taxi Bus delivery solution.</p>	<p>A bespoke delivery solution would provide the desired links and utilise resource which is appropriate for the low level of demand in the most cost effective and efficient manner.</p>	<p>The provision of a Community Transport vehicle (typically up to 16 seats), or taxi vehicle (typically up to 8 seats) can be procured in a more cost effective manner than compared to larger 'bus' vehicles with a gross cost on average in the region of £20 per hour.</p> <p>On this basis a dedicated link could for example be provided Monday to Friday between 0800 and 1600 offering a service every 20 minutes between Dinnington and Brunswick Village for an estimated gross cost of £40k p.a. (8 hours x £20 x 250 days). Due to the low level of demand for this link we estimate total income (cash fares from the service) would not exceed £3k p.a. The total net cost is therefore estimated to be in the region of £37k p.a.</p> <p>Based on an average of 30 passengers per day the estimated subsidy per passenger under this scenario would be £4.93 (Net cost of £37k / (30 passengers per day x 250 days) 7500). This is above the acceptable value for money criteria tolerance (criteria seeks a maximum subsidy per passenger of £3 or lower). However, due to the recent implementation of the Accessible Network, there is currently no funding available to deploy on the delivery of such a solution.</p> <p>The idea of a bespoke solution was mooted with representatives of the Dinnington community within a meeting to discuss this issue. The response from some residents was not in favour as they believed that the level of demand was not strong enough to enable a sustainable long term solution to their issue.</p>

Option	Description	Benefit	Issues
<p>5.</p>	<p>No change</p> <p>The existing service provision for Dinnington enables residents to access Brunswick Village, although a change of bus is required.</p> <p>During Monday to Saturday daytime, service X44 provides x3 departures each hour & service 3 (soon to be the new 353) provides x1 departure per hour from Dinnington to the North Road from where passengers are able to transfer to service 45 (with x4 departures per hour) to complete their journey. The reverse is also possible for travel in the opposite direction.</p>	<p>If no action is taken then no additional public subsidy is required, nor is there a need to divert existing resource away from other areas.</p>	<p>The total scheduled (daytime) journey time for journeys between Dinnington and Brunswick Village can range between 15 and 26 minutes. This is within the ITA targets for accessibility (target door-to-door travel time of 30 minutes or better to key facilities), it still represents an increase from the more convenient journeys previously available on the direct service 45 (which offered a typical journey time of 5 minutes).</p> <p>For journeys which involve a transfer between services 45 and X44, passengers are required to cross the busy North Road. Some residents have complained that this is not acceptable; however, the option also exists for residents to complete the journey once per hour using a combination of services 353 and 45. In this scenario the transfer between buses is completed at the same bus stop which negates the need to cross any roads. This option exists hourly throughout the day (7 days a week) with a maximum total scheduled journey time of 25 minutes (including waiting time at transfer point).</p>

Appendix B - Typical (daytime) journey times under current arrangements – effective 27 March 2011

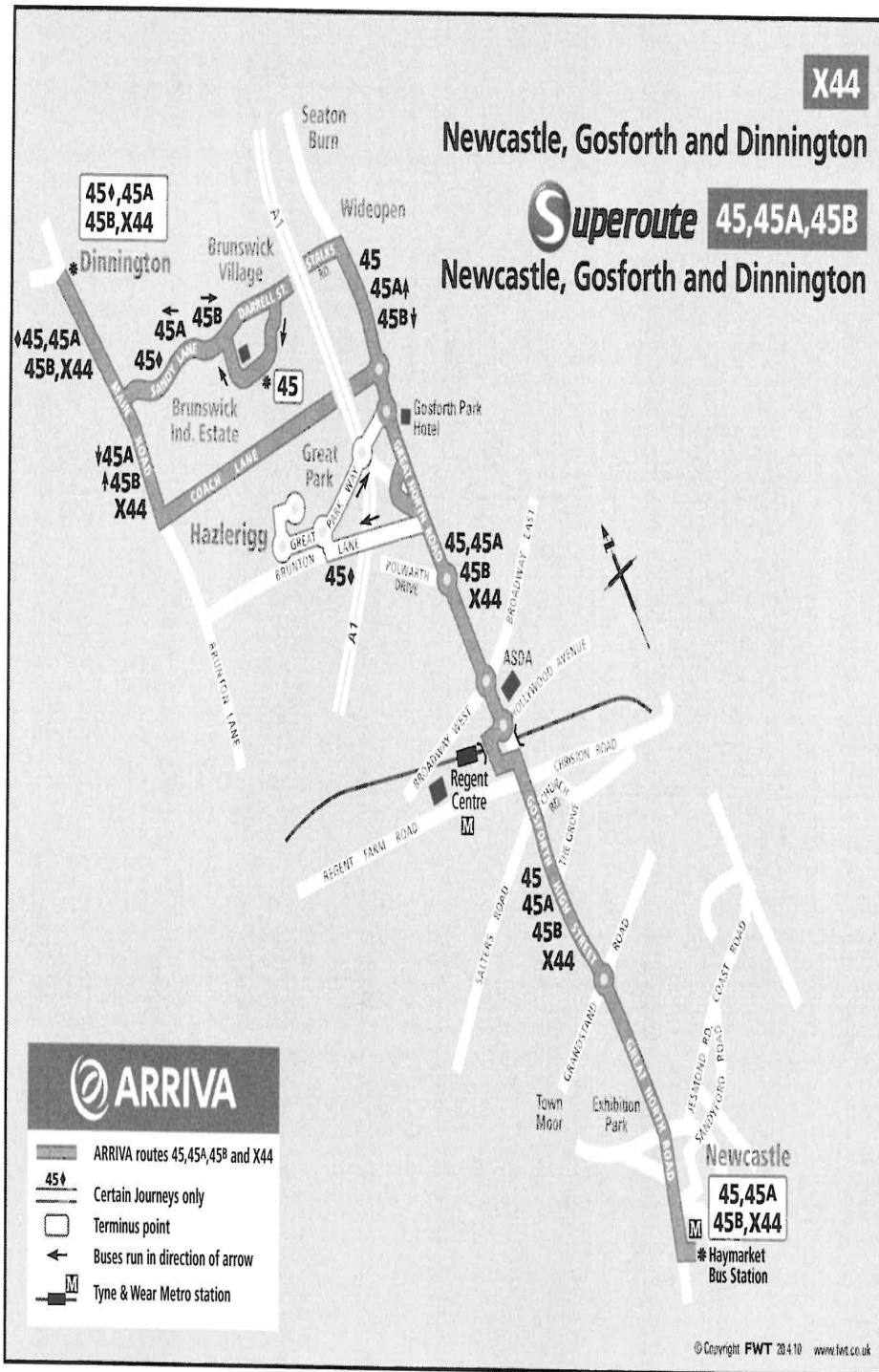
Dinnington to Brunswick Village

Bus Stop Location \ Service	X44	45	X44	45	353	45	45	X44	45			
Dinnington Village	XX15	-	XX35	-	XX45	-	-	XX55	-			
Great North Road (02018)	XX23	-	XX43	-	-	-	-	XX03	-			
Great North Road (02004)	-	XX36	-	XX51	-	-	-	-	XX06			
Great North Road (02005)	-	XX36	-	XX51	XX52	XX06	-	-	XX06			
Brunswick Village	-	XX40	-	XX55	-	XX10	-	-	XX10			
Journey Time	25 min			20 min			25 min			15 min		

Brunswick Village to Dinnington

Bus Stop Location \ Service	45	X44	45	X44	45	X44	45	X44	45			
Brunswick Village	XX05	-	XX35	-	XX50	-	-	XX50	-			
Great North Road (02017)	XX08	-	XX38	-	XX53	-	-	XX53	XX04			
Great North Road (02018)	XX08	-	XX38	-	XX53	-	-	-	-			
Great North Road (02004)	-	XX21	-	XX41	-	XX01	-	-	-			
Dinnington Village	-	XX31	-	XX51	-	XX11	-	-	XX11			
Journey Time	26 min			16 min			21 min			21 min		

Appendix C – Map of area



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Tyne and Wear Integrated Transport Authority

Date: 24th March 2011

TITLE: Durham County Council Budget Reductions – Impacts on Cross Boundary Bus Services

REPORT OF Director General of Nexus

Not confidential

District Implications – Sunderland and Gateshead

1. Purpose of Report

1.1 To inform members of the possible impact on Tyne and Wear of proposals by Durham County Council to reduce its secured bus services in 2011/12.

2. Recommendations

2.1 Members are asked to note the content of this report.

3. Background

3.1 Durham County Council has advised that it intends to reduce its expenditure on secured bus services across the County by around £1.3m in 2011/2012.

3.2 Following a public consultation it is intended that these economies will mainly impact on evening (after about 2000) and Sunday services. While most of the impact is within County Durham there are a number of cross-boundary services to and from Tyne and Wear that are planned for withdrawal or reduction.

3.3 Some reductions to services will be implemented on 17th April 2011 in the Durham Coast and East Durham Coalfields areas, with the remainder, principally Chester le Street and North West Durham areas, on 29 May 2011.

3.4 A number of the services affected run across the boundary into Sunderland or Gateshead and Nexus provides a small contribution to these to cover the cost of operation within Tyne and Wear. Without the main source of funding from Durham County Council, it is highly unlikely that these services will be sustainable with only the Nexus contribution.

3.5 Durham County Council has advised a list of the services that it is to withdraw,

however, discussions with operators are ongoing and further revisions are possible.

4 **Potential impacts on Tyne and Wear**

- 4.1 The potential impacts of the withdrawal of Durham County Council supported services, as presently known, are detailed below:
- 4.2 The withdrawal of evenings and Sunday of services 65 and 202 in the Coalfields would sever links between Easington Lane/Hetton le Hole and both Murton and Peterlee at these times. A direct link to Durham would also be lost but the journey could still be achieved by changing buses in Houghton le Spring.
- 4.3 Withdrawal evenings and Sunday of service 8 between Washington Galleries and Chester le Street would halve the service level through the Harraton/Rickleton area, leaving only hourly service 50/50A, which itself is secured by Nexus for most of the evening.
- 4.4 Withdrawal of service 28 Sunday to Thursday evenings and service X25 evenings and Sunday would sever the link between Birtley and Wrekenton/Queen Elizabeth Hospital, and break links between Portmeads/Vigo and Chester le Street.
- 4.5 Withdrawal of service 43/44 Sunday evenings and service 70 evenings and Sunday morning would leave Sunnyside unserved Sunday evenings and Sunday morning, and with a reduced service other evenings.
- 4.6 Withdrawal of service 71 evenings and Sunday would leave Fence Houses unserved from mid evening onwards and break the link from the Houghton le Spring area to Chester le Street. Withdrawal of service 78A Sunday evening would also break the link between the Chester Road corridor of Sunderland, Shiney Row with Chester le Street.
- 4.7 Withdrawal of service V9 evenings and Sunday would leave the East Street estate of Chopwell with no service, and the link between Chopwell/Blackhall Mill and Shotley Bridge Hospital/Consett, at these times. The late evening journey from Blackhall Mill to Rowlands Gill would also cease.

5 **Next Steps**

- 5.1 The ITA budget for 2011/12 as set at the January meeting was predicated on Nexus broadly protecting the current level of secured services within Tyne and Wear over the next two years, despite a reducing in the funding available through its grant to Nexus. Therefore for the large part secured services operating wholly within Tyne and Wear will be either unaltered, or improved through the delivery of the 'Accessible Bus Network'. Unfortunately, however, cuts made to services originating in a neighbouring authority are beyond the ITA and Nexus' control, and with very limited budgetary resources available it will be impossible to replace all the evening and weekend links that are lost.

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5.2 When we know the full extent of the position on both commercial and secured services, we will review the situation and discuss with local members how best to respond using the small amount of funding that will be freed up.

5.3 It may also be possible to consider accommodating some lost facilities as part of the Accessible Network to be introduced in Gateshead on 29 May 2011, and within contract renewals for secured services in Gateshead and Sunderland from the end of May.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

7.1 None

Contact Officer (s) Tobyn Hughes, Director of Customer Services, 203 3246

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Tyne and Wear Integrated Transport Authority

DATE: 24th March 2011

TITLE: ACCESSIBLE BUS NETWORK DESIGN – Gateshead

REPORT OF: DIRECTOR GENERAL, NEXUS

District Implications: Gateshead

1. Summary / Purpose of Report

- 1.1 To provide Members with the agreed network design for the Accessible Bus Network in Gateshead which aims to provide the best possible value for money for local council tax payers and to assist in the achievement of the accessibility targets for local people, as contained within the Tyne and Wear Bus Strategy.

2. Recommendations

- 2.1 Members are recommended to endorse the Accessible Bus Network design for Gateshead as outlined in this report

3. Introduction / Background

- 3.1 Following the passing of the Local Transport Act 2008 the ITA adopted a new Tyne and Wear Bus Strategy in April 2009. The strategy includes accessibility targets for each of the five Tyne and Wear districts.
- 3.2 Nexus has been undertaking a project since summer 2009 to review the Accessible Bus Network in Tyne and Wear in partnership with the main local bus operators and officers from the Local Authorities involved. A proposed network design was taken to consultation with all interested parties in spring/summer 2010, and the feedback received was presented to the ITA Bus Strategy Working Group in September 2010.
- 3.3 The final network design for Gateshead has now been produced and tenders invited from interested parties using OJEU procedures. It is planned that the revised network in Gateshead will be implemented from 29th May, 2011.

4. Accessible Bus Network Design Project

- 4.1 The draft of the revised network was made available in January 2010 and a detailed consultation on the proposed network, involving Council Members,

stakeholders and the general public, took place in spring/summer 2010.

- 4.2 The public consultation was designed to be as wide-ranging as possible, using a variety of media. This included public events, together with additional events for interested organisations or groups which represent users of bus services, such as older people, young people and disabled people.

It should be emphasised that this was a partnership programme between Nexus and Gateshead Council, with dual branding on all materials.

- 4.3 As a result of the consultation and taking into account service changes made by the commercial operators, there have been a number of amendments to the original proposals. A final network design for Gateshead, taking into account feedback received during the consultation and other changes which have taken place in the intervening period, has been produced. Implementation is planned for 29th May, 2011 and appropriate procurement arrangements are being progressed to this end.
- 4.4 The proposal to withdraw the Link Up demand responsive transport service was given support from many consultees, in the context of redirecting the resource to provide a wider range of fixed-route local bus services. Therefore the Link Up service will be withdrawn with effect from 29th May 2011 in Gateshead. All known users of Link Up have already been contacted by Nexus and invited to discuss alternatives, and a follow-up letter will be sent shortly. ITA Members will receive a copy of this correspondence.
- 4.5 The final network for Gateshead will have (has) been considered and endorsed by the Council's Cabinet meeting on 1st March, 2011. The details of the changes are provided in Appendix A, a map of the network is attached at Appendix B, and consultation feedback is at Appendix C.
- 4.6 Funding for the revised network is through the Nexus Secured Service budget. The budget for secured services was ratified by the ITA at its 27th January, 2011 meeting. The final network design assumes that no changes impacting upon it will be announced by the commercial operators. Any such changes may necessitate further amendments to the secured services network.

5. **Next Steps**

- 5.1 Nexus is establishing a joint process for agreeing any subsequent changes to the accessible bus network with Gateshead Council.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);

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- **Director General** (if any).

7. **Background Papers**

7.1 Bus Services in Tyne and Wear: Charter for Growth (ITA and Nexus, March 2009)

7.2 Code of Practice on Consultation (HM Government, July 2008)

8 **Contact Officer (s)**

8.1 Tobyn Hughes, Director of Strategy, Nexus

9 **Appendices**

9.1 Appendix A –Gateshead: summary of changes

Appendix B – Gateshead: map of changes

Appendix C – Gateshead: summary of feedback and responses

Appendix A

Accessible Network – Gateshead

Summary of proposed changes

Present Service		Proposal
10C	MetroCentre-Ryton-Clara Vale	Withdrawn and replaced by new service R3/R4.
23	Barley Mow-Birtley-Wrekenton-Springwell-Blackfell-Washington	Late afternoon journeys withdrawn due to low use. Alternate Monday to Friday journeys extended from Birtley to Kibblesworth and Gateshead as service 29.
29	Gateshead Interchange-Saltwell Park-Kibblesworth	Rerouted in Bensham via Whitehall Road and Saltwell Road and extended from Kibblesworth to Birtley linked with service 23. Section to Racecourse estate and Bensham Hill Hospital replaced by new service TB29.
49/49A/49B/49C	Winlaton-Blaydon-Metrocentre-Dunston-Gateshead	Proposal to withdraw Sunday AM journeys not taken forward.
57C	Heworth Interchange to Wardley	Withdrawn due to low use. Alternative journeys are available on service 26.
68	Bill Quay-Heworth Interchange-Felling Square-Fewster Square	Monday to Saturday daytime rerouted from Felling Square to Wrekenton via Queen Elizabeth Hospital and Easedale Gardens. Peak service continues between Bill Quay and Heworth. Section to Woods Green replaced by amendment to service TB529. Stone Street and Leam Lane now served by Wrekenton taxibus (see TB10).

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69A	Blackhall Mill-Ryton- Blaydon-Lobley Hill-QE Hospital-Wardley	Plans to withdraw Saturday AM journey from Blackhall Mill not taken forward.
70	Consett-Lobley Hill- Bensham-Gateshead Metro- Newcastle	Saturday AM journey from Byermoor Industrial Estate (departing 0626) to Newcastle withdrawn due to low use.
79	Washington Galleries- Fatfield-Barnwell-Houghton le Spring-Hall Lane Estate	Plans to extend service from Washington Galleries to Birtley not taken forward.
93/94	Gateshead-Team Valley-QE Hospital-Felling Square- Heworth	Daily evening 94 journey from Gateshead Interchange at 2334 (towards QE Hospital via Team Valley) withdrawn due to low use.
95/95A/96/96A	Gateshead-Lobley Hill- Dunston-Metrocentre	Plans to extend daily evening 96A journeys between Lobley Hill and Gateshead not taken forward.
97	Newcastle-Whickham- Metrocentre	Plans to withdraw Saturday AM journeys not taken forward.
515	Hebburn-Hebburn Quay- Monkton Business Park- Heworth	New service introduced since consultation as part of South Tyneside Better Bus network.
643 (New number for TB43)		MetroCentre-Whickham-Watergate estate service unchanged but operated with larger bus vehicles to provide additional capacity and re-numbered.
933	Rowlands Gill-Whickham- Lobley Hill-Team Valley	Plans to withdraw Monday to Friday 1640 journey from Team Valley not taken forward.
M12	Pelaw Metro-Fairways estate	Saturday journeys withdrawn due to low use.
R3/R4 (new)		New circular service between Clara Vale, Rowlands Gill and Clara Vale via Crawcrook, Kepier Chare, Ryton Village, Stargate, Blaydon, Hole in the Wall, Winlaton, Winlaton Mill, Sherburn Towers, Rowlands Gill, High Spen, Greenside, Crawcrook and Garden House estate, hourly Monday to Saturday daytime.

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		Evening and Sunday hourly between Clara Vale and Crawcrook but omitting Kepier Chare, Hole in the Wall, and Garden House.
R5	Rowlands Gill local service	No longer serves Sherburn Towers – alternative on new service R3/R4 – and extended from Rowlands Gill to Burnopfield hourly.
R6/R7	Ryton-Blaydon Burn-Winlato n-Barlow-High Spen-Rowlands Gill-Winlato n-Blaydon Burn-Ryton	Withdrawn and replaced by new service R3/R4. Sections to Blaydon Burn, Barlow, and Hookergate School Lane replaced by new service TB15.
TB10/TB11	Wrekenton local taxibus	Extended to Fewster Square via Leam Lane, and to QE Hospital via Rugby Gardens and Stone Street. Frequency remains every 60 minutes Monday to Saturday between about 0930 and 1600.
TB12	Blaydon-Hole in the Wall-Winlato n-Winlato n Mill	Withdrawn and replaced by new service R3/R4.
TB14	Birtley Northside-Birtley taxibus	Extended via Birtley Lane to South Portobello. Frequency increased to every 30 minutes Monday to Saturday between about 0930 and 1600.
TB15 (New)		New service between Rowlands Gill and Ryton Cedar Grove via Hookergate School Lane, High Spen, Barlow, Winlato n and Blaydon Burn, hourly Monday to Saturday between about 0930 and 1600.
TB29 (New)		New service between Gateshead Interchange and Racecourse estate/Bensham Hill Hospital via Whitehall Road and Saltwell Road, every 30 minutes Monday to Friday between about 0930 and 1530.
TB43	MetroCentre-Whickham-Watergate estate	Route and timetable unchanged. Larger vehicles introduced to provide additional capacity and service number revised (see 643).

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TB529	Heworth Interchange-Bill Quay-Hebburn-Lukes Lane	Rerouted via Woods Green.
DRT	Link Up (Demand Responsive Service)	This service will be withdrawn as planned and the resource used will be re-deployed to provide the new and/or improved services listed above.
Schools/works services	Schools & works 'specials'	Not affected by implementation of ANDP

Z:\Accessible Network Design Project\ANDP Post Consultation 1\Network Proposals\Gateshead\110128 - Gateshead Summary (v9).doc

Appendix B (map attached separately – Gateshead V9)

Appendix C

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.

Original proposed route	Feedback received	Response
<p>23</p> <p>Barley Mow to Washington via Birtley and Springwell</p>	<p>Requests from Councillors for this service to serve Wrekenton High Street to allow increased access to the local shops in this area.</p> <p>A request from one Councillor for this service to include Vigo/Portobello and to include evening/Sunday operation.</p>	<p>Late afternoon journeys will be withdrawn due to low use.</p> <p>Alternate Monday to Friday journeys extended from Birtley to Kibblesworth and Gateshead as service 29.</p> <p>We have been unable to accommodate the request for this service to operate via Wrekenton High Street due to insufficient time within the existing schedule.</p>
<p>29</p> <p>The proposed revised route would link Gateshead Interchange and Barley Mow via Bensham, Saltwell Park, Team Valley South End, Kibblesworth and Birtley.</p>	<p>46% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 29% disagreed and the remainder thought it would make no difference.</p> <p>Two specific comments, one asking for weekends to be included and one not averse to the proposals.</p>	<p>Rerouted in Bensham via Whitehall Road and Saltwell Road and extended from Kibblesworth to Birtley linked with service 23.</p> <p>The section to Racecourse estate and Bensham Hill Hospital to be replaced by new service TB29.</p>
<p>29A (now re-numbered TB29)</p> <p>A proposed new route linking Gateshead Interchange and Bensham Hospital via Teams and Racecourse Estate.</p>	<p>34% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 29% disagreed and the remainder thought it would make no difference.</p> <p>One specific comment, asking for the service to</p>	<p>TB29 replaces our original service 29A proposal for a new service between Gateshead Interchange and Racecourse estate/Bensham Hill Hospital via Whitehall Road and Saltwell Road.</p> <p>The service will run every 30 minutes Monday to Friday</p>

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	include weekends.	between about 0930 and 1530. Since our consultation the commercial services provided within the Teams area have been revised and we believe that the more direct shuttle service will provide better accessibility for the residents within Racecourse Estate and those wishing to access Bensham Hospital.
33 The proposed revised route would operate Fawdon Red House Farm to Metrocentre via Coxlodge, Gosforth High Street, Osborne Road, Newcastle City Centre, RVI, Benwell and Scotswood.	13% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 38% disagreed and the remainder thought it would make no difference. The proposed revisions to this route have more impact in Newcastle. No other comments received in Gateshead.	Due to feedback received in Newcastle as well as Gateshead, we have revised our plans and will continue the existing 33 service within the Newcastle area.
49/49A/49B/49C Winlaton-Blaydon-Metrocentre-Dunston-Gateshead	Five people who say they use this service to get to work on a Sunday morning	Proposal to withdraw Sunday AM journeys is not being taken forward.
57C Heworth Interchange to Wardley (Evening & Sunday)	Three people supported the proposed withdrawal of 57C.	Withdrawn due to low use. Alternative journeys are available on service 26.
67 A proposed new route linking Bill Quay and Wrekenton High Street via Pelaw, Heworth Interchange, Felling Square, Stone Street and Beacon	45% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 34% disagreed and the remainder thought it would make no difference. Five specific comments, three of these requesting	We are aware that the commercial operators in the area are keen to explore the possibility of providing some of the links we had proposed as part of this route. Nexus' plans have therefore been deferred until the outcome is known.

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Lough.	earlier and Sunday services and two proposing minor changes to the route.	
<p>68</p> <p>The proposed revised route would link Bill Quay and Wrekenton High Street via Pelaw, Heworth Interchange, Felling Square, QE Hospital and Easedale Gardens.</p>	<p>50% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 29% disagreed and the remainder thought it would make no difference.</p> <p>Seven specific comments, three of these requesting earlier and Sunday services and two proposing minor changes to the route. One in general support and one general concern about changes.</p>	<p>Monday to Saturday daytime journeys will be rerouted from Felling Square to Wrekenton via Queen Elizabeth Hospital and Easedale Gardens. Peak service continues between Bill Quay and Heworth.</p> <p>The section to Woods Green to be replaced by amendment to service TB529. Stone Street and Leam Lane now served by Wrekenton taxibus (see TB10).</p>
<p>69A</p> <p>Blackhall Mill–Ryton–Blaydon-Lobley Hill-QE Hospital-Wardley</p>	<p>30 comments were received about 69A, but none were relevant to the proposed change (they covered route and/or frequency/timing suggestions).</p>	<p>Plans to withdraw Saturday AM journey from Blackhall Mill are not being taken forward.</p> <p>The comments about the daytime commercial operation have also been passed to the operator for further consideration.</p>
<p>70</p> <p>Consett-Lobley Hill-Bensham-Gateshead Metro-Newcastle</p>	<p>No comments received.</p>	<p>Saturday AM journey from Byermoor Industrial Estate (departing 0626) to Newcastle to be withdrawn due to low use.</p>
<p>73/73A</p> <p>The proposed revised route would link Sunderland to Wrekenton High Street via Royal Hospital, Enterprise Park, Castletown, Waterview Park, Teal Farm Estate, Barmston and Concord.</p>	<p>12% of respondents who say that the proposal affects them agreed that it will provide them with a better service while 52% disagreed and the remainder thought it would make no difference. The proposed revisions to this route have more impact in Sunderland, where 66% of respondents</p>	<p>This proposal mainly affects Sunderland. A final decision is dependent on the outcome of the network plans for Sunderland.</p>

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	<p>who say that the proposal affects them agreed that it will provide them with a better service.</p> <p>There were five specific comments. One supported the route via Waterview Park. Three are against it travelling through Eighton Banks, citing sufficient buses already. The other requested it go via Birtley.</p>	
<p>79</p> <p>The proposed revised route would link Birtley (Northside Estate) and Hall Lane Estate via Washington Galleries, Fatfield, Barnwell and Houghton-le-Spring.</p>	<p>16% of respondents who say that the proposal affects them agreed that it will provide them with a better service while 50% disagreed and the remainder thought it would make no difference. The proposed revisions to this route have more impact in Sunderland, where 53% of respondents who say that the proposal affects them agreed that it will provide them with a better service.</p> <p>Two specific comments, one requesting it to be routed along Birtley Lane and the other making general suggestions for amendments to the route.</p>	<p>Plans to extend this service from Washington Galleries to Birtley have been withdrawn due to the feedback received during the consultation.</p>
<p>93/94</p> <p>Gateshead-Team Valley-QE Hospital-Felling Square-Heworth</p>	<p>No comments received.</p>	<p>Daily evening 94 journey from Gateshead Interchange at 2334 (towards QE Hospital via Team Valley) to be withdrawn due to low use.</p>
<p>96A</p> <p>The daily evening journeys between the Metrocentre and Lobley Hill (Chiltern Gardens) would be extended to Gateshead Interchange.</p>	<p>33% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 40% disagreed and the remainder thought it would make no difference.</p> <p>Two specific comments, requesting an extension of the route to Cragside and Chiltern Gardens.</p>	<p>Plans to extend daily evening 96A journeys between Lobley Hill and Gateshead have been withdrawn due to lack of support during the consultation.</p>

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<p>97</p> <p>Newcastle-Whickham-Metrocentre</p>	<p>Concern from one person who uses the 97 on a Saturday.</p>	<p>Plans to withdraw Saturday AM journeys not taken forward.</p>
<p>515</p> <p>Hebburn-Hebburn Quay-Monkton Business Park-Heworth</p>	<p>New service in South Tyneside.</p>	<p>This is a new service introduced since consultation as part of South Tyneside Better Bus network.</p>
<p>933</p> <p>Rowlands Gill-Whickham-Lobley Hill-Team Valley</p>	<p>Only one comments received, in support of the proposal for 933.</p>	<p>Plans to withdraw Monday to Friday 1640 journey from Team Valley not taken forward.</p>
<p>M12</p> <p>Pelaw Metro-Fairways estate</p>	<p>No comments received.</p>	<p>Saturday journeys withdrawn due to low use.</p>
<p>R3/R4</p> <p>A proposed new route linking Clara Vale and Leazes Estate via Ryton, Crookhill, Blaydon, Winlaton Mill, Rowlands Gill and Burnopfield.</p> <p>This route would provide new links between Rowlands Gill and Burnopfield/Leazes Estate and replace service 10C between Clara Vale and Blaydon (serving Kepier Chare in addition).</p>	<p>49% of respondents who say that the proposal affects them agreed that it will provide them with a better service, with 38% disagreeing and the remainder thought it would make no difference.</p> <p>There was a letter from one MP and a 466-signature petition from residents of Rowlands Gill supporting a route from there to Burnopfield as well as 48 specific comments, 47 in favour of the route with one concerned about the length of time to get to Blaydon. Of those in favour, 25 were strongly in favour. The remainder requested minor changes to the route and/or frequency.</p> <p>One comment was received in favour of continuing</p>	<p>The route has been amended since the original proposal due to feedback received during the consultation.</p> <p>It will now be a new circular service between Clara Vale, Rowlands Gill and Clara Vale via Crawcrook, Kepier Chare, Ryton Village, Stargate, Blaydon, Hole in the Wall, Winlaton, Winlaton Mill, Sherburn Towers, Rowlands Gill, High Spen, Greenside, Crawcrook and Garden House estate, hourly Monday to Saturday daytime.</p> <p>Evening and Sunday journeys will be hourly between Clara Vale and Crawcrook but omitting Kepier Chare, Hole in the Wall, and Garden House.</p> <p>The route will be operated by a mini-bus vehicle, providing</p>

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<p>10C</p> <p>Service 10C will be withdrawn and replaced by this new service R3/R4.</p> <p>TB12</p> <p>TB12 will be withdrawn and replaced by this new service R3/R4.</p>	<p>the same number of buses Highfield Road-Rowlands Gill.</p> <p>There were requests from Councillors seeking confirmation that this service would serve Crookhill and Stargate and a request from one Councillor that we ensure the vehicles provided for this service have sufficient capacity (relating to passengers being left behind in Winton Mill by the current taxi-bus service).</p> <p>22 comments were received regarding the 10C of which nine were in support of the current service and the remainder general.</p>	<p>additional capacity over the section of route currently served by taxi bus service TB12.</p> <p>The desired link between Rowlands Gill and Burnopfield will be taken forward as part of our revised plans for service R5 (see below).</p>
<p>R5</p> <p>Rowlands Gill local service</p>		<p>This service will no longer serve Sherburn Towers – alternative on new service R3/R4.</p> <p>It will be extended from Rowlands Gill to Burnopfield hourly.</p>
<p>R6/R7</p>	<p>There were seven general concerns/queries about the replacement for R6/R7.</p>	<p>This service to be withdrawn and replaced by new services R3/R4 & TB15.</p> <p>Sections to Blaydon Burn, Barlow, and Hookergate School Lane replaced by new service TB15.</p>

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<p>TB10/TB11</p> <p>This proposed Taxibus service would provide local links in the Wrekenton area connecting the High Street with Eighton Banks, Black Lane Estate, Rugby Gardens, Wrekenton Health Centre, Leam Lane and Fewster Square.</p>	<p>29% of respondents who say that the proposal affects them agreed that it will provide them with a better service, with 41% disagreeing and the remainder thought it would make no difference.</p> <p>Two specific comments, one with concerns about the route and one requesting no more buses in Eighton Banks.</p>	<p>This service will be extended to Fewster Square via Leam Lane, and to QE Hospital via Rugby Gardens and Stone Street.</p> <p>Frequency remains every 60 minutes Monday to Saturday between about 0930 and 1600.</p>
<p>TB14</p> <p>The proposed revised route would link Northside Estate with South Portobello via Malone Gardens, Kateregina, Harras Bank and Birtley.</p>	<p>25% of respondents who say that the proposal affects them agreed that it will provide them with a better service, while 42% disagreeing and the remainder thought it would make no difference.</p> <p>No additional comments were received about this proposal.</p>	<p>This service will be extended via Birtley Lane to South Portobello.</p> <p>Frequency increased to every 30 minutes Monday to Saturday between about 0930 and 1600.</p>
<p>TB15</p> <p>A proposed new Taxibus route linking Ryton and Chopwell via Blaydon Burn, Winlaton, Barlow and High Spen.</p>	<p>17% of respondents who say that the proposal affects them agreed that it will provide them with a better service with 42% disagreeing and the remainder thought it would make no difference.</p> <p>Nine specific comments, plus a further five relating to the R6/R7 which it will partially replace. Four of these comments were in support of the proposal. Concerns relating to the loss of a direct link from Barlow to Rowlands Gill and Crawcrook. Requests to run later in the day and on Sundays. The remaining comments were general.</p>	<p>This will be a new service between Rowlands Gill and Ryton Cedar Grove via Hookergate School Lane, High Spen, Barlow, Winlaton and Blaydon Burn, hourly Monday to Saturday between about 0930 and 1600.</p> <p>This service will also provide hourly links to Woodside Lane in response to requests made during the consultation.</p> <p>No funding is currently available to operate this service later in the evening or on Sunday, however, we will monitor patronage on the service and also the availability of other resource within the area.</p>

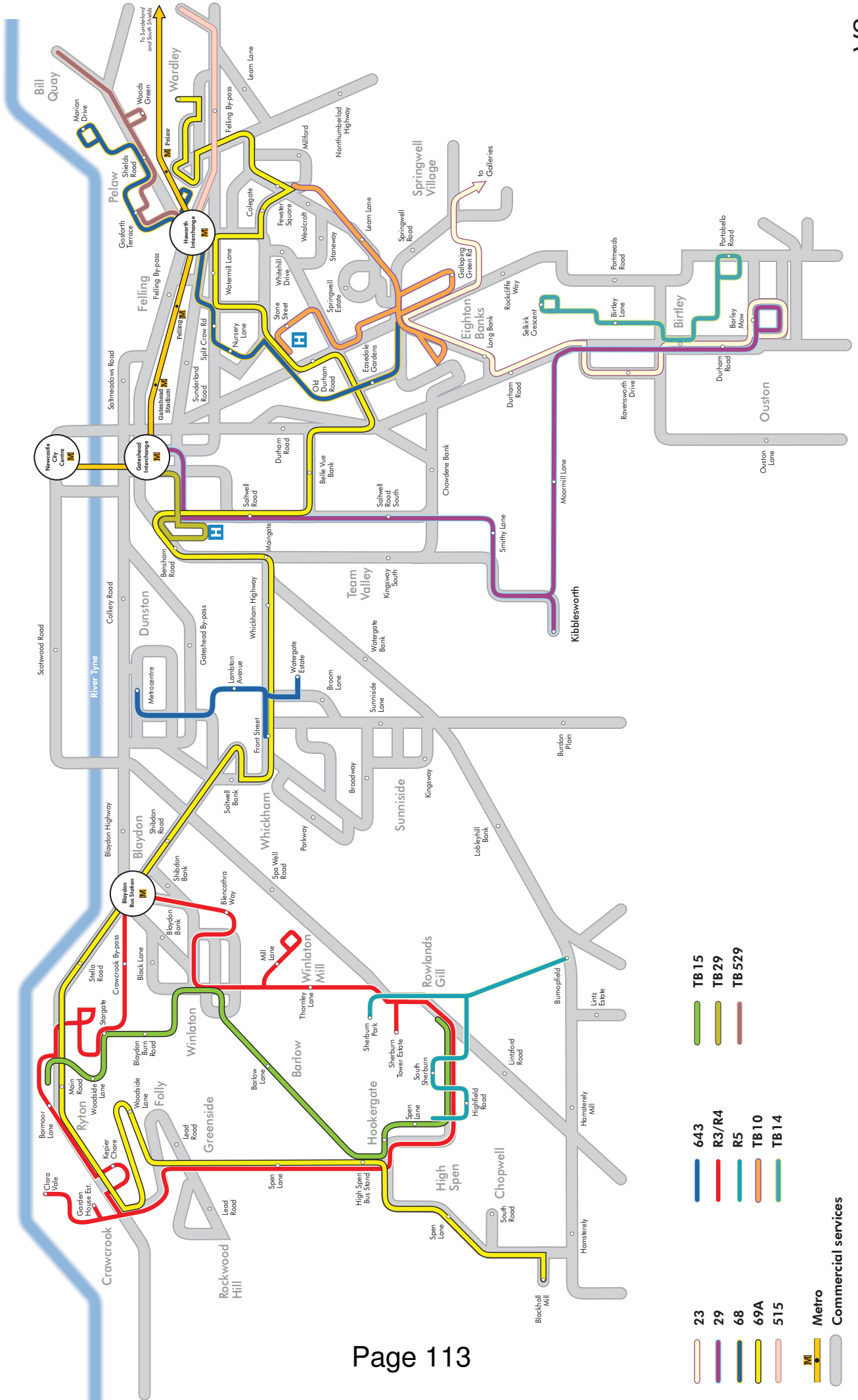
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<p>TB43 (now re-numbered 643) MetroCentre-Whickham-Watergate estate</p>		<p>The route and timetable are unchanged. Larger vehicles to be introduced to provide additional capacity and service number revised to 643.</p>
<p>TB529 Heworth Interchange-Bill Quay-Hebburn-Lukes Lane</p>		<p>The route of this service will be revised to operate via Woods Green in response to changes made on service 68.</p>
<p>LinkUp This service would no longer operate. The buses currently used to operate this service would be used to provide a number of the new or improved services listed above.</p>	<p>45 comments were received, of which 22 were in support of the proposals, with a further five who never use the service. Concerns raised included seven people querying cover if there is no fixed-route replacement and four general comments about the possible effect on elderly and disabled people. Seven people said they used the service on a regular basis.</p>	<p>This service will be withdrawn as planned and the resource will be re-deployed to provide the new and/or improved services listed above.</p>

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Tyne and Wear Integrated Transport Authority

TITLE: Date: 24th March 2011
Sunderland City Centre Green Bus Service

REPORT OF DIRECTOR GENERAL OF NEXUS

Not confidential

District Implications: Sunderland

1. **Summary / Purpose of Report**

1.1 To advise Members of a new city centre green bus service in Sunderland.

2. **Recommendations**

2.1 Members are requested to note this report.

3. **Introduction / Background**

Using the Green Bus Fund, Nexus, Sunderland City Council and Sunderland University have worked in partnership to design and procure a new city centre green bus service which will operate in Sunderland City Centre commencing on 4th September 2011.

4. **Information**

4.1 The Bus Strategy contains a commitment to evaluate and, if practical, deliver new city centre bus services. It also commits the ITA and Nexus to reducing CO2 emissions caused by public transport by, amongst other things, looking at hybrid vehicles and alternative fuel.

4.2 In 2009, the Government announced a scheme entitled the 'Green Bus Fund'(GBF). The fund was designed to encourage the purchase of more environmentally friendly low carbon hybrid and electrical buses. It acknowledged the increased cost of these vehicles and offered to provide the difference in the purchase cost between them and the standard diesel specification. Following a successful local bid for funding, discussions commenced between Nexus, Sunderland City Council and Sunderland University regarding the introduction of a Sunderland City Centre Service, serving city centre retail and businesses,

places of cultural and leisure interest in the central area and students travelling between the various university sites.

- 4.3 All parties agreed to provide funding towards the service and timetables and routings were designed for term and non-term time to offer best use of resource.
- 4.4 Bids were requested for a number of timetable options. Tender evaluation, considering affordability, price and quality, identified a preferred solution of a 30 minute frequency, Monday to Saturday, provided by Go North East.
- 4.5 The new service will have positive impacts in a number of areas, both in the improvement of the city centre environment and in the provision and improvement of transport links. For example, Dame Dorothy Street (an area containing sheltered housing) and the University will see significant improvements in the public transport provision.
- 4.6 Sunderland City Council has committed resources in the form of capital funding which taken together with the Green Bus Fund grant, will fund the purchase of the hybrid vehicles. Nexus and Sunderland University will jointly fund the revenue costs of the service.

5. **Next Steps**

- 5.1 The contract will commence on 4th September 2011 and will operate for a minimum of 3 years. An option to extend for a further two years has been included. The service provision can be extended to increase frequency and incorporate a Sunday service if the shuttle is well patronised.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7. **Background Papers**

- 7.1 The Tyne and Wear ITA and Nexus Bus Strategy 2009-12.

8. **Contract Officer (s)**

- 8.1 Tobyn Hughes, Director of Customer Services, Nexus, telephone number 0191 2033246.



Tyne and Wear Integrated Transport Authority

Date: 24 March 2011

TITLE: URBAN TRAFFIC MANAGEMENT AND CONTROL (UTMC) – UPDATE

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Purpose of report

1.1 To inform Members of ITA about the progress in setting up an Urban Traffic Management and Control (UTMC) system for Tyne and Wear.

2. Recommendations

2.1 The authority is recommended to note the progress made.

3. Background

3.1 Work carried out under the auspices of the Transport Innovation Fund (TIF) identified the implementation of an UTMC System as a means to deliver improved transport efficiencies and make better use of existing and future Intelligent Transport Systems (ITS).

3.2 In 2009 a Vision Document for a Tyne and Wear wide UTMC system and functional specification were produced as Phase One of the Project. Phase Two of the Project is to establish:

- A UTMC common database;
- A central Control facility; and
- The integration of the majority of existing Intelligent Transport Systems within Tyne and Wear on to the Common Database.

4. Phase Two Implementation

4.1 Existing ITS from all five Tyne and Wear Local Authorities and Nexus will be integrated on to the UTMC Common Database before the system goes live in

May 2011. This work will be carried out by Mott MacDonald, Transport Technology Services and will require the cooperation of system owners, their corresponding ICT Services and Third Party Suppliers. This includes the integration of:

- Asset Management Systems;
- Parking Guidance Systems;
- RMS and newly procured UTC systems;
- Vehicle count and classification data;
- Air Quality measuring equipment;
- CCTV where the camera is primarily focused on the road network;
- Ice detection systems; and
- Feeds from the National Traffic Control Centre and (when deployed) Tees Valley UTMC.

4.2 The control centre will be located in the Stephenson Building at Newcastle University. The University was chosen as the preferred location after a robust selection process where all partners were invited to put forward venues that met the essential technical criteria of the project and the commercial market was also tested.

4.3 The facility will be manned from 7am to 7pm on weekdays and as required for special events outside of these hours. The UTMC Common Database will also be accessible remotely, allowing users to log on and monitor parts of the network and system dependent upon their user permissions, regardless of whether or not the control room is manned.

4.3 The system will automatically provide feeds to a public facing website, providing information for the travelling public.

5. Next Steps

5.1 There database is currently being developed in Glasgow where Factory Acceptance Testing is due to take place in early May 2011.

5.2 Terms and Conditions have been agreed with Newcastle University and the necessary modifications to the accommodation are being made. The procurement of a video wall and necessary infrastructure is currently being undertaken.

5.3 Work is ongoing in the following areas:

- Development of ways to disseminate timely information regarding local travel matters to allow the travelling public to make informed decisions over their travel choices via a variety of communications platforms such as smart phone applications;
- A review of existing CCTV within the region to identify any critical gaps on the key transport corridors and assess the most efficient mechanism

for bridging these gaps;

- Establishing operational links with external stakeholders such as Tyne Tunnel Two, Durham UTMC, Tees Valley UTMC and the Highways Agency; and
- Investigating the possibilities of the provision of Real Time Passenger Information using the smart ticketing infrastructure being provided by the NESTI Project.

5.4 In addition to this there are the following complementary work-streams:

- Governance, Policy and Protocols;
- Traffic Signals (UTC) equipment upgrade; and
- Feasibility work on Telecommunications rationalisation.

6. Future Developments

6.1 Any new ITS that is deployed on the network will be integrated on to the UTMC Common database.

6.2 The opportunity to accelerate the delivery of future enhancements to the ITS network through the Local Sustainable Travel Fund bidding process is being investigated.

7. Contact Officer (s)

7.1 Ray King – UTMC Specialist – 0191 2778907

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Tyne and Wear Integrated Transport Authority

TITLE: Update on the launch of the Pop card **Date:** 24th March 2011

REPORT OF The Director General, Nexus

Not Confidential

District Implications: All of Tyne and Wear

1. **Summary / Purpose of Report**

1.1 To update Members on the launch of the 'Pop' smartcard brand and outline the roll out plan.

2. **Recommendations**

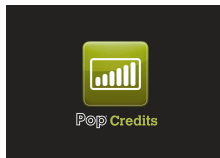
2.1 Members are recommended to note this report.

3. **Pop Card launch**

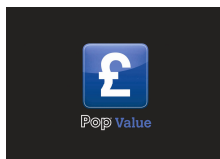
3.1 As part of the introduction of smart ticketing, Nexus launched its own smartcard - branded 'Pop' - on 14 February 2011. This started a phased programme to introduce Metro and public transport users in general to the benefits of smartcard technology.



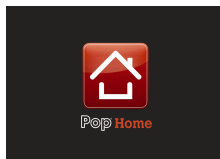
3.2 The Pop card is designed to make public transport easier to use and opens the way for customers to get better value for money and pay more flexibly. As the Metro Ticketing and Gating system is introduced, the card will offer a variety of benefits including:



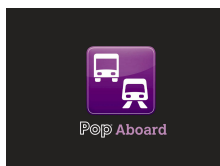
Pop Credits: The ability to put cash onto the Pop card and pay for travel on Metro directly. Customers will in future need to ‘touch on and touch off’ at stations as opposed to buying a ticket as of now. This will allow passengers to be able to ‘pay as they ride’ without buying a traditional ticket. It is intended ultimately for this product to be usable on other forms of public transport under the NESTI programme.



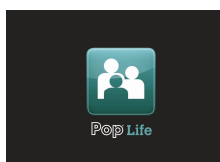
Pop Value: This is a guarantee that states that the customer will always be charged the lowest fare possible for their Metro trip as the system will calculate the correct fare based on the trip(s) they have made. This includes ‘capping’ the price for multiple trips made in a single day at the level of a DaySaver ticket price.



Pop Home: Allows customers to have a negative balance, allowing them to make a trip even if it puts their Pop Credits ‘in the red’. Cards must be put back into credit before the card can be used again.



Pop Aboard: The ability to store season tickets on the card for Metro as well as other operators’ tickets where a suitable commercial agreement is place.



Pop Life: Will allow customers, in the future, to hold other smart applications including leisure and council facilities on their Pop card.

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3.3 The launch event, which included the arrival of a Metro train set painted in the 'Pop' livery, was well attended by a wide range of stakeholders and attracted widespread local media coverage on the day – demonstrating the public's keen interest in this development.

4. Roll out plan

4.1 The roll-out of the Pop card is an output of the Metro Ticketing and Gating Project. The stages over the next 18 months are expected to be:

- Pop card brand launch
- Under 16 cards replaced by Pop cards
- Annual Metro season ticket holders issued with Pop cards
- Pop cards available to all Metro season ticket customers
- Smart ticket machines installed on Metro system
- Smart ticket gates installed at 13 stations, and smart validators at all other stations
- Pop card management available on-line
- Pop cards available to all Metro customers
- Pop Credits introduced
- Pop card functionality extended to other forms of public transport

5. Under 16 cards

5.1 Nexus is replacing around 60,000 Under 16 cards in Tyne and Wear with Pop cards.



5.2 Letters have been sent to all existing Under 16 card holders, backed by a media campaign, requesting that an up-to-date photograph and completed renewal form be sent to Nexus.

5.3 Respondents will have a Pop card posted to them. This will replace their current

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Under 16 card and entitle the holder to travel at the child concessionary fare of 50p single and £1 all day on all bus, Metro, Shields Ferry and local rail services. When new smart ticket machines are installed at Metro stations, the card will automatically entitle them to buy a child concessionary ticket without the need to select a specific option.

- 5.4 To help promote the launch of the Pop card, Nexus is inviting schools in Tyne and Wear to design the very first limited edition Pop card. The 'Pop Artist' schools competition asks students to create their own version of what the smart card front could look like if they could pick the design.

Suitable for 4-16 year olds, pupils' designs can be on any theme they like as long as they are created on a computer graphics package.

Prizes for winners in each category of the three age-related categories will include an Apple iTouch with free bus transport to the value of £350 for the winning school.

The overall winner could see their Pop card go into production, marking the first limited edition Pop card to be released to the public.

6. Further comments by the:

- **Clerk (if any);**
- **Treasurer (if any);**
- **Legal Advisor (if any);**
- **Director General (if any).**

7. Background Papers

- 7.1 Pop card website available at www.popcard.org.uk.

8 Contact Officer(s)

- 8.1 Toby Hughes, Director of Customer Services, Nexus (Tel 0191 203 3247).



Tyne and Wear Integrated Transport Authority

24 March 2011

Construction Progress Report

REPORT OF NTC PROJECT DIRECTOR

1. Synopsis

- 1.1 This report provides an overview of progress made on the construction of the new tunnel and the attainment of key milestone of transferring the traffic from the existing tunnel to the new one. It also provides an overview of the construction work on the refurbishment of the existing tunnel since the last meeting of the ITA. Progress photographs will be available at the meeting.

2. Recommendations

- 2.1 The ITA is recommended to note progress made.

3. Background

- 3.1 Construction of the NTC began on 22 April 2008. Key dates as set out in the Project Agreement signed on 23 November 2007 are as follows:-

PTU1	15 December 2010 (Revised to 4 February 2011)
PTU2	3 December 2011
Completion	3 December 2011

4. Progress – Since January 2011

4.1 Programme

The construction programme issued on 2 April 2009, following the special Project Board Meeting on 10 March 2009, was revised to account for significant re-planning and programming of the works. This revised the original date for PTU 1 to 4 February 2011. Various revisions to the programme were issued in 2009 and 2010 to reflect actual progress but these did not affect the key dates at each revision. The final programme incorporated a revised date for the full scale emergency exercise of 23 January 2011. However, the tunnel control systems were not in a sufficient state of readiness to allow an emergency exercise to be meaningful on that date. It was therefore delayed until 12 February 2011. The

exercise took place and was successful but identified a number of issues that required attention. These were addressed and testing and commissioning of the tunnel systems continued to the next stages. This work was completed on 24 February 2011 and final inspections were carried out on 25 February 2011. The operator submitted all the required documentation and certification to the Independent Certifier (IC) on 25 February 2011. The IC subsequently inspected the tunnel and the systems and issued the Permit to Use – PTU1 Certificate on 25 February 2011. Traffic switched over from the existing to the new tunnel at 00:01 on 26 February 2011 southbound and approximately 02:00 for northbound traffic.

4.2 North Approach Works

Works to fitting out the tunnel and the emergency escape cell were completed including the testing and commissioning of the fixed fire suppression system, fire hydrant main and valve systems, traffic control and signage systems, ventilation system, electrical distribution boards and the lighting. The carriageway, kerb-laying and drainage installation were completed. Grass seeding and planting to the landscape areas is nearing completion. The permanent reinstatement of the East Howdon By-pass is complete except for some advance direction signs. Following agreement of a consideration from Bouygues TP the surfacing and roadmarking work was undertaken by NTMBC. Work on the installation and commissioning of the new control equipment for the new tunnel is complete. The old control room on the 3rd floor has been decommissioned. The existing workshops refurbishment is complete. There are a number of 'snagging items' to be addressed.

4.3 Immersed Tube Works

The internal concrete works to the immersed tube sections and road-works are complete. Works to fitting out the tunnel and the emergency escape passage were completed including the testing and commissioning of the fixed fire suppression system, fire hydrant main and valve systems, traffic control and signage systems, ventilation system, electrical distribution boards and the lighting. There are a number of 'snagging items' to be addressed.

4.5 South Approach Works

Road-works are complete. Works to fitting out the tunnel and the emergency escape passage were completed including the testing and commissioning of the fixed fire suppression system, fire hydrant main and valve systems, traffic control and signage systems, ventilation system, electrical distribution boards and the lighting. Reinstatement of the river wall has started. Seeding of the landscaped areas is ongoing over the tunnel between Salem Street and Tyne Street. Both the construction of the new Friar Way link road and the reinstatement of Stanley Street are nearing completion. The construction of the linear footpath/cycleway is ongoing.

Salem Street remains closed but High Street is open to traffic.

4.6 South Junction Works

Construction of the new South Extract Building including the service gallery linking to the south portal is complete. Testing and commissioning of the M&E systems is complete. The formation of the new A19 approach carriageways is ongoing. The construction of the noise barrier between the loop-bridge and Howard Street bridge is ongoing. Earthworks to the south of the junction for the installation of the drainage pond are ongoing. The construction of the new structures, widening and refurbishment of the existing structures to the east of the roundabout is ongoing. Construction of the new local road roundabout under the Shell bridge is nearing completion.

The public footpaths linking Straker Street with the River Don footpath and the A19 southbound have been temporarily diverted as agreed with STMBC. Temporary traffic management arrangements – including the diversion of A185 traffic via Church Bank - remain in place. The old A185 southbound 'on' slip road to the A19 was closed on the 6 January 2011 to facilitate the refurbishment works to the structures supporting the A185. The new replacement slip road was re-opened on 6 February 2011.

4.7 Existing Tunnel Refurbishment

Works continued during the night (9 PM until 5 AM) in connection with the refurbishment and modernisation of the existing tunnel until 25 February 2011. The removal of the existing cladding panels is complete and this has allowed detailed inspection of the existing tunnel structure, asbestos surveys and the commencement of remedial works beneath the concrete road deck. These works were undertaken whilst traffic through the tunnel operated in convoy. Following PTU1 work has switched to normal hours. The old toll booths have been demolished, as has the sun visor structure to the north portal. Drainage work has commenced in and adjacent to the north bound plaza area. The demolition of the walkways each side of the carriageway is well underway. The pre-cast units that will form the escape cell are arriving on site in preparation for installation. Rails for the mobile working platforms for installation of the pre-cast units are being laid.

4.8 Traffic Management & Effects post PTU1

Since the switch over of traffic to the new tunnel, the average daily week-day traffic flow has been approx. 35,750. This is very similar to the average figure of approx. 36,000 over the 2 weeks prior to the 26 February 2011. As with all the major revisions to the approach traffic management layouts it took a period of approximately 3 days for traffic to fully adapt. Traffic volumes on the 26 and 27 February 2011 were 21% and 7.5% respectively higher than on the same days in 2010. This may be attributable to a desire to see the new tunnel. The tunnel's journey time monitoring system and the CCTV cameras required relocation once the new tunnel became operational so accurate information was not available to users. This meant that the media reports on traffic conditions and journey times were necessarily estimates, often over-estimates. For southbound traffic, the

displacement of the queue northwards by some 250 metres – because of the position of the new plaza relative to the old one – has meant that the queue for the tunnel often extends back to the Silverlink junction (A19/A1058) without any increase to the journey time. However, as south bound vehicles approaching the junction usually experience queues to enter the junction itself, drivers may perceive the 2 elements of queuing (junction and tunnel) to be 1 and for the total delay to be attributable to the Tyne Tunnel.

5. Masterplanning

- 5.1 The final landscape master-plan drawings have been approved by North and South Tyneside Councils. However, details of the Jarrow riverside area are yet to be agreed.

6. Land

- 6.1 Arrangements relating to hand-back of land continue to be discussed in detail between the relevant parties on the basis of the landscape master-plans submitted for approval.

7. Communication

- 7.1 The web-sites (NTC & TT2) continue to be updated almost daily. Drop-in-sessions continue to be held weekly on both sides of the river and Ward Councillors are given regular 'activity' schedules so that they are briefed on forthcoming events/developments. The Helpline is maintained and staffed 24/7.
- 7.2 There was a comprehensive communication effort associated with the switch of the traffic from the old tunnel to the new tunnel on 25/26 February 2011. The resulting media coverage of the event was substantial and positive. The following few days thereafter saw some adverse media coverage about journey times while traffic adapted to the new traffic management configuration.
- 7.3 There was good media coverage for the '1967 tunnel workers' visit to the new tunnel.

8. Tunnel Manager

- 8.1 Mr Peter Hedley who had been the Tunnel Manager since 2001 decided to retire and left TT2 Ltd on 28 February 2011. His contribution during the many stages in the development of the New Tyne Crossing project was significant. The role of the Tyne Tunnel Manager as set out in the Tunnel Byelaws and in the New Tyne Crossing Project Agreement with TT2 Ltd is now being undertaken by Mr Ron Henderson, who was previously the Tyne Tunnels Operations Manager.

Contact Officer: P Fenwick, phone: (0191) 211 6058

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Tyne and Wear Integrated Transport Authority

TITLE: RAIL UPDATE

Date: 24th March 2011

REPORT OF The Clerk of the Authority / Director General of Nexus

Not Confidential

District Implications: All Districts

1. **Purpose of Report**

1.1 To inform the ITA of recent developments within the rail industry, relevant to the Tyne and Wear area.

2. **Recommendations**

2.1 Members are recommended to note the report, which is for information only

3. **Summary of Key Issues**

3.1 A new East Coast timetable comes into operation from May 22.

3.2 The Government has published proposals for changes to rail franchising arrangements.

3.3 A major consultation exercise has been launched on the Government's High Speed Rail strategy.

3.4 Intercity Express Project – the go-ahead had been given to proceed with the Intercity Express Project (IEP) which will produce the next generation of long distance high speed trains.

4. **Information**

New East Coast Rail Timetable

4.1 From 22 May there will be major changes to the schedules operated by East Coast between Scotland, the North East and London. The aim of the changes is

to provide more consistent services, with trains leaving at the same time each hour as far as possible, and calling at the same stations every hour; this process reduces the complexity of the current timetable and provides a degree of extra capacity along the length of the East Coast main line (ECML) which will then be able to accommodate a small number of additional services.

- 4.2 The changes are largely beneficial to rail users in Tyne and Wear; most services to and from London are accelerated, and there is a new non-stop service to London leaving Newcastle at 0703, as well as a new last train to London at 2115. Most Anglo-Scottish services now operate non-stop south of York, this results in a slight decrease in the number of through services between the North East, Doncaster and Peterborough, however it is felt that on balance this is outweighed by faster journey times to and London.

Changes to Rail Franchising

- 4.3 The consultation on proposed changes to the rail franchising system featured on the last ITA agenda. Since then, the Department for Transport has announced firm proposals for major changes to existing practices. The two guiding principles are those of longer franchise periods, and greater commercial freedom for train operators arising from a less prescriptive franchise specification. The proposed lengthening of franchise terms is designed to enable bidders to specify a higher level of investment; in the past, franchise terms of six to eight years have not been long enough to secure sufficient accompanying private sector investment.
- 4.4 Less emphasis on 'outputs' and more on 'outcomes' is proposed; the DfT states that demanding targets in respect of service quality and overcrowding will be set but that train operators will be allowed more flexibility as to how these are achieved, although the core levels of service will remain defined by government. Typically, franchises will be valid for between 15 and 22½ years varying on a case-by-case basis, subject to possible termination for poor performance or default. The level of risk taken by franchisees will also vary according to the commercial viability of each franchise, with a 'profit share' mechanism in place to ensure that franchisees share the proceeds of unexpectedly high profits with the taxpayer.
- 4.5 A minimum level of services will be prescribed, with additional services at the operator's risk, and this will also vary according to the circumstances of each franchise. The level of peak services on some franchises will be influenced by a 'crowding metric' which will require operators to maintain acceptable levels of overcrowding through the provision of adequate train capacity and frequency. In terms of determining adequate service quality, passenger satisfaction scores and 'mystery shopping' facilities sampling will be the main techniques proposed, with contractually binding targets.
- 4.6 In terms of the devolution of rail services, the DfT's stance is encouraging. It notes the success of the Merseyside and London overground networks, and it is suggested that this model is capable of wider application, subject to consideration of resources and risks. The consultation response also notes that future relationships between ITAs and operators will be considered on a case-

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by-case basis. However in a reference to the imminent findings of the McNulty Rail Value for Money Review, the DfT discusses the possibility of introducing a contractually binding unit cost reduction target as part of franchise bids. This could have an impact upon future levels of provision of regional and national rail services.

- 4.7 The new proposals for rail franchises appear to offer a number of potential threats and opportunities for the region's rail services. The prospect of longer franchises resulting in increased private sector investment will potentially lead to better facilities and services for passengers. Conversely, the looser service specifications proposed could result in a deterioration of service provision, should franchisees focus solely upon their contractual obligations and the most profitable routes and services. There is also a risk that overcrowding will be managed by pricing, rather than responded to by increasing capacity, unless all relevant fares products remain regulated as now.
- 4.8 Two franchises in the region will be renewed over the next few years, and will provide an early test of the proposed new franchising arrangements. Services run by East Coast are expected to revert to franchised operation by the end of the year, and the Northern rail franchise will be re-let from September 2013. In addition, a decision will be taken regarding the extension of the current Transpennine franchise for a further five years from 2012, dependent on performance. ITA and Nexus officers will participate where possible in the renewal process for these franchises with the aim of maintaining and improving services; it remains the DfT's intention to remove the automatic right of PTEs to enjoy co-signatory rights to the Northern franchise. Nexus and fellow PTEs across the Northern franchise area are pressing for co-signatory rights to be retained, as they enhance the level of negotiating influence with franchise holders.
- 4.9 High Speed Rail Consultation
- On 28 February, the Secretary of State for Transport announced a consultation on the Government's strategy for a national high speed rail (HSR) network. It is intended to fulfil a number of roles. It deals with the specific circumstances of the proposed route between London and the West Midlands, but of equal significance is an exposition of why it is believed that a national HSR network will deliver strong economic and sustainability advantages. The consultation document suggests that the HSR network will provide enhanced capacity and will become a powerful tool in supporting city economies and drawing in new investment. It describes the role which HSR can play in "promoting valuable strategic change in the economic geography of Britain, supporting sustainable long-term growth and reducing regional disparities" by bringing more geographically peripheral areas closer to the large market that is London and the South East, citing how Lyon has benefited in this way from faster rail services to and from Paris. There is a consultation event being held in Leeds where ITA officers will be present.
- 4.10 In terms of network shape and development, the consultation reiterates the

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preference for a Y-shaped network terminating in the Leeds and Manchester areas. HSR is expected to reach these destinations 'around 2032-33'. The cost of this network is estimated as £32 billion, with a benefit:cost ratio of 2.6. The estimated journey time between London and Newcastle under the 'Y' network, making use of the existing route between Newcastle and Yorkshire, remains at 2 hours 37 minutes. The report states that this level of economic benefits can only be achieved by HSR and that new conventional lines would be unable to offer comparable figures, as well as having only slightly less in the way of environmental impacts.

- 4.11 Whilst design and construction work on the second phase is in progress, the Government would expect to work with the Scottish Government and others to identify and evaluate the options for developing the network further. This suggests that the extension of the network to the North East and Scotland remains under consideration, but would come into operation many years hence
- 4.12 The consultation period of five months allows for a wide range of responses from interested parties. It is recommended that a response be co-ordinated by the Clerk to the ITA by the closing date of 29 July which welcomes the continued commitment towards HSR with its many benefits for the nation, but highlights the specific need of the region to become connected to the network at the earliest opportunity to ensure that its advantages are felt across the Tyne and Wear area and that in the meantime, investment continues to be made in the existing ECML to ensure that it remains fit for purpose. The ITA has a key role in lobbying, and we will be working with Nexus Core Cities and ANEC to make our case to Government on why the North East needs a High Speed Rail connection.
- 4.13 Intercity Express Project
- On 1 March the Secretary of State Philip Hammond also announced that the go-ahead had been given to proceed with the Intercity Express Project (IEP) which will produce the next generation of long distance high speed trains. Subject to due process, the Agility Consortium will produce a mixed fleet of all-electric and hybrid diesel and electric trains which will be assembled at a new production facility at Newton Aycliffe, and used on the ECML and the London to South Wales/West of England routes. More than 11000 extra peak hour seats will become available along these routes once the new trains are in service, compared with today. The existing fleet of electric trains used on the ECML will be retained. The announcement represents welcome news for the regional economy and for ECML users as increased capacity will be provided, and the older diesel High Speed Trains will be replaced in due course.
- 4.14 Network Rail Delivery Plan
- As part of Network Rail's Control Period 4 Delivery Plan update, gauge clearance of the ECML north of Newcastle has the go ahead and will now be completed by the end of the 2009-2014 control period alongside the route southwards to Doncaster and the Midlands. This will mean that the Port of Tyne will have gauge clearance to the Midlands and Glasgow by 2014 resulting in improved rail freight paths for the Port

5. **Further comments by the:**

- **Clerk** (if any):
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

6. **Background Papers**

High Speed Rail: Investing in Britain's Future. DfT February 2011.

<http://highspeedrail.dft.gov.uk/sites/highspeedrail.dft.gov.uk/files/hsr-consultation.pdf>

7. **Contact Officers**

Roger Gill, Policy Manager, TWITA

Gordon Harrison, Strategic Planning Manager, Nexus

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Tyne and Wear Integrated Transport Authority

DATE: 24th March 2011

TITLE: WHISTLEBLOWING, FRAUD AND CORRUPTION POLICY UPDATES

REPORT OF Deputy Clerk and Treasurer

Not Confidential

District Implications across Tyne and Wear

1. Summary / Purpose of Report

1.1 This report provides an update on the Tyne and Wear Integrated Transport Authority (TWITA) Public Interest Disclosure (Whistleblowing) Policy as well as the Fraud and Corruption Policy.

2. Introduction / Background

2.1 Following an Internal Audit review of TWITA Corporate Governance in September 2010, the review recommended that the TWITA Public Interest Disclosure (Whistleblowing) Policy as well as the Fraud and Corruption Policy should be updated to reflect best practices and current contact details.

2.2 This work has now been completed and internal telephone and external contacts details have been updated.

2.3 The updated policies are attached for your information. The updated policies reflect the current best practices for both the Public Interest Disclosure (Whistleblowing) as well as the Fraud and Corruption policies and practices. These policies have also been presented and reviewed by the TWITA Standards and Audit Committee earlier this month.

3. Recommendations

3.1 To note the update Public Disclosure (Whistleblowing) as well as the Fraud and Corruption Policy.

4. Further comments by the:

- **Clerk** (none)
- **Treasurer** (none)
- **Legal Advisor** (none)

- **Director General** (none)

5. Background Papers

5.1 All background papers to support this report are retained by within the Audit and Strategic Risk Service.

6. Contact Officer (s)

6.1 Philip Slater, Head of Audit and Strategic Risk, Newcastle City Council (211 6515)

Ian Pattison, Principal Auditor, Newcastle City Council (211 5679)

Tyne and Wear Integrated Transport Authority**PUBLIC INTEREST DISCLOSURES ("WHISTLEBLOWING") POLICY****POLICY FOR THE CONFIDENTIAL REPORTING OF CONCERNS****1 INTRODUCTION**

- 1.1 This policy reflects the Authority's commitment to good practices, to valuing its staff and seeking continuous improvement in service delivery.
- 1.2 Employees are often the first to realise that there may be something wrong within the Authority. However, they may not express their concerns because they feel that speaking up would be disloyal to their colleagues or to the Authority. They may also fear harassment or victimisation. In these circumstances it may be easier to ignore the concern rather than to report what may just be a suspicion of malpractice.
- 1.3 The Authority is committed to the highest possible standards of openness, probity and accountability. In line with that commitment it expects its employees and others that it deals with who have concerns about any aspect of the Authority's work to come forward and voice those concerns. It is recognised that most cases will have to proceed on a confidential basis.
- 1.4 This policy document makes it clear that you can do so without fear of victimisation, subsequent discrimination or disadvantage. The policy is intended to encourage and enable employees to raise concerns within the Authority rather than overlooking a problem or 'blowing the whistle' outside.
- 1.5 The policy applies to all employees and those contractors working for the Authority on Authority premises, for example, agency staff, builders and drivers. It also covers suppliers and those providing services under a contract with the Authority in their own premises, for example their homes. The Authority will seek to ensure that as part of its procurement processes this policy is brought to the attention of such external contractors, suppliers and service providers (described in this policy as "Contractors").
- 1.6 These procedures are in addition to the Authority's complaints procedures, grievance procedure, Policy on Fraud and Corruption and other statutory reporting procedures.
- 1.7 This policy has been discussed with the relevant trade unions and professional organisations and has their support.
- 1.8 References in this policy to "the Monitoring Officer" mean the Head of Corporate Law of Newcastle City Council who is the Legal Adviser and Monitoring Officer to the Authority.

2 AIMS AND SCOPE OF THIS POLICY

- 2.1 This policy aims to:
- make you feel confident to raise concerns and to question and act upon concerns about practice;
 - give you ways to raise your concerns and receive feedback on any action taken;
 - guarantees that you receive a response to your concerns and ensures that you are aware of the process to follow if you are not satisfied; and
 - reassure you that you will be protected from possible reprisals or victimisation.
- 2.2 There are existing procedures in place if you have a grievance relating to your own employment or consider that you are being harassed due to your race or sex, or if you are concerned about health and safety risks, including risks to the public as well as to other employees. Indeed you are under a legal obligation (as notified to you in corporate health and safety policy statements), to report to your supervisor or manager any work situation which you consider to represent:
- A danger to the health and safety of yourself, fellow employees or members of the public; or
 - A shortcoming in the Authority's arrangements for health and safety.
- 2.3 If you are reluctant to raise such health and safety concerns with your supervisor or manager, or if you have raised them and are concerned about the response, then arrangements exist for you to raise the health and safety concerns with the Lead Authority's Health and Safety Service based in the Chief Executive's Directorate and/or with Health and Safety Representatives from the relevant trade union.

This policy is intended to cover concerns that fall outside the scope of other procedures. These include:

- conduct which is an offence or a breach of law;
 - disclosures related to miscarriages of justice;
 - health and safety risks, including risks to the public as well as other employees;
 - damage to the environment;
 - the unauthorised use of public funds;
 - fraud and corruption;
 - sexual or physical abuse of clients;
 - any attempt to prevent disclosure of any of the above, or
 - other conduct which gives you cause for concern.
- 2.4 Thus any serious concerns that you have about any aspect of service provision or the conduct of your staff or members of the Authority or others acting on behalf of the Authority can be reported under this policy. This may be about something that:
- makes you feel uncomfortable in terms of known standards, your experience or the standards you believe the Authority subscribes to; or
 - is against the Authority's Standing Orders and policies; or
 - falls below established standards of practice; or
 - amounts to improper conduct.
- 2.5 This policy supplements and does not replace the corporate complaints procedure, or the grievance procedure and other procedures established to deal with aspects of harassment i.e. sexual, racial harassment, and with health and safety concerns.

3 SAFEGUARDS

3.1 Harassment or Victimisation

The Authority is committed to good practice and high standards and aims to be supportive of its employees.

The Authority recognises that the decision to report a concern can be a difficult one to make. However uncovering malpractice will be doing a service to the Authority. You will be doing your duty to your employer and those for whom you are providing a service.

The Authority will fulfil its responsibility to ensure that you are NOT harassed, victimised or otherwise disadvantaged when you raise a concern. Any employee who engages in any form of victimisation or harassment against you as a result of raising a concern may be subject to disciplinary action.

Allegations by an employee who is the subject of disciplinary investigations or proceedings concerning the conduct of those proceedings can only be raised through the disciplinary appeals procedures.

3.2 Confidentiality

All concerns will be treated in confidence wherever possible and every effort will be made to preserve your anonymity if you so wish. You may need however to come forward as a witness, but if you wish to be supported by a representative of your choice then this would be available to you.

3.3 Anonymous Allegations

This policy encourages you to put your name to your allegation whenever possible. Concerns expressed anonymously are much less powerful but the Authority will consider them so far as is possible or practicable.

3.4 Untrue Allegations

If you make an allegation in good faith, but it is not confirmed by the investigation, no action will be taken against you. If however, you make an allegation maliciously or for personal gain, disciplinary action may be taken against you.

4 HOW TO RAISE A CONCERN

4.1.1 Procedure for Authority employees

As a first step, you should raise concerns with your immediate manager or their manager. This depends however, on the seriousness and sensitivity of the issues involved and who is suspected of the malpractice, for example, if you believe that your immediate manager or their managers are involved, you should approach your Director. The manager receiving notification of concerns under this policy will inform the Monitoring Officer that a confidential report has been received and provide a copy. If the concern relates to financial irregularities or failures of financial controls the manager receiving the report must immediately notify the Deputy Clerk and Treasurer.

4.1.2 Concerns may be raised verbally or in writing. If you make a written report please use the attached pro-forma. Reports should be sent to your immediate manager or their superior or to the Director and a copy sent to the Monitoring Officer.

4.1.3 Procedure for Contractors

As a first step, you should normally raise concerns with your manager, who will then inform the Authority's lead officer who is dealing with the particular contract. If you do not have a manager, you should raise your concerns direct with the Authority's lead officer. This depends on the seriousness and sensitivity of the issues involved and who is suspected of the malpractice. For example, if you believe that your manager or the Authority's lead officer is involved, you should approach the Monitoring Officer direct. Otherwise, the Authority's lead officer receiving notification of concerns under this Policy will inform the Monitoring Officer that a confidential report has been received and provide a copy. If the concern relates to financial irregularities or failures of financial controls the Authority's lead officer receiving the report will also immediately notify the Head of Audit and Strategic Risk of Newcastle City Council. (Tel 2116511)

4.1.4 Concerns may be raised verbally or in writing. If you make a written report you should, if possible, make it using a similar report form to the attached pro-forma. A copy of any report you send to your manager or the Authority's lead officer should also be sent to the Monitoring Officer for monitoring purposes.

4.2 The Monitoring Officer is responsible for the maintenance and operation of this policy and will monitor how the complaint is handled and ensure that the requirements of this policy are fulfilled.

4.3 The earlier you express the concern the easier it will be to take action.

4.4 Employees of the Authority can obtain advice and guidance on how matters of concern may be pursued from the Authority's Head of Strategic HR, Room 5a, Civic Centre, Tel 2115226. Employees of the Authority and Contractors can get confidential, independent advice from the charity Public Concern at Work on 0207 404 6609. Their website is at www.pcaw.co.uk.

You may wish to consider discussing your concern with a colleague first and you may find it easier to raise the matter if there are two (or more) of you who have had the same experience or concerns.

4.5 You can invite your trade union or professional association representative or a friend to be present during any meetings or interviews in connection with the concerns you have raised.

4.6 Concerns can be raised through your trade union.

5 HOW THE AUTHORITY WILL RESPOND

5.1 The Authority will respond to your concerns, and it will be necessary to investigate your concerns but this is not the same as either accepting or rejecting them.

5.2 Within 3 *working days* of a concern being raised, you will be sent a written response:

- acknowledging that the concern has been received;

- indicating how we propose to deal with this matter;
- giving an estimate of how long it will take to provide a final response;
- telling you whether any enquiries have been made;
- supply you with information on staff support mechanisms.

The Monitoring Officer will be sent a copy of this response.

- 5.3 Where appropriate, matters raised may:
- be investigated by management, internal audit, or through the disciplinary process;
 - be referred to the police or other statutory agencies;
 - be referred to the external auditor.
- 5.4 In order to protect individuals and those about whom concerns are raised, initial enquiries will be made to decide whether an investigation is appropriate and, if so, what form it should take. Concerns or allegations which fall within the scope of specific procedures (for example, child protection or discrimination issues) will normally be referred for consideration under those procedures.
- 5.5 Some concerns may be resolved by agreed action without the need for investigation. If urgent action is required this will be taken before any investigation is conducted.
- 5.6 The amount of contact between the individual considering the issues and you will depend on the nature of the matters raised, the potential difficulties involved and the clarity of the information provided. If necessary, the investigating officers, will seek further information from you.
- 5.7 Where any meeting is arranged, and this can be off-site if you so wish, you can be accompanied by a trade union or professional association representative or a friend.
- 5.8 The Authority will take steps to minimise any difficulties which you may experience as a result of raising a concern. For instance, if you are required to give evidence in criminal or disciplinary proceedings the Authority will arrange for you to receive advice about the procedure.
- 5.9 The Authority accepts that you need to be assured that the matter has been properly addressed. Thus, subject to legal constraints, you will be informed of the outcomes of any investigation.

6 THE RESPONSIBLE OFFICER

- 6.1 The Monitoring Officer has overall responsibility for the maintenance and operation of this policy. That officer maintains a record of concerns raised and the outcomes (but in a form which does not endanger your confidentiality) and may report as necessary to the Authority, but in such a way that your confidentiality will be preserved.
- 6.2 It is the responsibility of any manager/Director who receives a whistleblowing report to:
- Copy the original report immediately to the Monitoring Officer. The initial written response to the person raising the concern must also be copied to the Monitoring Officer.
- In addition any further responses must be copied to the Monitoring Officer, who must as soon as possible also be informed of the outcome(s) of any investigation and any actions instigated as a result.

7 HOW THE MATTER CAN BE TAKEN FURTHER

- 7.1 This policy is intended to provide you with an avenue within the Authority to raise concerns. The Authority hopes you will be satisfied with any action taken. If you are not satisfied with the outcome of your confidential report you can write to the Clerk and ask for the investigation and outcome to be reviewed. If you remain dissatisfied, and you feel it is right to take the matter outside of the Authority, you may wish to take advice from your trade union, your local Citizens Advice Bureau, any of the external agencies listed in paragraph 7.4 below, or your legal adviser on the options that are available to you.
- 7.2 One possibility is that you may wish to rely on your rights under the Public Interest Disclosure Act 1998. This Act gives you protection from victimisation if you make certain disclosures of information in the public interest. The provisions are quite complex and include a list of prescribed persons outside of the Authority who can be contacted in certain circumstances. You should seek advice on the effect of the Act from the persons referred to above.
- 7.3 If you do take the matter outside of the Authority, you should ensure that you do not disclose information where you owe a duty of confidentiality to persons other than the Authority (e.g. service users) or where you would commit an offence by making disclosure. In order to ensure that you do not make any such disclosures you may want to check the position with the Authority's Legal Adviser.

If for any reason you do not wish to use the internal arrangements set out above, or require additional support and advice, a list of external agencies is given below.

(This is not exhaustive. A fuller list is available in The Public Interest Disclosure (Prescribed Persons)(Amendment) Order 2003 – see www.uk-legislation.gov.uk).

Audit Commission for England and Wales
Tel 020 7828 1212
www.audit-commission.gov.uk

Environment Agency
Tel 08708 506 506
www.environment-agency.gov.uk

Health and Safety Executive
Tel 0845 345 0055
www.hse.gov.uk

Information Commissioner
Tel 0303 123 1113
www.ico.gov.uk

Pensions Regulator
Tel 0870 6063636
www.thepensionsregulator.gov.uk/

Public Concern at Work
Tel 020 7404 6609
www.pcaw.co.uk

Standards Board for England
Tel 0161 8175300
www.standardsforengland.gov.uk

If you are a member of a Trade Union you can also contact them for advice and support. The main local contacts for the Authority are: -

Unison 0191 211 6980
GMB 0191 233 3930
Unite 0845 605 2198

Advice about your rights is also available from: - Citizens Advice Bureau
(Newcastle City) 0844 499 4717
Newcastle Law Centre 0191 230 4777

**POLICY FOR CONFIDENTIAL
REPORTING OF CONCERNS
("WHISTLE BLOWING")
REPORT FORM**

The Authority is committed to the highest possible standards of openness, probity and accountability. In line with that commitment we expect employees and others that we deal with who have concerns about any aspect of the Authority's work to come forward and voice those concerns. It is recognised that most cases will have to proceed on a confidential basis. If you wish to make a report please use this pro-forma.

1 Background and history of the concern (giving the relevant dates).

2. The reasons why you are particularly concerned about the situation.

(Please attach additional sheets if necessary)

3. You are encouraged to put your name to this report. Concerns expressed anonymously are much less powerful but the Authority will consider them so far as is possible. If you feel able to, please give your name and details below.

Name:.....

Directorate (if applicable):.....

Address:.....

.....

Contact Telephone Number:..... Date

PLEASE SEND THIS FORM TO YOUR MANAGER, OR ALTERNATIVELY TO THEIR MANAGER OR THE DIRECTOR AS APPROPRIATE. YOU MUST ALSO SEND A PHOTOCOPY OF THE COMPLETED FORM AT THE SAME TIME TO THE HEAD OF CORPORATE LAW AT NEWCASTLE CIVIC CENTRE, FOR MONITORING PURPOSES.

Tyne and Wear Integrated Transport Authority**FRAUD AND CORRUPTION POLICY STATEMENT****1. THE AUTHORITY'S COMMITMENT**

The Authority is committed to sound corporate governance and supports the general principles of the Government for the conduct of its members and employees, namely:

- selflessness
- honesty and integrity
- objectivity
- accountability
- openness
- leadership
- personal judgement
- duty to uphold the law and
- stewardship
- respect for others

Fraud and corruption cheats the local taxpayers who have the right to expect members and staff to perform their functions in an honest and proper manner.

The Authority seeks in the first instance to prevent fraud and corruption and will take all action necessary to identify any occurrences if suspected. If any such instances are detected they will be investigated in a correct and agreed manner. The Authority pledges to pursue the recovery of losses and the suitable punishment of those responsible.

2. PREVENTION

Prevention will be achieved through:

- staffing policies
- making members aware of their responsibilities
- internal control systems and
- liaison with outside agencies

2.1 Staff

As a public employer, the Authority is obliged to maintain, and is entitled to expect, high standards of conduct among its employees to ensure that public confidence in their integrity and impartiality is not undermined. The public is entitled to demand conduct of the highest standard and that staff work honestly and without bias in order to achieve the Authority's objectives.

The Authority recognises that a key preventative measure in the fight against fraud and corruption is to take effective steps at recruitment stage to establish, as far as possible, the propriety and integrity of potential staff. In this regard temporary and contract staff are treated in the same manner as permanent staff.

Managers should ensure that procedures laid down by the Authority's Personnel Officer in the Recruitment and Selection Guidelines and Code of Practice are followed and, in particular, that written references are obtained before employment offers are confirmed.

Staff are expected to follow the Authority's Code of Conduct which includes regulations regarding the registration of interests, gifts and hospitality. Staff are reminded that under the Authority's Standing Orders, they must operate within Section 117 of the Local Government Act 1972 regarding the disclosure of pecuniary interests in contracts relating to the Authority, or the non-acceptance of any fees or rewards whatsoever other than their proper remuneration.

The Authority recognises that the continuing success of its anti-fraud and corruption strategy and its general credibility will depend largely on the effectiveness of its training programmes and the responsiveness of staff throughout the organisation. To facilitate this, the Authority supports the concept of induction and continuing training and staff appraisal, particularly for staff involved in internal control systems, to ensure that their responsibilities and duties in this respect are regularly highlighted and reinforced. The Authority has in place a Disciplinary Procedure for all categories of its staff and the possibility of disciplinary action against staff who ignore such training and guidance is clear.

2.2 Members

Members are expected to operate honestly and without bias. Their conduct is governed by:

- The Authority's Code of Conduct for Members
- The Authority's Standing Orders

These matters include rules on the declaration and registration of potential areas of conflict between Members' duties and responsibilities on behalf of the Authority, and any other areas of their personal or professional lives. These will be regularly drawn to the attention of Members.

2.3 Internal Control System

The internal control system comprises the whole network of financial, operational and managerial systems established within Newcastle City Council as the lead authority to ensure that objectives of the Integrated Transport Authority are achieved in the most economical and efficient manner.

The Financial Regulations of the Authority provide the framework for financial control. Under Financial Regulations Managers are required to ensure that:

- arrangements, guidelines and procedures for the proper administration of the financial affairs of the Authority are operated in accordance with Financial Regulations;
- the Deputy Clerk and Treasurer is informed where there has been a failure to comply with Financial Regulations or where amendment or revision of a regulation is considered necessary; and

- the Deputy Clerk and Treasurer is informed as soon as possible of any matters involving, or suspected of involving, irregularity in the use of the Authority resources or assets.

On behalf of the Authority, Newcastle City Council's Audit and Strategic Risk service independently monitors the existence, appropriateness and effectiveness of internal controls.

2.4 Liaison

Arrangements are in place now and will continue to develop which encourage the exchange of information between the Authority and other agencies on national and local fraud and corruption activity.

The Authority acknowledges that in order to prevent fraudsters using multiple identities and addresses, it cannot afford to work in isolation and must liaise with other organisations. To this end the Authority has fostered a number of external contacts that include:

- Northumbria Police
- Tyne and Wear District Treasurers
- Universities and Colleges
- UK Border Agency
- DWP
- Jobcentre Plus
- Federation Against Software Theft (F.A.S.T.)

All liaisons are subject to adherence to Data Protection Legislation and regard to the confidentiality of information.

2.5 Partners

Arrangements are in place within partner organisations, Nexus and TT2 to identify, investigate and appropriately report incidents of fraud and corruption which may occur within those organisations.

2.6 Strategy

Arrangements are in place for Newcastle City Council to implement the policy on the Authority's behalf.

3. DETECTION AND INVESTIGATION

Where fraud and corruption still happen, systems should assist in revealing the occurrences and people should be encouraged to do likewise. They must then be investigated in a fair and impartial manner.

3.1 Detection

The array of preventative systems, particularly internal control systems and audit, within the Authority generally should be sufficient in themselves to deter fraud, but they have also been designed to provide indications of any fraudulent activity.

The Authority's staff are an important element in its stance on fraud and corruption and they are positively encouraged to raise any concerns that they may have on any

issues associated with the Authority's activities. They can do this in the knowledge that such concerns will be treated in confidence and properly investigated. If necessary, a route other than a line manager may be used to raise such concerns. Examples of possible routes are:

- Audit and Strategic Risk Service
- Deputy Clerk and Treasurer
- Clerk
- Legal Adviser, as the Authority's Monitoring Officer.

Members of the public are also encouraged to report concerns through any of the above routes or, if appropriate, through the Authority's complaints procedure.

If staff feel unable to raise their concerns through any of the internal routes, then they may wish to raise them through Public Concern at Work (telephone 020 7404 6609), a registered charity whose services are free and strictly confidential.

[See also Policy for Confidential Reporting of Concerns ("Whistleblowing")]

The Code of Conduct requires staff of the Authority to report any illegality or impropriety to their manager or supervisor. Financial regulations require the Deputy Clerk and Treasurer to investigate matters that involve, or may involve, financial irregularity.

3.2 Investigation

Depending on the nature and the anticipated extent of the allegations, Internal Audit will normally work closely with management and other agencies, such as the police, to ensure that all allegations are properly investigated and reported upon and where appropriate, maximum recoveries are made for the Authority. The follow up of any allegation of fraud and corruption received will be through agreed procedures which ensure that:

- matters are dealt with promptly;
- all evidence is recorded;
- evidence is sound and adequately supported;
- all evidence is held securely;
- where appropriate, the police and the Authority's Insurance Officer are notified;
- the Authority's Disciplinary Procedures are implemented; and
- the rules of natural justice are incorporated.

The procedures and reporting lines are an integral part of the Authority's anti-fraud culture that ensures:

- consistent treatment of information about fraud and corruption;
- proper investigation by an independent and experienced audit team;
- the proper implementation of a fraud investigation plan;
- restitution or compensation; and
- the optimum protection of the Authority's interests.

Where financial impropriety is discovered, referral to the police is a matter for the Deputy Clerk and Treasurer, in consultation with the relevant Officers of the Authority. In deciding whether to recommend referral the following factors are taken into account:

- the amount of the loss and duration of the offence;
- the suspect's physical and mental condition;
- voluntary disclosure and arrangement for restitution; and
- the strength of the evidence.

The Authority's Disciplinary Procedures will be used as appropriate irrespective of police involvement.

There is, of course, a need to ensure that any investigation process is not misused and, therefore, any abuse, such as raising unfounded malicious allegations may be dealt with as a disciplinary matter and may leave the complainant open to an action for defamation.

The External Auditor also has powers to investigate independently fraud and corruption and the Authority can make use of these services.

4. SUMMARY

The Authority has a clear commitment to minimising the possibility of corruption and theft or other misuse of public money and assets. It pledges to prevent fraud and corruption but to take all action necessary to identify fraud and corruption if suspected, and pursue the recovery of losses and the punishment of those responsible.

The Authority's employees and Members are expected to have the highest standards of conduct and to be vigilant in combating fraud and corruption in all its guises.

The Authority has implemented a clear network of systems and procedures to assist in the fight against fraud and corruption. These arrangements will keep pace with any future developments, in both preventative and detection techniques regarding fraudulent or corrupt activity that may affect its operation or related responsibilities.

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**DRAFT –
FOR INFORMATION ONLY**



Tyne & Wear ITA - Metro Sub Committee

17 February 2011
(10.30 am - 12.05 pm)

Present:

Councillor: D Wood (In the Chair)

Councillors: Hanson, Hodson, Lott, McElroy Stone

In Attendance:

K Mackay - Director of Rail and Infrastructure, Nexus
J Fenwick - Director of Finance and Resources, Nexus
T Hughes - Director of Customer Services, Nexus
H Lewis - Head of Media and External Relationships, Nexus
R McClean - Managing Director, DBTW
V Miller - Democratic Services Officer, Newcastle City Council

Also:

A Pearson - The Paper

15. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Blackburn and Maughan.

16. **DECLARATIONS OF INTEREST OF MEMBERS OR OFFICERS**

Councillors Lott, Hanson, Hodson, McElroy and D Wood declared a personal interest in any potential discussions about concessionary travel as the holders of a concessionary travel pass and also the Gold Card.

17. **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 4 November 2010 subject to the indicated below minor amendments were approved as a correct record and signed by the Chair:

Amendments:

(a) Attendance List

The following councillors were present at the meeting: Councillors McElroy (in the Chair), Blackburn, Hodson, Lott, McMillan and Stone.

**DRAFT –
FOR INFORMATION ONLY**

(b) Minutes of the previous meeting held on 8 September 2010 and an extract from the draft minutes of the ITA held on 23 September 2010

Metro Operation Concession

Car Parking Charges

(Minute 10 refers)

The first sentence of the first bullet point should read "A reference was made to the situation with regard to the car parking charges...."

Matters Arising:

(i) Minutes of the previous meeting held on 8 September 2010 and an extract from the draft minutes of the ITA held on 23 September 2010

(Minute 10 refers)

(a) The Additional Points

It was agreed that if a member of the Committee wished to request a specific subject to be added to the agenda, he would contact the lead officer as soon as possible, who would advise on the most suitable cause of actions, such as whether a report was needed to be prepared. If a report was needed, it would be added to the next available agenda.

(b) Metro Operation Concession

Car Parking Charges

In responding to a member's question, about whether there was a specific set of criteria which Nexus used to assess the reasonableness of the proposals for increasing car parking charges, K Mackay explained that there were no defined criteria as such but confirmed that it was Nexus who had final approval over proposals made by DBTV in relation to car parking charges, and an assessment was made based on the reasonability of the proposals in circumstances. A member emphasised that it was important to maintain control over changes to parking charges.

In response to the Chair's suggestion, T Hughes confirmed that the long-term plans included proposals to incorporate parking charges into Metro tickets.

(ii) Quarterly Performance Data

(a) Metro Operating Concession Report

(Minute 11(a) refers)

A member pointed out that there were problems with graffiti at Monument Station and asked whether security could be tightened to prevent this. K Mackay explained that the station was equipped with CCTV but there were limitations to what could be recorded.

It was also inefficient to provide continuous supervision by staff. He explained that the most effective way of dealing with this issue was to remove graffiti quickly. It was noted that the recent coverage of this issue by local media had been disappointing.

(b) Nexus Rail

(Minute 11(b) refers)

In response to a member's question about progress in relation to the issue of the positioning of the electronic advertisement boards at Haymarket Station, it was explained that a risk assessment would be carried out.

(c) APR Report

(Minute 11(c) refers)

A member commented positively on the fact that reports included a glossary. A member requested for the term "VOGR" to be added to the glossary.

18. **QUARTERLY PERFORMANCE REPORT - METRO OPERATING CONCESSION**

Submitted: A report by the Director of Customer Services, Nexus (previously circulated and copy attached to Official Minutes).

T Hughes presented the report which provided information on the performance of Metro services in periods 7, 8 and 9. He highlighted main achievements, including awards and improvements in key customer satisfaction measures, and also the challenges faced by Metro in delivering its services in the winter months. It was noted that the Metro kept providing services even when many other providers ceased to operate. It was also noted that Nexus and DBTW continued working together to understand the implications of the concession contract and address challenging areas of the business. Nexus were pleased with the overall performance by DBTW in their delivery of Metro services.

Questions/Comments/Discussions

- It was explained that in relation to measuring waiting time, the data source had been changed to better reflect the performance. Previously, in periods 3-6, the data had been drawn from the asset management reporting but whilst this had captured several issues it did not show all necessary aspects. For this reason, from period 7 the OPR data had been recalibrated and linked to the internally measured performance in relation to fleet, so that there was a direct link between fleet performance and waiting time. Members were reassured that this performance was under control.
- Further in relation to OPR (excess waiting time for customers and punctuality of first and last trains), it was noted that performance could vary due to a number of reasons, including weather conditions.
- A member queried the Service Quality Regime (SQR Trains) performance for period 8 and whether this issue had been addressed. It was explained that the

cleanliness had been affected by the weather conditions and the associated salt and mud, which involved additional cleaning.

- In relation to Head Count, it was clarified that this measured the number of staff employed by DBTW against the target set as part of the concession contract. There could be a marginal variation which could include vacancies but the obligation was upon the DBTW to employ a certain number of staff. Nexus were responsible for monitoring this. In response to a member's question about the effect of efficiency savings, it was explained that Nexus also monitored the requirement and could suggest relevant updates when necessary. R McClean added that DBTW had internal monitoring processes and monitored progress against the target. He explained that the company was currently recruiting.
- In response to a member's question, K Mackay explained the rationale behind the change in measuring the reliability of trains from timetable-based to headway-based. Measuring the waiting time for a high frequency service was considered to be more appropriate. However, some elements remained timetable-based; for example, first and last trains.
- A member asked what actions had been taken to address the situation in relation to the provision of bus replacement services during a recent incident at Shiremoor. T Hughes explained that there was a difference between planned and urgent disruptions. The planned possessions involved a significant amount of planning with customer being at the heart of this process, which resulted in a high quality service. The incident at Shiremoor, however, had occurred as a result of a cable theft prior to the morning peak and was unexpected. The incident had therefore been difficult to deal with.
- A member queried the situation in relation to the risk to the Metro cars $\frac{3}{4}$ life programme. It was explained that this related to Metro cars undergoing a scheduled refurbishment and often the faults were not fully known until the vehicle had been stripped down. Some of the vehicles were 30 years old and, whilst many continued to deliver a good service, there was a level of depreciation in relation to their life programme. It was explained that there were well managed processes in relation to asbestos and there was no risk to passengers. The only heightened risk was to staff who worked on the affected vehicle and who, therefore, had to adhere to strict control procedures. J Fenwick explained the financial side, indicating that under the concession agreement DBTW were paid from the Capital Programme to refurbish vehicles. If there was an additional cost caused by unexpected degradation, it could be dealt with through a separate financial arrangement. Members were reassured that this matter was under control.
- A member indicated that the ITA worked to reduce the consumption of energy and queried why DBTW's use of high voltage power had increased. To set the background picture, T Hughes explained that performance was specific for each reporting period and could fluctuate between periods. Although the reasons for the increase in this particular period were unknown, the understanding was that DBTW were committed to the agreement to work to reduce the consumption of energy and Nexus monitored this. R McClean confirmed that there was no known reason as to why the energy consumption had shown an increase in this

period but DBTW worked on this issue and improvements were expected. A number of methods, such as the installation of relevant new software, application of particular driving techniques and efficient use of power at stations, had been utilised to drive improvements.

- Members suggested that Nexus and DBTW should work jointly with the organisers of the Great North Run to consider options for assisting runners with ticket purchase, as it had been reported that some people found it difficult to carry cash on the day. T Hughes confirmed that issues in relation to fares remained a responsibility of Nexus and explained that the most efficient way of addressing this was to encourage people to purchase tickets in advance of the race. Nexus and DBTW already assisted the race by ensuring that additional trains were provided on the day to help with the demand. Members suggested that consideration should be given to liaising with the organisers of the race and trying to support the runners.
- Members expressed thanks to residents of Tyne and Wear for their patience and understanding during the closures for the scheduled improvements.
- Members thanked officers at Nexus for their work.
- Members thanked officers at DBTW for their work and especially for maintaining services in adverse weather conditions.

RESOLVED – That:

- (i) the report be noted;
- (ii) officers should liaise with the organisers of the Great North Run to consider possible ways of assisting the runners with ticket purchase.

19. **QUARTERLY PERFORMANCE REPORT - QUARTER 3 2010/11- ASSET RENEWAL PLAN**

Submitted: A report by the Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay introduced the report which advised members about the performance in relation to the Asset Renewal Plan in Quarter 3 of 2010/2011 and highlighted key issues in relation to the work programme and funding.

K Mackay confirmed that despite the changes in funding, it was envisaged that the plan would be achieved and possibly overachieved.

K Mackay and J Fenwick provided clarification in relation to the reduction in the level of over programming, which should not impact the delivery of the programme.

RESOLVED – That the report be noted.

20. **PUBLIC COMMUNICATIONS (ARP)**

Submitted: A report by the Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay presented the report which advised members on the engagement and communication between Nexus, partners and users ahead of the comprehensive modernisation work on Metro between Byker and Tynemouth between January and April 2011, as part of the Metro Asset Renewal Programme.

Questions/Comments/Discussions

- In relation to Walkergate Station, it was confirmed that the closure would be a limited closure and passengers would be able to access the station.
- In relation to the issue with the paint at Jarrow Station, it was explained that the paint was not bonding to concrete. The manufacturer would be contacted in attempt to resolve this. A member commented that the station was very dirty and unsightly and needed to be improved.
- In relation to Hylton Street depot, officers explained the work undertaken to engage with residents and provide them with opportunities to get involved into the scheduling of deliveries and works. It was noted that the majority of residents were understanding but there was a small minority of people who were unhappy about the works. Communication with these people continued. In response to a member's suggestion that perhaps the old coach lane down Percy Lane could be used as an alternative route, it was explained that this was not possible. All possible access points had been assessed and the existing route was the best option. Officers continued ensuring as minimal disruptions as possible. Members commended officers for their work on engaging with residents.

RESOLVED – That the report be noted.

21. **METRO CAPITAL PROGRAMME 2011/12**

Submitted: A joint report by the Director of Finance and Resources and the Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay presented the report which sought members' approval of the Metro Capital Programme for 2011/12, and explained relevant financial scenarios. He explained that the list of schemes attached to the report was draft at present pending the outcome of the 2010/11 programme and that a further report would be submitted to a later meeting.

In response to a member's question about whether the saving of approximately £6m was possible from the draft list of schemes, it was explained that this was possible and needed to be done to maintain the investment within the funding available. The reduction did not necessarily mean a reduction in the outcomes; the reduction meant that there would be pressure to get a better deal from contractors and to deliver other efficiencies. It was intended to make further progress on these issues during the course of 2011/12.

K Mackay reported that it was intended, as a trial, to carry out works during the Christmas break period. Possibly, the renewal of the junction at South Gosforth could be done during this period. It was also proposed to avoid any blockades in Period 13 but start these from Period 1 in the next year.

RESOLVED – That:

- (i) the recommendation to approve the Metro capital programme for 2011/12 as detailed in Appendix A, totalling £44.7m (this included £1.8m of Ticketing and Gating enabling works Metropolitan Rail Gant funded expenditure), be supported;
- (ii) the Sub-Committee noted that the Metro Capital Programme would be forwarded to the Department for Transport by the end of February 2011, under the terms of the grant offer letter dated February 2010;
- (iii) a further report be provided to the Sub-Committee following the outcome of the 2010/11 programme, ensuring the revised 2011/12 programme was brought within the recommended over-programming levels of 10%, as detailed in the proposal;
- (iv) the Committee noted that the Department for Transport would require the rolling 3 year programme, updated by 30 September 2011, and a further report on this be submitted to the Sub Committee later in the year.

22. DATE AND TIME OF THE NEXT MEETING

Members agreed that at this stage the ITA Metro Sub-Committee should continue working as a separate sub-committee of the ITA but this position would be reviewed.

Members agreed the following dates of the future meetings:

9 June 2011

1 September 2011

8 December 2011

1 March 2012

23. EXCLUSION OF PRESS AND PUBLIC

RESOLVED – That by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 press and public be excluded from the remainder of the meeting due to the likely disclosure of commercially sensitive information.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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