



Tyne and Wear Integrated Transport Authority Annual Meeting

**Meeting to be held: Committee Room, Civic Centre, Newcastle upon Tyne, NE99 2BN
on Thursday 26 May 2011 at 10.00 am**

(Labour Group pre-meeting at 9:00am) (Opposition Group pre-meeting at 9:30am)

Contact Officer: Victoria Miller (0191) 211 5118 victoria.miller@newcastle.gov.uk

ITA papers are available on the ITA website at www.twita.gov.uk

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- 1. Appointment of Chairman**
- 2. Apologies for absence**
- 3. 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.

- 4. Membership of the Authority**

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

- 5. Appointment of Vice Chairmen**

- (a) Appointment of Statutory Vice Chairman**

(Previously: Councillor Scott)

- (b) Appointment of Other Vice Chairmen**

(Previously: Councillors McElroy and Hanson)

- 6. Appointment of Lead Members' Portfolios**

(Previously:

Chairman - Modal Shift
 Councillor Scott - Regeneration and Communication
 Councillor - Tyne Tunnel/New Tyne Crossing
 Hanson - Social Inclusion)
 Councillor
 McElroy

7. Appointment of Leader of the Opposition

(Previously: Councillor Keating)

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Thursday, 28 July 2011 at 10am in a Committee Room at the Civic Centre, Newcastle upon Tyne, NE99 2BN.	
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Tyne and Wear Integrated Transport Authority

APPOINTMENTS TO COMMITTEES AND WORKING GROUPS 2011-2012

REPORT OF THE CLERK, 26 MAY 2011

DISTRICT IMPLICATIONS: ALL DISTRICTS

1. SUMMARY

It is the practice of the Authority at its Annual Meeting to appoint such committees as are required for the ensuing municipal year together with representatives to serve on outside bodies.

The terms of reference for the existing committees and working groups are outlined in Appendix 1.

2. RECOMMENDATION

The Authority is requested to formally appoint such committees and working groups as are required for the municipal year 2011-2012 and to appoint their membership.

3. POLITICAL BALANCE

In the case of the Delegated Committee, the Standards and Audit Committee, the ITA Scrutiny Committee and the Metro Sub-Committee, the political balance rules apply and appointments should be made accordingly. Those rules do not apply to the various working groups.

4. APPOINTMENTS

The following is a list of the existing committees and working groups, the appointments made to them during the previous municipal year and the proposed frequency of meetings in 2011-2012:

(a) Delegated Committee

Proposed day and time of meeting: as and when required

Nominations (ITA Lead Members or their substitutes): 3 (2+1)

Previous membership:

Councillors D Wood, Scott and Keating

(b) **Standards and Audit Committee**

Proposed day and time of meeting: Friday at 2pm, 3 meetings a year

Nominations (ITA Members and Independent Members): 5 (4+1) plus the 4 Independent members

Previous membership:

Councillors: Blackburn, J.S. Green, McMillan, Stone and P Wood

Independent Chair: Mr M Scrimshaw

Independent Members: Ms E Green (Vice Chair), Mr A Atkinson and Mr G Clark

The current independent members were re-appointed by the Authority at its Annual Meeting in May 2010 for a term of two years, which expires in May 2012.

(c) **ITA Scrutiny Committee**

Proposed day and time of meeting: 2nd Thursday at 1pm, 4 meetings a year

Nominations (Councillors nominated by the District Councils): 10 (8+1+1)

Previous membership:

Gateshead:

Councillors: M Graham and T Graham (Substitute: A Wheeler)

Newcastle upon Tyne:

Councillors: M Lynch and L Hunter (Substitute: B Renton)

North Tyneside:

Councillors: D Charlton and JP Macaulay

South Tyneside:

Councillors: B Watters and R Porthouse (Substitutes: A West and O Punchion)

Sunderland:

Councillors: G Miller and R D Tate (Substitutes: J Kelly and D Richardson)

(d) **Metro Sub-Committee**

Proposed day and time of meeting: Thursday at 10.30am, 4 meetings a year

Nominations (ITA Members or substitutes): 8 (6+1+1)

Previous membership:

Councillors: D Wood, Blackburn, Hanson, Hodson, Lott, McElroy, Maughan and Stone

Substitutes: Hall, McMillan and 2 vacancies (Labour Group), 2 vacancies (Liberal Democrats) and vacancy (Conservative)

(e) **Local Transport Plan Working Group**

Proposed day and time of meeting: 2nd Thursday at 10.30am, quarterly

Nominations (ITA Members and District Representatives nominated by District Council): 8

Previous membership:

ITA Representatives (Nominated by the ITA)

Chair - Councillor D Wood

Vice Chair - Councillor Scott

Opposition Representative - Councillor P Wood

District Representatives (Nominated by the District Councils)

Councillor Taylor - (Newcastle)

Councillor McElroy - (Gateshead)

Councillor Hodson - (North Tyneside)

Councillor Perry - (South Tyneside)

Councillor Blackburn - (Sunderland)

(f) **Equality and Diversity Working Group**

Proposed day and time of meeting: 3rd Thursday at 10.30am, quarterly

Nominations (ITA Members and District Representatives nominated by District Council): 8

Previous membership:

ITA Representatives (Nominated by the ITA)

Chair - Councillor D Wood

Vice Chair - Councillor Scott

Opposition Representative - Councillor Maughan

District Representatives (Nominated by the District Councils)

Councillor Huddart - (Newcastle)

Councillor Anderson - (Sunderland)

Councillor L Green - (Gateshead)

Councillor Barrie - (North Tyneside)

Councillor Kerr - (South Tyneside)

(g) **Bus Strategy Working Group**

Proposed day and time of meeting: as and when required

Nominations (ITA Members and District Representatives nominated by District Council): 8

Previous membership:

ITA Representatives (Nominated by the ITA)

Chair - Councillor D Wood

Vice Chair - Councillor Scott

Opposition Representative - Councillor Keating

District Representatives (Nominated by the District Councils)

Councillor Taylor - (Newcastle)

Councillor Douglas - (Gateshead)

Councillor Hodson - (North Tyneside)

Councillor Hanson - (South Tyneside)

Councillor Blackburn - (Sunderland)

(h) **Tyne Tunnels Working Group**

Proposed day and time of meeting: Thursday or Friday at 10am, bi-monthly

Nominations (ITA Members): 7

Previous membership:

Councillors: Hanson, Hall, Hodson, Lott, McMillan, Ord and D Wood

(i) **Outside Bodies**

(1) **Local Government Association**

Previous membership:

Councillors: D Wood, Scott, Blackburn and P Wood

(2) **ITA Special Interest Group**

Previous membership:

Councillors: D Wood, Scott and Keating (or their substitutes)

(j) **District Transport Spokesmen (ITA Members)**

Previous membership:

Councillor D Wood - (Newcastle)

Councillor McElroy - (Gateshead)

Councillor Lott - (North Tyneside)

Councillor Hanson - (South Tyneside)

Councillor Blackburn - (Sunderland)

5. **BACKGROUND PAPERS**

1) Minutes of the Annual Meeting 2010

2) ITA Standing Orders

6. **CONTACT OFFICER**

Victoria Miller, Democratic Services, Tel: 0191 211 5118

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APPENDIX 1

Terms of Reference of the Committees and Working Groups of the ITA

(a) Delegated Committee

Terms of Reference

This will be a formal committee of the ITA, to meet as and when required, with the following terms of reference:

To deal with urgent matters that cannot wait until the next full meeting of the Authority.

(b) Standards and Audit Committee

Terms of Reference

This will be a formal committee of the ITA, to meet three times a year, with the following terms of reference:

Standards

1. To promote and maintain high standards of conduct by members of the Authority.
2. To assist Members to observe the Authority's Code of Conduct for Members.
3. To advise the Authority on the adoption or revision of the Code of Conduct for Members.
4. To monitor the operation of the Authority's Code of Conduct for Members.
5. To advise, train or arrange to train members on matters relating to the Authority's Code of Conduct for Members.
6. To consider and determine any allegations of misconduct made against individual members of the Authority regarding breaches of the Authority's Code of Conduct (which are referred by the Standards Board for England or which we receive direct under the local assessment regime of the Local Government and Public Involvement in Health Act 2007) and any allegations of misconduct regarding breaches of the Authority's local protocols and to make appropriate recommendations to the Authority.
7. To grant dispensations to Members from requirements relating to interests set out in the Authority's Code of Conduct for Members (in accordance with the Standards Committee (Further Provisions) (England) Regulations 2009 or any amendment thereto).

Audit

8. Purpose of the Committee

The purpose of the Committee, in relation to audit matters, is to:

- 8.1 provide independent assurance of the adequacy of the risk management framework and the associated control environment;
- 8.2 provide independent scrutiny of the Authority's financial and non-financial performance to the extent that it affects the Authority's exposure to risk and weakens the control environment;
- 8.3 oversee the financial reporting process.

9. The Committee's roles and responsibilities:

- 9.1 to act as the principal advisory committee to the Authority in relation to audit and governance issues;
- 9.2 to review annually the effectiveness of the Authority's internal control environment;
- 9.3 to carry out an annual self assessment of its effectiveness;
- 9.4 to prepare an annual report for consideration by the Authority;
- 9.5 to undertake a number of functions in relation to Governance and Audit issues, and advise the Authority upon such matters as and when is necessary (see 10 and 11 below);
- 9.6 to consider reports from other external and inspection agencies;
- 9.7 to review issues relating to the Authority's accounts (see 12 below).

10. The Committee's Governance Role

- 10.1 to consider and promote the Authority's arrangements for corporate governance and agreeing necessary actions to ensure compliance with best practice;
- 10.2 to maintain an overview of the Authority's contract procedure rules and financial regulations;
- 10.3 to review any issues referred to it by the Clerk of the Authority and the Authority itself;
- 10.4 to consider the effectiveness, and monitor and promote the effective development and operation, of risk management in the Authority. This will include consideration of the Annual Risk Management Review;
- 10.5 to consider the effectiveness of the Authority's anti-fraud and anti-corruption arrangements including whistleblowing;
- 10.6 to review the Authority's Local Code of Corporate Governance and Annual Governance Statement and to recommend their adoption to the Authority;
- 10.7 to consider the Authority's compliance with its own and other appropriate published standards and controls and to make recommendations where necessary;

10.8 to consider the Authority's following documents:

- Budget monitoring reports
- Value for Money Self Assessments
- Performance Management information and associated performance indicators.

11. The Committee's Audit Role

11.1 Internal Audit

- (i) to approve the strategic and annual audit plans and to monitor internal audit activity against both plans;
- (ii) to consider the Head of Audit and Strategic Risk's Annual Audit Report and Opinion on the overall adequacy and effectiveness of the Authority's control environment, which supports the Annual Governance Statement;
- (iii) to consider summaries of specific internal audit reports as requested;
- (iv) to consider reports dealing with the management and performance of the providers of internal audit services;
- (v) to consider any report from Internal Audit on agreed recommendations not implemented within a reasonable timescale;
- (vi) to receive and consider the results of an annual review of the effectiveness of internal audit.

11.2 External Audit

- (vii) to consider the external auditor's annual letter, relevant reports, and the report to those charged with governance;
- (viii) to consider specific reports as agreed with the external auditor;
- (ix) to comment on the scope, focus and depth of the external audit plan of work and to ensure it gives value for money;
- (x) to liaise with the Audit Commission over the appointment of the Authority's external auditor;
- (xi) to commission work from external audit.

12. **Accounts**

- 12.1 to review the Annual Statement of Accounts including consideration as to whether appropriate accounting policies have been followed and whether there are concerns arising from the financial statements or from the audit that need to be brought to the attention of the Authority;
- 12.2 to consider the external auditor's report to those charged with governance on issues arising from the audit of the Accounts.

(c) ITA Scrutiny Committee

Terms of Reference

This will be a formal advisory committee of the ITA, to meet four times a year, with the following terms of reference:

1. To make reports or recommendations to the ITA with respect to the discharge of the ITA's functions;
2. To review or scrutinise decisions made, or other action taken, in connection with the discharge of the ITA's functions; and
3. To make reports or recommendations to the ITA on matters which affect Tyne and Wear or the inhabitants of Tyne and Wear and which relate to the ITA's functions.

(d) Metro Sub-Committee

Terms of Reference

This will be a formal advisory sub-committee of the ITA, to meet 4 times a year, with the following terms of reference:

1. To monitor progress and delivery of the Tyne and Wear Metro "Concession Agreement" between Nexus and DB Regio Tyne and Wear Limited.
2. To review service standards and fare setting policy in relation to the Tyne and Wear Metro.
3. To monitor progress and delivery of the Metro Asset Renewal Plan.
5. To make any report, comments or recommendations to the ITA or Nexus in relation to any of the above matters as it considers appropriate from time to time.
6. To lead consultation with strategic partners on long term development planning for the Metro system.
7. Members of the Sub-Committee will have substitute members: four named substitutes for the majority political group to be listed in priority order so that the

second will only be called on if two existing group members of the Sub-Committee are unable to attend and so on, two named substitutes from the Liberal Democrats also in priority order and one substitute member for the Conservative group. This 'priority' arrangement means that each group will have a first substitute member who will be more regularly used, giving more consistency and continuity.

(e) Local Transport Plan working Group

Terms of Reference:

This will be an informal advisory working group of the ITA, to meet quarterly, with the following terms of reference:

1. To offer advice and recommendations to ITA on the implementation and delivery of Local Transport Plan 3, including the local transport capital investment programme for Tyne and Wear.
2. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to the LTP, and provide a strategic steer to officers working on behalf of the ITA on LTP3.
3. To help develop and co-ordinate the working relationships between the ITA, Nexus, the five metropolitan districts, the two neighbouring unitary authorities, LEP and any other body needed to deliver LTP3 for Tyne and Wear.
4. To offer advice and recommendations to the ITA as it considers appropriate on matters arising in relation to transport policy, priorities and funding opportunities.
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with relevant and appropriate representatives.

(f) Equality and Diversity Working Group

Terms of Reference

This will be an informal advisory working group of the ITA, to meet quarterly, with the following terms of reference:

1. To monitor the implementation, delivery and progress of the Equality Act 2010 and the process that the ITA uses to ensure that equality considerations are included in its decision making: this is more in line with the new act.
2. To monitor outcomes arising from the above.
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to that Scheme or Equality Impact Assessment to better ensure effective outcomes.
4. To help develop an understanding of equalities legislation as it pertains to transport in general.

5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with representatives of the various communities of interest in Tyne and Wear, and with transport operators and other service providers.

(g) Bus Strategy Working Group

This will be an informal advisory group of the ITA, to meet as and when required, with the following terms of reference:

Terms of Reference

1. To monitor progress, implementation and delivery of:
 - The Bus Strategy Action Plan;
 - Accessible Bus Network Design Project.
2. To monitor operation of the Accessible Bus Network.
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to that Plan, Project or Network to better ensure their effective outcome.
4. To help develop partnership arrangements with bus operators.
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with representatives of the commercial bus operators, bus users and other interest groups, where appropriate.

(h) Tyne Tunnels Working Group

Terms of Reference

This will be an informal advisory working group of the ITA, to meet quarterly, with the following terms of reference:

To monitor matters at the Tyne Tunnels including tolls increase applications performance of the concessionaire in operating the tunnels and delivery of the New Tyne Crossing Project.

(i) Outside Bodies

1) Local Government Association

The Tyne and Wear ITA is entitled to representation on the Local Government Association (LGA), particularly in relation to strategic and policy matters on transport.

2) Special Interest Group

The Chairman, Vice Chairmen and the Leader of Opposition (or their substitutes) to represent the Tyne and Wear ITA at meetings of the Special Interest Group which acts as a forum for the development of urban public transport policy on behalf of the Local Government

Association and also for the discussion of matters of common concern and exchange good practice and experience.

(The Special Interest Group consists of representatives of 6 national ITAs (appointed by the ITA at the annual meeting, normally from Chairs, Vice Chairs and Leaders of Opposition)).

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Agenda Item 9

CALENDAR OF MEETINGS 2011-2012

<u>TYNE AND WEAR ITA</u>		
MEETINGS IN 2011-2012		
<u>Pre-Agenda Meeting</u>	<u>ITA Meetings</u>	<u>ITA Policy Seminars</u>
(for the Chairman and Vice Chairmen only) 3rd Monday, bi-monthly (all at 10.00am) Nexus House	4th Thursday, bi-monthly (all at 10am) Newcastle Civic Centre	(all at 9.30am) Nexus House
	26 May 2011 Annual General Meeting	23 June 2011
18 July 2011	28 July 2011	25 August 2011 Annual Inspection and Tour
12 September 2011	22 September 2011	27 October 2011
14 November 2011	24 November 2011	
16 January 2012	26 January 2012	23 February 2012
12 March 2012	22 March 2012	26 April 2012
14 May 2012	24 May 2012 Annual General Meeting	

ITA Standards and Audit Committee

**Friday, 3 meetings a year
(all at 2pm)
Newcastle Civic Centre**

8 July 2011

16 September 2011

February 2012 (the date is to be confirmed)

ITA Metro Sub-Committee

**Thursday, 4 meetings a year
(all at 10.30am)
Newcastle Civic Centre**

9 June 2011

1 September 2011

8 December 2011

1 March 2012

ITA Scrutiny Committee

2nd Thursday at 1pm, 4 meetings a year

14 July 2011 (Newcastle Civic Centre)

13 October 2011 (North Tyneside Quadrant)

12 January 2012 (South Shields Town Hall)

12 April 2012 (Gateshead Civic)

ITA Tyne Tunnels Working Group

**Thursday or Friday, bi-monthly
(all at 10am)
New Crossing House**

24 June 2011

September 2011

November 2011

January 2012

March 2012

May 2012

ITA Local Transport Plan Working Group

**2nd Thursday, quarterly
(all at 10.30am)
Newcastle Civic Centre**

14 July 2011

6 October 2011

2 February 2012

12 April 2012

ITA Equality and Diversity Working Group

**3rd Thursday, quarterly
(all at 10.30am)
Newcastle Civic Centre**

21 July 2011

20 October 2011

19 January 2012

19 April 2012

ITA Bus Strategy Working Group

**as and when required
(serviced by Nexus)**

16 June 2011

29 September 2011

1 December 2011

15 March 2012

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Tyne and Wear Integrated Transport Authority

24 March 2011
(10.06 - 11.40 am)

Present:

Councillor: D Wood (Chair)

Councillors: Blackburn, S Green, Hall, Hanson, Hodson, Maughan, McElroy, Ord, Stone and P Wood

In attendance:

B Rowland - Clerk (ITA), Newcastle City Council
P Woods - Deputy Clerk and Treasurer (ITA), Newcastle City Council
H Emms - Director of Strategic Housing, Planning and Transportation, Newcastle City Council
P Fenwick - New Tyne Crossing Project Director, Newcastle City Council
S Ovens - Monitoring Officer, Legal Services, Newcastle City Council
R Gill - Transport Policy (ITA), Newcastle City Council
E Goodman - Finance and Resources, Newcastle City Council
N Whitefield - Press Office, Newcastle City Council
V Miller - Democratic Services, Newcastle City Council

Nexus:

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

Also Present:

3 representatives of the Tyne and Wear Public Transport User Group (prior to the start of the formal business, Ms V Gilbert, a representative of the Group, delivered a short presentation for members on the purpose, objectives and work of the Group).

109. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Lott, McMillan and Taylor.

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

There were no declarations of interest.

111. **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 27 January 2011 were approved as a correct record and signed by the Chair.

Matters Arising

(a) Minutes of the Previous Meeting - Christmas and New Year Services 2010/2011

(Minute 93 refers)

In response to the Chair's comment on a recent article in the media in relation to Metro, B Garner clarified that this related to a dispute between Nexus and DBTW in relation to the duration of the force majeure circumstances during the winter 2011 and the related pay settlement under the contractual agreement. The dispute had now been resolved with a settlement that was worth around £50,000.

(b) Minutes of the Previous Meeting - Priority Lanes in Tyne and Wear

(Minute 93 refers)

A member asked for a progress report on priority lanes in Tyne and Wear to be made available to the Authority. It was explained that this matter was being worked on and it was subject to discussions amongst the Tyne and Wear Chief Executives' Group. Members were reassured that a progress report would be submitted to the next meeting.

(c) Financial Strategy 2011/12 – 2013/14

(Minute 94 refers)

P Woods reported that not all member district authorities had confirmed the previously recommended re-distribution of the debt held by the ITA and, subsequently, the levy had been set at the higher level of £73,792,416 set out in the budget report. This did not impact on the financial position of the ITA.

(d) General Transport Update

(Minute 95 refers)

Members agreed to consider the implications of the Localism Bill at the next ITA Policy Seminar.

(e) Nexus (Non-Metro), New Tyne Crossing and Local Transport Plan Capital Programme 2011/12 to 2013/14.

(Minute 98 refers)

B Garner reminded members that the previously considered programme was a draft programme with a set of assumptions which had been subsequently changed in line

with the new guidance received from the Government. An update report would be presented to the Authority under agenda item 6.

(f) Gold Card Proposal

(Minute 99 refers)

B Garner provided updates in relation to the Gold Card. Amongst the points noted were the following:

- The renewal of Gold Cards had commenced.
- Since the price of the Gold Card had increased in January 2011, there had been no changes in the number of cards typically renewed at this time of the year.
- 3 out of 4 cards sold between the end of January and the end of March 2011 were annual passes.

(g) Revision to Ferry Fares 2011/12

(Minute 100 refers)

Since the implementation of the extension of the use of the Gold Card to Ferry from the end of January 2011, there had been 100 users a week. The numbers were continuously monitored.

112. REVENUE BUDGET MONITORING (APRIL 2010 - FEBRUARY 2011)

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

P Woods presented the report which provided members with information on budget monitoring for the period from 1 April 2010 to 28 February 2011.

It was noted that the ITA budget was largely on target, including Tyne Tunnels.

The borrowing for this year was expected to be a smaller amount than the approved limit due to the Authority using its internal investment to fund some capital works rather than borrowing. However, the Authority would need to borrow in the next year. In response to a member's comment that the interest rates might increase in the next year, P Woods agreed that they probably would but indicated that the Authority would try to secure a good deal.

In response to a member's comment, P Woods agreed that the timetables for charges for support services should be reviewed. These were currently charged at the year end, but this would be reviewed with a view to charging more regularly throughout the year.

RESOLVED – That the report be noted.

113. 2010/11 AND 2011/12 PUBLIC TRANSPORT BLOCK ALLOCATION

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

B Garner and J Fenwick presented the report which provided information on the details of the public transport elements of the LTP programme for 2010/11 and 2011/12 and the programme of work that would be funded through the Nexus (Non-Metro) Capital Programme for 2011/12.

It was noted that due to cuts in funding, a number of previously agreed elements of public transport schemes could not be taken forward without contributions from the district authorities' public transport allocations. Nexus would continue working with the district authorities to identify funding opportunities.

In responding to a member's question about the status of funding and works in relation to the Haymarket Bus Station, H Emms explained that there were two elements to the refurbishment of the station. The first element was the repairs to the structure and the roof and these works were in progress. In relation to the second element of the works – the internal refurbishment, officers were currently working on identifying funding opportunities. A number of options were being considered, including possibly extending the period of funding of the works to two years.

RESOLVED – That:

- (i) the report and progress in relation to the development of the 2011/12 Nexus (Non-Metro) Capital Programme be noted;
- (ii) a report on the recommended by Nexus amendments to the distribution methodology for the Public Transport LTP Block Allocation be provided to a future meeting.

114. **2010/11 NON-METRO CAPITAL PROGRAMME - THIRD QUARTERLY REVIEW**

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

J Fenwick presented the report which advised members about the overall performance of the 2010/11 Non-Metro Capital Programme and outlined changes to the Programme as a result of the revised budget at the end of Quarter 3, as in the report and appendices A and B. It was clarified that figures in section 4.10 of the report were in thousands.

It was noted that the Programme was on target for delivery.

RESOLVED – That:

- (i) the position in relation to the 2010/11 Non-Metro Capital Programme, as in Appendix A, be noted;
- (ii) the scheme changes, as detailed in Appendix B, be approved.

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

Submitted:

(i) A report by the Director General of Nexus (previously circulated and copy attached to Official Minutes);

(ii) Metro: all change Byker to Tynemouth – a pictorial representation of the asset renewal works between Byker and Tynemouth (with the permission of the Chair due to the timetables involved, circulated at the meeting and copy attached to Official Minutes).

K Mackay presented the report which provided information about the delivery of the asset renewal plan and sought members' approval of the Metro Capital Programme 2011/12.

It was confirmed that the delivery of the Metro asset renewal plan was progressing well, with the works of a great scale being implemented along the entire section of the route between Chillingham Road and North Shields. Members of the public were fully informed about the scheduled closures and the extensive replacement services which operated between the affected stations. The major risks in relation to bad weather had now diminished and the works were expected to be completed by 3 April 2011 with full services to be resumed on 4 April 2011.

Members were invited to visit the replacement services and also view Chillingham Station on 29 March 2011. L Robinson of Nexus would e-mail all members with relevant information.

RESOLVED – That:

- (i) the Metro capital programme for 2011/12 as detailed in Appendix A, totaling £44.7m (including £1.8m of Ticketing and Gating enabling works MRG funded expenditure) be approved;
- (ii) members noted that the draft programme had been forwarded to the Department for Transport, under the terms of the grant offer letter dated February 2010;
- (iii) a further report be provided 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 report;
- (iv) members noted that the Department for Transport would require the rolling 3 year programme, to be updated by 30 September 2011, which would be subject of a further report to the Metro Sub Committee later in the year.

116. **RATE OF INCREASE OF MEMBERS ALLOWANCES 2011/12**

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

S Ovens presented the report which set out recommendations of the Independent Remuneration Panel in relation to the Authority members' allowances for 2011/12. The Panel had recommended that members' allowances for 2011/12 remained at the same levels as they were in 2010/11.

RESOLVED – That:

(i) the recommendation of the Independent Remuneration Panel to avoid an increase in members' allowances for the financial year 2011/12 be upheld;

(ii) members' allowances for 2011/12 remain unchanged and a new members' allowances scheme be made to this effect.

117. **TYNE AND WEAR BUS CORRIDOR IMPROVEMENT PROGRAMME MAJOR SCHEME UPDATE**

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

B Garner presented the report which advised members that the Tyne and Wear Bus Corridor Phase 1 Major Scheme submission had not been selected by the Department for Transport to progress to the next step to the major scheme development pool.

Members regretted the decision made by the Department for Transport, which was particularly disappointing given the considerable amount of time and resources spent on the development of the proposals.

A member asked the ITA for its support for the Sunderland City Council business case submission to the Government regarding the Sunderland Strategic Transport Corridor.

A member commented with regret that the Authority should have taken opportunities to develop an alternative bus corridor scheme and lessons should be learned for the future.

RESOLVED – That the report be noted.

118. **ADOPTION OF LOCAL TRANSPORT PLAN 3**

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

H Emms presented the report which provided information about the key elements of the Tyne and Wear Local Transport Plan 2011-21, including the changes made to finalise the document in line with the Government policy and the available resources, and invited members to endorse the Plan.

A member pointed out that less than 1% of the Tyne and Wear population had responded to the consultation and recommended that the consultation process should be reviewed in the future to attempt to seek improvements. It was noted that a number

of different methods of engagement had been employed and it was difficult to identify what else could be done to encourage a greater response. It was also noted that, generally, people were more likely to participate in consultations in relation to specific proposals rather than policies and strategic documents, and there was a need to consider how the two might be linked. It was also pointed out that similar consultations in Northumberland and Durham had attracted significantly lower levels of response.

RESOLVED – That:

- (i) the third Local Transport Plan for Tyne and Wear (LTP 3) be approved and adopted with effect from 1 April 2011;
- (ii) arrangements be made for submission of LTP 3 to the Department for Transport on or before 31 March 2011.

119. **LOCAL TRANSPORT WHITE PAPER - CREATING GROWTH, CUTTING CARBON: MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN**

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

H Emms presented the report which informed members about the main elements of the Local Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, which was a new white paper published by the Department for Transport in January 2011, and the implications for Tyne and Wear. It was noted that further work was required to ensure that the ITA strengthened its relationships with the Department for Transport and was closely involved in any emerging proposals in relation to Local Enterprise Partnerships.

In response to the Chair's question about ways to become involved in proposals in relation to Local Enterprise Partnerships, B Rowland suggested that the Tyne and Wear City Region Transport Strategy which was nearing completion would be a useful starting point, and it was important that the ITA and all five district authorities had seen and commented on the document. Proposals in relation to Local Enterprise Partnerships would be determined in the coming months and the Authority would be informed about the outcomes as soon as they were known.

RESOLVED – That:

- (i) the report be noted;
- (ii) information be provided on the proposals in relation to Local Enterprise Partnerships, when it became available.

120. **LOCAL SUSTAINABLE TRANSPORT FUND**

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

H Emms presented the report which provided an update on the progress of the work to prepare a bid to the Local Sustainable Transport Fund (LSTF).

A member welcomed the work on the bid and indicated that the cycling and pedestrian infrastructure in Tyne and Wear required improvement and catching up with infrastructures of other countries. The Authority should explore how more could be done to improve the infrastructure for cyclists and pedestrians.

A member also pointed out that cyclist groups took a keen interest in the work of the ITA and consideration should be given to further engagement with these groups.

A member supported the proposals in relation to sustainable travel, including sustainable travel for children and young people and agreed that work should be done to encourage cycling, walking and also using public transport. Promotional work was needed to improve confidence of children and young people in public transport.

Members were invited to a stakeholder workshop in relation to the Local Sustainable Transport Fund on 5 April 2011.

RESOLVED – That:

- (i) officers should proceed to develop a key components bid for submission to the Department for Transport in April 2011;
- (ii) due to the timescales involved, the decision making powers in relation to the submission of the bid and its final content be delegated to the ITA Local Transport Working Group.

121. **REQUESTS FOR PUBLIC TRANSPORT PROVISION BETWEEN DINNINGTON AND BRUNSWICK**

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

T Hughes presented the report which updated members about the work undertaken to evaluate options available to address complaints regarding the perceived inadequate public transport provision between the villages of Dinnington and Brunswick. It was recommended that although regrettable, the issue could not be easily resolved within the available resources.

Although there had been some impact of the changes in bus services by the commercial provider, the provider had indisputably tried to increase services for as larger number of users as possible; and any alternative changes would impact a significantly larger amount of users. It was also explained that, despite the loss of the direct link, the villages of Dinnington and Brunswick were still linked by public transport and users could travel from one village to another by interchanging between frequent bus services or using an hourly service that provided interchange at a single bus stop.

RESOLVED – That:

- (i) further discussion be held with residents in relation to option 3 (revised route for service 353), as outlined in the report;
- (ii) if no cost-neutral solution was identified, no further action be taken at this stage.

122. **DURHAM COUNTY COUNCIL BUDGET REDUCTIONS - IMPACTS ON CROSS BOUNDARY BUS SERVICES**

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

B Garner presented the report which informed members about proposals by Durham County Council to reduce its secured bus services in 2011/12 and the potential impact on bus services in Tyne and Wear, particularly Gateshead and Sunderland. It was noted that information on the potential changes to commercial services, which would result from the reduction in secured services, was awaited. Nexus would work with the ITA and local elected members on this matter.

RESOLVED – That the report be noted.

123. **ACCESSIBLE BUS NETWORK DESIGN - GATESHEAD**

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

T Hughes presented the report which provided members with information about the agreed network design for the Accessible Bus Network in Gateshead which aimed to achieve a balance between reaching the accessibility targets for local people and ensuring the best value for money.

It was noted that the previously submitted information on the Accessible Bus Network in North Tyneside had been presented as a non-public document solely due to the status of the negotiations, which were incomplete at the time of publication of the agenda, but were complete by the time of the meeting itself.

RESOLVED – That:

- (i) the report be noted;
- (ii) the Accessible Bus Network design for Gateshead, as outlined in the report, be endorsed.

124. **SUNDERLAND CITY CENTRE GREEN BUS SERVICE**

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

B Garner presented the report about the new city centre green bus service in Sunderland, which would be introduced in September 2011 as a result of a

collaborative project between Nexus, Sunderland City Council and Sunderland University. All three partners were providing a financial contribution to the project, supported by a successful bid to the Green Bus Fund. The service would be operated by Go North East using hybrid vehicles.

Members commended the potential positive impact of the scheme, including environmental benefits and benefits for local residents, commuters and tourists.

RESOLVED – That the report and progress made in relation to introducing the Green Bus Service in Sunderland City Centre be noted.

125. **URBAN TRAFFIC MANAGEMENT AND CONTROL (UTMC) - UPDATE**

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

H Emms presented the report which informed members about the progress in setting up an Urban Traffic Management and Control (UTMC) system for Tyne and Wear. The system was designed to monitor transport networks and deliver improved transport efficiencies as well as make better use of the existing and future Intelligent Transport Systems. The control centre for the system would be located at Newcastle University. It was envisaged that the system would be tested in early May 2011 with the intention to make it operational later in the month.

The Chair asked for a visit to be organised for members when the system became operational.

In response to a member's question about potential privacy issues in relation to monitoring networks and vehicles, H Emms explained that data would not be stored. It was also noted that some monitoring was already in operation across transport networks.

RESOLVED – That:

- (i) the report and progress made in relation to setting up an Urban Traffic Management and Control (UTMC) system for Tyne and Wear be noted;
- (ii) a visit be organised for members to the control centre when the UTMS system was operational.

126. **UPDATE ON THE LAUNCH OF THE POP CARD**

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

T Hughes presented the report which provided an update on the launch of the Pop smartcard, including information on its technical specification, use, branding, benefits for the users, opportunities for a wider use and the roll out plan. It was envisaged that the card would be fully implemented by summer 2012.

Amongst the points noted during the discussion were the following:

- A number of methods of communication would be utilised to communicate information about the card to users, including the automatic roll out to the under 16s as part of the annual travel pass renewal process.
- In relation to the installation of appropriate smartcard technology on buses, it was noted that Stagecoach and Go North East were ready to accept concessionary travel smartcards by the end of May 2011, to be followed by Arriva.
- It was confirmed that bus operators of Tyne and Wear shared data with Nexus on concessionary travel. However, generally, data sharing could not be requested in relation to commercially sensitive information.
- To invite schools in Tyne and Wear to take part in a competition to design a limited edition Pop card for the under 16s, schools were e-mailed directly. Several schools had taken part in the competition.
- A member referred to a specific feature of the Pop card, which enabled automatic selection of the best fare for passengers on Metro, and asked if this could be extended to buses. T Hughes explained that whilst the technology allowed this, it was necessary to be mindful that the pricing regimes of commercial operators were beyond the influence of Nexus and the ITA.
- In relation to whether the Pop card could be used to pay car parking charges at Metro's car parks, it was confirmed that relevant discussions were currently being held with DBTW. A member suggested that consideration should also be given to using the Pop card for paying car parking charges at local authorities' car parks.

RESOLVED – That the report be noted.

127. **NEW TYNE CROSSING CONSTRUCTION**

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

P Fenwick introduced the report and provided an overview of the progress made on the construction of the new tunnel, which was now open to the public, and related works. The report also outlined information on the refurbishment and modernisation works to the old Tyne Tunnel.

Amongst the points noted during the discussion were the following:

- There seemed to be an issue with the perception of the cause of queues at the new Tunnel. This related to congestion at Silverlink, which was associated incorrectly with the queues at the new Tunnel. P Fenwick confirmed that the queues did not double and that arrangements would be made to relocate the

equipment which monitored the traffic flow and provide users with reliable information on journey times.

- P Woods confirmed that although the Tyne Tunnels were owned by the ITA, they were fully funded by their tolls and not by levy from the district authorities. The Tyne Tunnels' financial transactions were administered through a ring-fenced account and all generated income remained with the Tunnels. The ITA facilitated borrowing for the Tyne Tunnels. In response to a member's question, P Woods explained that only in exceptional circumstances would the ITA be required to provide financial support to the Tunnels, including an option of allowing an extended period of repayment on borrowing, but the likelihood of this occurring was small.
- Positive comments were made in relation to the helpfulness of staff at the new Tyne Tunnel.

RESOLVED – That the report and progress made in relation to the Tyne Tunnels be noted.

128. **RAIL UPDATE**

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

B Garner presented the report which provided information about recent developments within the rail industry relevant to the Tyne and Wear area, including:

- 1) The new rail timetable for East Coast,
- 2) Changes to the rail franchising system,
- 3) A consultation in relation to High Speed Rail,
- 4) Plans for the next generation long distance high speed trains as part of the Intercity Express Project and
- 5) Plans for improvements to the rail freight paths as part of the Network Rail's Control Period 4 Delivery Plan update.

A member pointed out that the indications from the Government in relation to the future expansion of High Speed Rail were encouraging, although understandably this was a major capital programme which required a significant level of investment. It seemed that a logical approach had been taken and the expansion had started in the South with a commitment to move to the North. In response to the Chair's comment that a commitment was needed in relation to Tyne and Wear, a member indicated that although the area was not specifically mentioned in the current plans, the feeling was that the commitment to expand High Speed Rail was comprehensive.

RESOLVED – That the report be noted.

129. **WHISTLEBLOWING, FRAUD AND CORRUPTION POLICY UPDATES**

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

P Woods presented the report which provided an update on the ITA's Public Interest Disclosure (Whistleblowing) Policy and the Fraud and Corruption Policy.

It was noted that the policies had been submitted to the ITA Standards and Audit Committee where the Committee had suggested a small amendment to the Public Interest Disclosure (Whistleblowing) Policy to clarify the route of reporting a concern when a director was suspected to be involved, as follows:

Section 4.1.1 should include the following point: "If you believe that the Director is involved, you should approach the Monitoring Officer directly".

RESOLVED – That the updated ITA Public Interest Disclosure (Whistleblowing) Policy and the Fraud and Corruption Policy, including the amendment by the ITA Standards and Audit Committee, be noted.

130. **DRAFT MINUTES OF THE LAST MEETING OF THE ITA METRO SUB-COMMITTEE - FOR INFORMATION ONLY**

Submitted: The draft minutes of the last meeting of the ITA Metro Sub-Committee (previously circulated and copy attached to Official Minutes).

The draft minutes were submitted for members' information only.

B Garner and L Robinson gave information about Metro - The Musical which was to be broadcasted today, starting from 6.30pm.

RESOLVED – That the draft minutes be noted.

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

Thursday, 26 May 2011 at 10am (Annual General Meeting).

132. **EXCLUSION OF PRESS AND PUBLIC**

RESOLVED – That press and public be excluded from consideration of agenda items 25 and 26 on the following grounds:

25	Confidential minutes of the previous meeting held on 27 January 2011	Paragraph 3 of part 1 of Schedule 12A to the Local Government Act 1972
26	Draft confidential minutes of the last meeting of the ITA Metro Sub-Committee – for information only	Paragraph 3 of part 1 of Schedule 12A to the Local Government Act 1972

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Tyne and Wear Integrated Transport Authority

DATE: 26th May 2011
TITLE: Kenton Park (Gosforth) Residents' Petition
REPORT OF: DIRECTOR GENERAL, NEXUS

District Implications: Newcastle

1. **Summary / Purpose of Report**

- 1.1 To seek approval for Nexus to respond on behalf of the ITA to the petition presented to the Chairman of the ITA from Councillor J Slesenger and residents of the Kenton Park area of Gosforth.

2. **Recommendations**

- 2.1 Members of the Authority are recommended to agree Nexus response to the petition as set out in paragraph 5.1 of this report.

3. **Introduction / Background**

- 3.1 A petition signed by a total of 212 residents from the Kenton Park area of Gosforth was presented to the City Council on 06 April 2011 by Councillor Slesenger and was referred to the Integrated Transport Authority/Nexus for attention.

4. **Information**

- 4.1 Previous public transport provision for the area included provision of a commercial (Stagecoach) Monday to Saturday hourly 'inter-peak' service providing access to Gosforth High Street and Newcastle City Centre. Our records indicate that this service was withdrawn in April 2002.
- 4.2 Parts of the Kenton Park (West) area of Gosforth was identified within the recent Nexus Accessible Network Design Project as a residential area that did not meet the criteria of providing public transport within 400m. However given that no requests for service provision were received during the consultation with Members or the public this was considered of relatively low priority and therefore the available resource was deployed in other areas and is currently fully

committed.

4.3 Residents located in the Kenton Park (East) area of Gosforth (which includes some of the residents who have signed the petition) are located within 400m of bus stops located on Kenton Road which are currently served by high frequency services to Newcastle City Centre (Stagecoach services 10/11).

5. **Next Steps**

5.1 On behalf of the ITA, Nexus have recently undertaken a major review of the allocation of public funding on local bus services throughout the Tyne and Wear area. The results of this review (which included a major public consultation) have only recently (March 2011) been implemented and all resource in the area is currently fully committed. We are therefore at this stage unable to respond positively to the petition, however, we will continue to monitor the performance of all public funded services and will review this position should the available resource become available.

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



Tyne and Wear Integrated Transport Authority

DATE: 26th May 2011.
TITLE: Revised Nexus Non-Metro Capital Programme 2011-12
REPORT OF: DIRECTOR GENERAL, NEXUS
Not confidential
District Implications: All Districts

1. Summary / Purpose of Report

- 1.1 Elsewhere on this meeting's agenda, there is a report that asks the ITA to note the 2010-11 provisional outturn in relation to the Non-Metro capital programme. This report updates the ITA on changes to the Nexus 2011-12 Non-Metro capital programme in light of the provisional outturn for 2010-11.

2. Recommendations

- 2.1 The ITA is asked to approve a revised 2011-12 Non-Metro Capital Programme.

3. Introduction / Background

- 3.1 At its meeting in March the ITA approved the Nexus 2011-12 Non-Metro Capital Programme. Since then, slippage in the delivery of the 2010-11 programme means that it has been necessary to reprioritise the schemes within the programme.
- 3.2 The aim of the prioritisation process is to ensure that the Nexus Non-Metro Capital Programme delivers those schemes that provide greatest benefit to the delivery of public transport in Tyne and Wear within a finite amount of resource. Furthermore, it is important to realise that no grant funding was lost as a result of this slippage. The other report covering the 2010-11 provisional outturn elsewhere on this meeting's agenda confirms this.
- 3.3 The changes to the programme can be summarised as:
- Increase in the budget for Ferry Environmental Improvements
 - Addition of delivery of Customer Relationship Management system to the programme

3.5 Delivering these two priorities has necessitated the deletion of five projects from the programme and a reduction in the budget for a sixth.

4. **Information**

4.1 Due to unforeseen issues, including a need to obtain the necessary planning consents, the Ferry Environmental Improvements scheme has slipped into financial year 2011-12 and this year's budget will therefore need to be increased to £78k from an already approved budget of £40k.

4.2 The Customer Relationship Management System requires a capital allocation of £91k, although £34k of this will be met from the Business Improvements funding allocation.

4.3 To deliver these projects and ensure the programme remains within the agreed budget of £1,668k it is proposed to remove the following schemes from the programme (NB - these schemes have been identified because their score using the Nexus prioritisation tool was lower than the two new schemes being carried over from 2010-11. These schemes will also have minimum impact on front line service delivery:-

- Automatic Software Deployment - £45k
- IDS/IPS - £15k
- Automatic System Patch management - £10k
- Corporate GIS - £10k

In addition it is proposed to reduce the budget for the Business Intelligence Tool by £15k to £85k.

These changes give a saving of £95k which is sufficient to finance the Ferry Environment Improvements and the Customer Relationship Management System within the previously agreed £1,668k budget

4.4 The revised Nexus Non-Metro Capital Programme can be found in Appendix 1.

5. **Next Steps**

5.1 .

6. **Further comments by the:**

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

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.

7 Background Papers

7.1

8 Contact Officer (s)

8.1 John Fenwick, Director of Finance and Resources, Nexus

Appendix 1

Project	Cost (£000)	Funding (£000)
Ferry Environment Improvements	78	
Refurbishment of the Pride of the Tyne	58	
Customer Service Improvements	150	
I-Technology for Bus Information	80	
Bids interface replacement	200	
TMS	384	
Business Intelligence Tool	85	
Employment services upgrade	69	
Financial Software upgrade	50	
IT hardware replacement	151	
IT software licences	66	
Sharepoint upgrade	33	
Sharepoint work programme	57	
Business Improvement	150	
CRM	57	
Total (Nexus Non Metro)	1,668	
Tyne Tunnel Crossing	53,129	
Total	54,797	

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LTP		247
Nexus Internal Resources		1,421
Prudential Borrowing		(53,129)
Total		54,747

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Tyne and Wear Integrated Transport Authority

TITLE: 2010/11 NON-METRO CAPITAL PROGRAMME – OUT-TURN REPORT

Date: 26th MAY 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 out turn position of the 2010/11 Non-Metro capital programme for the year ended 31st March 2011. This report does not include Nexus major schemes and the Metro Asset Renewal Plan, which are being reported through the ITA Metro Sub Committee separately.
- 1.2 It should be noted that another report detailing the 2011/12 Non-Metro capital programme is considered elsewhere on this agenda.

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

3. Introduction / Background

- 3.1 The ITA approved a revised 2010/11 Non-Metro capital programme in March 2011 totalling £42,757^k. Following the closure of the accounts the provisional out-turn for the year is £42,458^k resulting in a variation from approved budget of (£298^k).

4. Information

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.

- 4.1 The ITA approved a Non-Metro capital programme for 2010/11 of £42,757^k. The out turn is summarised below and detailed in Appendices A and B:

	Approved Programme 2010/2011	Out Turn 2010/2011	Over/ (Under) Spend
	£'000	£'000	£'000
Bus Infrastructure	1,194	1,165	(29)
Business Improvements	784	725	(59)
Ferry	132	92	(40)
Passenger Improvements/Info.	112	108	(4)
Nexus Capital Programme	2,222	2,089	(132)
New Tyne Crossing	40,535	40,369	(166)
Total Capital Programme	42,757	42,458	(298)

4.2 **New Schemes**

There were no new schemes approved during quarter 4.

4.3 **Variations**

The net under spend of (£298^k) consists of the following variances:

- Minor variations totalling £29^k in Bus Infrastructure Schemes
- Majority of £59^k variation on Business Improvements due to a delay in delivering the Customer Relationship Management solution
- Planning delays caused an under spend on the Ferry of £40^k
- Minor variations of £4^k on Passenger Improvements
- The variation of £166^k to the Tyne Tunnel Crossing is as a result of the re-phasing and realignment of the Pedestrian and Cycle Tunnel works, and changes to timing of spend on Environmental Monitoring and Professional Fees

- 4.4 At the Joint Transport Steering group meeting held on the 25th February it was proposed that, due to exceptional circumstances, outstanding LTP Integrated Transport Block Funding would be rolled forward from 2010-11 financial year into 2011-12 financial year. This decision was later endorsed by the ITA at its March 2011 meeting and as a result £103^k of approved carry over resource was therefore unavailable to Nexus in order for it to deliver its Non Metro capital

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programme in 2010/11

- 4.5 The total revised capital programme for 2010/11 is £42,458^k. The funding of this is from a number of different sources. The funding available in 2010/11 is as follows:-

	2010/11 Approved Funding	2010/11 Revised Funding	Variance
	£'000	£'000	£'000
LTP Minor Schemes	789	686	(103)
Over-programming	247	0	(247)
Grants and Contributions	92	90	(2)
Internal Resources	1,094	1,313	219
Total Nexus Funding	2,222	2,089	(132)
Tyne Tunnel Crossing Prudential Borrowing	40,535	40,369	(166)
Total Capital Funding	42,757	42,458	(298)

- 4.6 The reduction in the LTP Allocation and the use of over-programming has resulted in a further call on Nexus Internal Resources of £219^k in 2010/11.

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

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.

APPENDIX A – CAPITAL PROGRAMME AS AT 31st MARCH 2011

Scheme Title	2010/11 Budget	2010/11 Actual Spend	2010/11 Variance
	£	£	£
Bus Shelters New Build	58,500	58,056	(444)
Super Route Shelters	30,000	32,530	2,530
Bus Shelter Departure Boards	50,000	47,033	(2,967)
Replacement Bus Shelters	160,000	161,207	1,207
Shelter Refurbishment Programme	320,000	319,307	(693)
Bus Shelter Lighting Power Supply	111,500	107,322	(4,178)
Bus Station Refurbishment	333,000	334,227	1,227
CCTV At Bus Stops	75,000	67,909	(7,091)
Bus Corridor Major Scheme	1,000	1,166	166
Bus Station Signing	30,000	30,000	0
Information Delivery Improvements	25,000	6,010	(18,990)
	1,194,000	1,164,767	(29,233)
Transport Management System	121,000	124,057	3,057
IT Hardware Replacement	200,000	198,546	(1,454)
Further Enabling Technologies	200,000	201,108	1,108
Customer Relationship Management	60,000	17,613	(42,388)
MS Licencing	50,000	50,161	161
Data Collection System For Con Mon	81,000	80,316	(684)
Nexus Website Enhancements	57,000	52,711	(4,289)
CRM Consultation Portal	15,000	0	(15,000)
	784,000	724,510	(59,490)
Real Time Information	112,000	107,605	(4,395)
	112,000	107,605	(4,395)
North Shields Ferry Landing	92,000	90,099	(1,901)
Ferry Landings Environmental Improvements	39,500	2,085	(37,415)
	131,500	92,184	(39,316)
GRAND TOTAL	2,221,500	2,089,066	(132,434)
Tyne Tunnel Improvements	40,535,000	40,369,248	(165,752)
TOTAL CAPITAL PROGRAMME	42,756,500	42,458,314	(298,186)

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: 26th May 2011
TITLE: Metro Reinvigoration Phase 3
REPORT OF: DIRECTOR GENERAL, NEXUS
Not confidential
District Implications: All Districts

1. **Summary / Purpose of Report**

1.1 Update the ITA on the progress towards developing Metro Reinvigoration Phase 3.

2. **Recommendations**

2.1 ITA are asked to note the report.

3. **Introduction / Background**

3.1 Commitment to funding the delivery of Phase II of the Metro Asset Renewal Programme which commenced in April 2010 has secured the medium term future of Metro and the anticipated operating deficit incurred through the concession with DB Regio T&W being also underwritten by government over the next 7/9 years.

3.2 With work progressing on Metro Reinvigoration Phase 2 thinking now needs to focus on the long term aspirations for the Metro System.

3.3 With this in mind Nexus is developing a long term strategy for Metro which will set the vision for the next 30 years of Metro

3.4 Part of this work will look to identify and evaluate potential Metro extensions and a brief for this work has been produced. Consultants will be invited to tender to deliver this project.

4. **Information**

4.1 Nexus is currently producing a long term Metro strategy which will provide a robust technical background to inform debate and discussion on the long term shape of Metro post Metro Reinvigoration Phase 2. Part of this strategy is to look at potential opportunities to extend Metro, the most appropriate

technological solution for extensions and identify appropriate sources of funding to achieve these aspirations during Phase 3.

- 4.2 A consultant will be engaged to undertake a review of 8 key corridors which provide opportunities for extensions and to make recommendations, based on long term land use planning, demand and engineering feasibility, on other potential corridor opportunities. The brief for the consultations can be found in appendix 1.
- 4.3 The following corridors have been previously assessed for future Metro-type operation but this list is not exhaustive and other corridors identified either through the study or by consultation with the relevant planning authorities will also be considered.
- i. Seaham – Sunderland city centre – South Shields
 - ii. Sunderland city centre – Doxford International Business Park
 - iii. Newcastle city centre – west Newcastle (Scotswood Road and West Road)
 - iv. Four Lane Ends – Killingworth
 - v. Pelaw –Washington- South Hylton
 - vi. Gateshead town centre –Team Valley
 - vii. Gateshead town centre - Metrocentre
 - viii. Newcastle city centre - Walker
- 4.4 The study will be asked to recommend how the potential extensions can effectively integrate with the existing system.
5. **Next Steps**
- 5.1 Following the conclusion of the study the recommendations will be presented to ITA Metro Sub Committee for discussion and form part of the long term Metro Strategy.
6. **Further comments by the:**
- **Clerk**(if any);
 - **Treasurer**(if any);
 - **Legal Advisor** (if any);
 - **Director General**(if any).
7. **Background Papers**
- 7.1
8. **Contact Officer (s)**
- 8.1 Helen Mathews, Head of Business Development, Nexus.

Appendix 1



INVITATION TO QUOTE

Tyne and Wear Metro Extensions Feasibility Study

Introduction

1. The medium-term future of the Tyne and Wear Metro has been secured by funding guarantees from Government for capital and revenue expenditure to achieve Nexus's (the Tyne and Wear Passenger Transport Executive) re-invigoration programme. Also, operation of the system has been guaranteed by means of a concession agreement of up to nine years' duration (seven years guaranteed plus two years performance-related) between Nexus and DB Regio Tyne and Wear Ltd.
2. The Metro reinvigoration programme will provide the refurbishment and replacement of all Metro assets – structural, mechanical, electrical, signalling, stations and communications as appropriate. Additionally, a 'three-quarter life' refurbishment programme of the existing fleet of 90 Metrocars is under way to extend their operational life until 2025 at the latest.
3. The current and proposed activity associated with the Metro reinvigoration programme secures the future of the system for at least the rest of the decade. Before then, major decisions will need to be taken to determine the long-term future of the network – how it works, where it serves, what it looks like, what the rolling stock will be, how it is funded, who will use it, and, fundamentally, what the level of demand for Metro is likely to be. These decisions will be reached after discussions at several levels - national and regional soundings with political and industry stakeholders, investigations of potential operating models, and above all, a major consultation with

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residents and other stakeholders across Tyne and Wear, to find out what people want from the Metro of the future.

4. A long-term Metro Strategy is currently being produced within Nexus which will provide an informed technical background to set the context for future debates and decisions. The first edition will not pre-empt the outcomes of public consultation, but will set out a range of options which appear feasible in planning and engineering terms. The key themes of the Metro Strategy will include:
 - Historical context
 - Aims and objectives
 - Existing situation
 - Technical options
 - Potential network extensions
 - Environmental issues
 - Funding options
 - Best practice examples
 - Options and recommendations for public discussion

Study Outputs

5. The specific focus of the feasibility study which is the subject of this invitation to quote is an assessment of a number of transport corridors, identified by Nexus, which appear suitable for further examination as potential Metro / light rail extensions.
6. The study will be required to provide an assessment of each identified corridor, based on work previously undertaken in connection with Project Orpheus and updated to reflect current technical, environmental and planning standards as appropriate, taking account of the following parameters:
 - Land-use and planning issues
 - Technical and engineering feasibility
 - Operational issues and constraints
 - Predicted levels of demand

These requirements are described in more detail below.

Land use and planning issues

The study will be required to assess each corridor in respect of land-use and planning considerations relevant to that location. The outputs will include strategic

opportunities and threats which may influence or affect the deliverability of Metro services along these corridors.

Technical and engineering feasibility

Making use of previously published material where available and appropriate, the study will provide an up-to-date high level technical assessment of the feasibility of introducing Metro services along the corridors specified. The study should give a view for each corridor as to the optimal technology and method of operation appropriate to that location; e.g. conventional Metro, street running tram, hybrid tram, tram-train etc.

If none of these options appear suitable, an explanation of the prohibiting factors is required. For the purposes of this study, an evaluation of bus-based alternative solutions is not required.

Operational issues and constraints

This is to cover issues specific to the identified corridors e.g. width of alignment or anticipated service frequency dictating the use of a single track or double track alignment, and the relationship of the corridor to the existing Metro network. Taking account of capacity considerations on the existing network, are additional routes capable of being physically integrated with the current Metro network or would they operate most effectively as separate entities?

Predicted demand levels

Taking account of local demographic information and patronage levels on other areas of the Metro network, and comparable data available from other UK Metro networks, an estimate of demand for each of the identified corridors is required. This to take into account the availability of parallel alternative public transport, and a projection of the level of any anticipated mode shift towards Metro.

The identified corridors are:

- ix. Seaham – Sunderland city centre – South Shields
- x. Sunderland city centre – Doxford International Business Park
- xi. Newcastle city centre – west Newcastle (Scotswood Road and West Road)
- xii. Four Lane Ends – Killingworth
- xiii. Pelaw –Washington- South Hylton
- xiv. Gateshead town centre –Team Valley

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- xv. Gateshead town centre -
- xvi. Newcastle city centre - Walker

Metrocentre

NB: This is not an exhaustive list, and Nexus will consider any new / other corridors identified by the study

7. It is acknowledged that the future specification for the replacement and updating of the existing Metro network will be critical to the identification of technical elements and service opportunities. No decision has yet been made regarding the details of this specification, nor will it be finalised during 2011. The successful tenderer should therefore assume that the default position for the existing network, that of a segregated network of high floor vehicles, electrified at 1500v DC overhead, with existing Nexus and Network Rail infrastructure responsibilities, will continue. The study should therefore explain the extent to which services along the corridors identified could be physically integrated with the existing network, if at all.
8. Work previously undertaken by consultants engaged as part of the Project Orpheus programme will be made available to the successful bidder. Details are provided at Appendix A. This material may be freely used, provided the source is acknowledged and material facts are updated where appropriate within the current study.
9. For each of the following corridors, a recommendation as to whether to recommend identification as a possible additional Metro extension is required, and if so, on what technical, demand and planning grounds.
10. Relevant background papers and accompanying contents list, as detailed in Appendix A, will be made available to the successful tenderer by Nexus once a start date has been agreed. The contractor shall be responsible for their safe return to Nexus upon completion of the study.
11. The submission should explain:
 - Evidence of an understanding of the aims of the study, as described in the brief
 - Experience and expertise in successfully completing similar recent work for other clients
 - Proposed methodology
 - A summary of proposed deliverables
 - Details of individuals working on the study
 - A timetable for the delivery of the draft final and final reports.

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- A fixed price for undertaking the work, including all costs and expenses, a breakdown of the main elements of the tender including staff time plus any anticipated external costs

Appendix A

Previous technical and engineering studies

- Project Orpheus: Metro Reinvigoration. Outline Business Case 2005
- Project Orpheus Benchmarking Report. Mott MacDonald 2004
- Project Orpheus Options for Corridors Considered Unsuitable for Metro Extensions During Phase 1A.
- Project Orpheus Phase 1B Sift Recommendation SDG Jacobs Gibb 2003
- Working Group A – Scheme Development and Appraisal SDG 2003
- Working Group B – Scheme Development and Appraisal SDG 2003
- Working Group C – Scheme Development and Appraisal SDG 2003
- Working Group D – Scheme Development and Appraisal SDG 2003
- Technical Evaluation of Initial 29 Phase 1A Corridors Jacobs Gibb 2002
- Project Orpheus Development of the Base Case Scenario Mott MacDonald 2004
- Nexus Market Research - Metro Long Term Strategy 2010

- Tyne Brewery Site –St James Metro: LRT/Metro linkage Base Case +
- Project Orpheus – Metrotram Technical Brief – Nexus 2004
- Project Orpheus Corridor Recommendations Map
- Phase 1A Project Orpheus –Route Assessment and Selection

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Tyne and Wear Integrated Transport Authority

DATE: 26 May 2011

TITLE: 2011/12 METRO Asset Renewal Programme

REPORT OF: DIRECTOR OF RAIL AND INFRASTRUCTURE AND DIRECTOR OF FINANCE AND RESOURCES, NEXUS

Reasons for confidentiality (if confidential)

District Implications:

1. Purpose of Report

1.1 The purpose of the report is to seek approval of the Metro Capital Programme for 2011/12 as amended following reporting of the provisional outturn for 2010/11, as covered elsewhere on this meeting's agenda.

2. Recommendations

The Authority is recommended to:-

2.1 **Approve** the 2011/12 Metro Capital Programme at a value of £39.1m which represents an over programming level of 10% above the expected funding available which for 2011/12 is £35.55m (excluding Major Projects) as detailed in Appendix A.

2.2 **Note** the indicative 2012/13 Metro Capital Programme also as detailed in Appendix A

3. Summary of Key Issues

3.1 Since April 2010 Nexus Rail Renewals has been delivering the first year of the 3 year Asset Renewal Plan agreed with DfT.

3.2 Expenditure during the 2010/11 financial year was £39.03m on Metro ARP capital schemes with a substantial proportion of this occurring in the final quarter and mainly linked to the planned major line closure in March 2011 which was completed successfully. This figure includes £1.35m which

was vired from the 2011/12 financial year in accordance with the February 2010 offer letter from DfT. For noting, this figure is £2.147m less than the maximum virement allowable of £3.767m as reported to the Authority in February 2011.

- 3.3 When the previous report recommending approval of the 2011/12 capital programme was approved, there was a recognition that it would be necessary to reduce the scope/cost of the list of proposed schemes in 2011/12 so as to contain actual expenditure within the funding available over the two years 2010/11 to 2011/12. The total funding available for 2010/11 and 2011/12 combined is £76.7m. Accordingly, having taken into account the virement of £1.35m from 2011/12 to 2010/11, the funding available for 2011/12 is £35.55m (excluding major schemes).
- 3.4 The 2012/13 programme will be subject to further review in or around September 2011.
- 3.5 A strategy has been developed which aims to deliver a year of consolidation within Nexus Rail. This is required to allow the effects of re-organisation and the introduction of new project management procedures to become embedded; to allow time to review the first year of ARP; to allow a greater degree of scrutiny of scope and value engineering opportunities and to recover the £1.35m virement between years 1 and 2.
- 3.6 In order to achieve this, the list of projects submitted to the Nexus Management Committee on 2nd February 2011 (and subsequently to the ITA Metro Sub-Committee in February 2011 and the full ITA in March 2011) has been reviewed and projects prioritised in order to keep within the available funding. Some projects have been deferred into subsequent financial years, some smaller projects have been removed altogether or incorporated into larger schemes, and a small number of schemes have been added.

4. Background information

- 4.1 At the beginning of the 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.
- 4.2 The profile of spend during year 2010/11 showed a sharp rise towards the end of the financial year as large portions of work were carried out during a major line closure lasting for 3 weeks in March. Whilst the major line closure was successful the need to undertake activity on this scale put significant pressure on Nexus' resources.

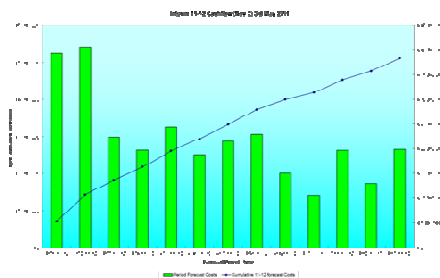
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4.3 This has been discussed at length, including at an ‘away day’ event for all Project Managers, Project Engineers and members of the Programme Management Office who are necessarily involved in the day to day delivery of the ARP. This event was convened and chaired by the Director General. In order to benefit from the previous years’ experience the general approach towards Year 2 is:-

- Focus on value for money
- Consolidate the processes and procedures that have been introduced
- Maintain delivery of the Asset Renewal Plan within funding limits
- Complete projects that have commenced in 2010/11
Identify any additional “must do” projects resulting from increased asset knowledge
- Maintain and subsequently manage a smaller level of over programming.
- Flatten the spend profile throughout the year.
- Move the second major line closure into early 2012/13
- Give more consideration to long lead items e.g. new radio systems.

4.4 As a result of the expenditure in 2010/11 the available funding in 2011/12 for ARP projects has been confirmed at £35.55m (excludes Major Projects). From a review of the project list there are 116 projects identified for 2011/12 including slippage from the previous year. Of these 56 are already underway and 35 are yet to commence. A further 25 projects have been deferred to future years giving a total number of projects to be delivered (in whole or in part) in 2011/12 of 91. The overall value of the proposed programme is £39.1m which represents over programming of 10%.

4.5 The expenditure profile of the 91 projects has been modelled and the result is shown below. It can be seen that the profile has been flattened thus allowing resources to be better distributed throughout the year. It should be noted however that there will be a peak of activity and expenditure in the first period of the following financial year (2012/13), coinciding with the second major line closure between Tynemouth and Byker.



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The overall programme is summarised in the table below with individual projects detailed in Appendix A:

<i>Asset Category</i>	<i>ITA Feb 11</i>	<i>Proposed</i>	<i>Difference</i>
	<i>£m</i>	<i>£m</i>	<i>£m</i>
Civil Engineering	6.410	7.900	1.490
Communications	3.590	3.210	-0.380
Depot Equipment	1.670	1.610	-0.060
Level Crossings	0.170	0.150	-0.020
Mechanical & Electrical	3.500	2.420	-1.080
Metro Cars	3.630	3.750	0.120
Overhead Line	0.010	0.010	0.000
Permanent Way	5.690	2.830	-2.860
Plant	0.700	0.340	-0.360
Power	0.900	1.170	0.270
Signalling	3.680	2.760	-0.920
Stations	12.790	11.750	-1.040
Miscellaneous	0.100	1.200	1.100
Total	42.840	39.100	-3.740

4.6 This table shows the differences between the ARP programme submitted to the ITA in Metro Sub Committee in February 2011 and the full ITA in March 2011 and the proposed programme for which approval is now being sought. The figures do not include £1.84m for Ticketing and Gating.

4.7 Brief reasons for the differences are as follows

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Civil Engineering:- completion of works originally brought forward from 2011/12 but which still require completion e.g ductwork Hebburn – South Shields and South Gosforth - Tynemouth

Communications:- Works between South Gosforth and Airport deferred to 2012/13 and subject to design review. However this is offset by works which still require completion as they are directly related to the ductwork described above.

Depot Equipment:- No significant change

Level Crossings:- No significant change

Mechanical and Electrical:- Lifts at Four Lane Ends and Heworth are now deferred until 2012/13.

Metro cars:- the exact scope and extent of the refurbishment work on the Metro cars to keep them in revenue earning service until 2025 was always envisaged to be confirmed once the first five cars had been examined by DBTW contractor Wabtec at Doncaster. Three metro cars are now at Doncaster with a further two to follow this autumn. Accordingly the exact cost and phasing of this element of the ARP continues to be firmed up and further amends may be necessary.

Overhead Line:- No change – system design work only

Permanent Way:- Approximately 1.5km of track renewal was not undertaken during the Major Line closure due to programme restraints. This has been deferred into early 2012/13

Plant:- Procurement of battery locos deferred to offset Road/Rail vehicle increased costs

Power:- Renewal of Overhead line between Gateshead Stadium and Heworth brought forward in the programme because greater asset knowledge has identified a greater degree of risk of waiting beyond 2011/12 to undertake this work

Signalling:- Decrease due to a review of cable replacement requirements in order to generate efficiency savings.

Stations:- Decrease due to Percy Main deferred until 2012/13 (subject to design review) whilst Walkergate is now programmed to commence in February 2012. However much of this is offset by significant additional cost at North Shields (circa £2.5m).

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Miscellaneous:- Increase to accommodate asset knowledge surveys and slippage from 2010/11 on a number of minor projects.

6. Affordability

6.1 The 2011/12 Programme has been reviewed and prioritised in order that available funding can be used effectively. There is currently a 10% over programming allowance. In the previous year the over programming was included to allow for the risk of non-delivery of the main programme. However, in 2011/12 the focus is on efficient delivery and the over programming element represents a desire to deliver the programme more efficiently than budgeted – in other words delivering more for less.

The funding available for the Metro capital programme in 2011/12 is as shown in the table below:-

	Approved Funding Available in 2011/12	
	£000	£000
Metro Rail Grant	35,000	
- MRG Virement to 2010/11	(1,352)	
Local Contribution 10%:- LTP Minor Schemes	2,710	
Reserves	1,028	37,386
Less: funding required for Major Schemes		(1,837)
Total Funding Available in 2011/12 for ARP scheme		35,549

6.2 Efficiency/competitiveness

By introducing a year of consolidation it is anticipated that procedures and processes already put in place will ensure that issues such as scope creep and contract claims will reduce significantly. In addition a Consolidation Action Plan has been formulated which looks at how those processes and procedures can be refined to ensure on going efficiencies.

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7. Risks

- 7.1 The project list has been formulated using a mixture of confirmed costs and estimates. Where possible, allowances have been made within current projects for likely compensation events and project contingencies. However, as with any major construction project the risk of cost increases remains.
- 7.3 The project list includes allowances for surveys and inspections to gain increased asset knowledge. Without this knowledge there will be increased project risks during the coming year but, perhaps more importantly, it will be more difficult to formulate plans for future years and to comply with conditions imposed by DfT.

5 Contact Officer

Brian Wilson – Nexus Head of Engineering 0191 203 3114

Diane Scott – Nexus Capital Accountant 0191 203 3410

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APPENDIX A

Capital Scheme	2011/12 Budget £	2012/13 Budget £	Total Programme £
Civils			
Airport Metro Station Drainage	26,167	0	26,167
Benton Station Footbridge	70,000	0	70,000
Bridges - Bede, Shiremoor	0	3,790	3,790
Bridges - Benton	0	22,738	22,738
Bridges - Gateshead	0	44,634	44,634
Bridges - Hadrian Road to Walkergate	32,924	413,617	446,541
Bridges - Howdon to Percy Main	309,372	0	309,372
Bridges - Meadow Well to Walkergate	261,880	0	261,880
Bridges - Monkseaton, Cullercoats	42,198	579,110	621,308
Bridges - Percy Main to Hadrian Road	19,251	292,558	311,809
Bridges - Percy Main to Wallsend	290,000	0	290,000
Bridges - Tynemouth to Meadow Well	399,856	418,049	817,905
Bridges - Tynemouth to North Shields	54,329	0	54,329
Bridges - Wallsend to Walkergate	33,717	649,473	683,190
Central Area Tunnel Refurbishment	841,000	0	841,000
Control Room	175,059	0	175,059
Denholme and Mast Lane	77,000	0	77,000
Depot Fire Alarm Systems	52,404	0	52,404
Depot Refurbishment	20,000	20,000	40,000
Drainage - South Gosforth to Jesmond	0	42,294	42,294
Drainage - Tynemouth (Knotts Flats)	5,000	0	5,000
Duct Route - Gateshead Stadium to South Shields	1,384,168	1,269,987	2,654,155
Duct Route - Howdon to Wallsend	120,413	0	120,413
Duct Route - North Shields to Howdon	53,763	206,321	260,084
Duct Route - South Gosforth to Airport	0	796,797	796,797
Duct Route - South Gosforth to Jesmond	0	312,362	312,362
Duct Route - South Gosforth to Tynemouth	838,734	0	838,734
Duct Route - Tynemouth to North Shields	33,423	445,529	478,952
Duct Route - Wallsend to Manors	50,000	0	50,000
Earthworks - Howdon to Wallsend	496,302	0	496,302
Earthworks - North Shields to Howdon	229,043	0	229,043
Earthworks - South Gosforth to Jesmond	0	91,813	91,813
Earthworks - Wallsend to Chillingham Road	1,407,364	0	1,407,364
Ground Investigation - Rest of System	0	150,001	150,001

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Capital Scheme	2011/12 Budget £	2012/13 Budget £	Total Programme £
Ground Investigation - South Gosforth to Jesmond	84,721	0	84,721
MOG Remodelling	30,000	0	30,000
Monkseaton Station Ramp	391,231	0	391,231
Repairs to 1216A Quayside Arch	118,000	0	118,000
Retaining Walls	29,500	92,288	121,788
Total Civils	7,976,819	5,851,361	13,828,180
Communications			
Cable Pulling - Gateshead Stadium to South Shields	902,914	695,144	1,598,058
Cable Pulling - Jesmond to Gateshead Stadium and Manors	10,000	293,092	303,092
Cable Pulling - South Gosforth Junction to Tynemouth	510,260	401,076	911,336
Cable Pulling - South Gosforth to Airport	0	25,878	25,878
Cable Pulling - South Gosforth to Jesmond	8,726	161,787	170,513
Cable Pulling - Tynemouth to Manors	688,166	253,384	941,550
CCTV on Metro Cars	20,000	0	20,000
CCTV/PA Access	7,000	0	7,000
Radio	110,976	709,632	820,608
Station Network Connections	983,670	2,009,195	2,992,865
Telephony	0	336,264	336,264
Total Communications	3,241,712	4,885,452	8,127,164
Depot Equipment			
Train Wash	478,774	0	478,774
Wheel Lathe	1,134,062	0	1,134,062
Total Depot Equipment	1,612,836	0	1,612,836
Level Crossings			
Barriers - Fawdon	25,000	110,000	135,000
Barriers - Kingston park	25,000	110,073	135,073
Level Crossing Deck Replacement	50,000	50,000	100,000
Level Crossings - Highway works - Howdon, Fawdon, Kingston Park	53,808	29,089	82,897
Total Level Crossings	153,808	299,162	452,970
Mechanical & Electrical			

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Capital Scheme	2011/12 Budget £	2012/13 Budget £	Total Programme £
Escalator - Central	631,028	165,707	796,735
Escalator - Monument	923,824	789,463	1,713,287
Fire Alarm	662,834	971,723	1,634,557
Lift - Four Lane Ends	9,000	200,000	209,000
Lift - Heworth	9,000	200,000	209,000
Lifts Refurbishment/Major Items	64,000	64,000	128,000
Stations Refurb - Esc Imps/Major Items	119,998	50,000	169,998
Total Mechanical & Electrical	2,419,684	2,440,893	4,860,577
Metro Cars			
3/4 Life Refurbishment	3,053,837	4,693,000	7,746,837
Capital Maintenance Concession	637,000	683,000	1,320,000
On-Train PA	42,054	0	42,054
Total Metro Cars	3,732,891	5,376,000	9,108,891
Miscellaneous			
Asset Knowledge	300,000	300,000	600,000
IT Hardware - WASP project	63,200	0	63,200
Nexus Document Control System	20,000	0	20,000
PMO Transition IT Applications	12,100	0	12,100
Rail crane	165,000	0	165,000
Security Review	260,000	0	260,000
Transformer (Benton)	40,000	0	40,000
Tunnel Track bed repairs	30,000	0	30,000
Vehicle Replacement Programme	99,866	100,000	199,866
Total Miscellaneous	990,166	400,000	1,390,166
Overhead Line			
OLE - System Development	14,000	0	14,000
Total Overhead Line	14,000	0	14,000
Permanent Way			
Plain Line - Jesmond to Gateshead Stadium	0	69,684	69,684
Plain Line - South Gosforth to Jesmond	10,000	259,306	269,306
Plain Line - Tynemouth to Chillingham Road	400,000	5,155,536	5,555,536
Plain Line Renewal	995,981	1,000,000	1,995,981
Rail Grinding	100,000	100,000	200,000
S&C Steelwork Renewal	150,000	0	150,000

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Capital Scheme	2011/12 Budget £	2012/13 Budget £	Total Programme £
Security Fencing	134,805	100,000	234,805
Switches & Crossings - Benton	136,048	0	136,048
Switches & Crossings - North Shields	108,610	782,795	891,405
Switches & Crossings - Prudhoe Street	0	49,635	49,635
Switches & Crossings - South Gosforth	946,712	0	946,712
Switches & Crossings - St James	0	1,025,187	1,025,187
Total Permanent Way	2,982,156	8,542,142	11,524,298
Plant			
Diesel Shunters Battery Locos	0	500,000	500,000
Road/Rail Vehicles	334,000	0	334,000
Tamper	6,944	1,286,974	1,293,918
Total Plant	340,944	1,786,974	2,127,918
Power			
OHLE Network	353,000	400,000	753,000
Power - Depot Stray Currents	814,323	0	814,323
Total Power	1,167,323	400,000	1,567,323
Signalling			
Signalling - Bankfoot Interlocking Area	0	705,810	705,810
Signalling - Benton Interlocking Area	147,434	674,154	821,588
Signalling - Depot Interlocking Area	0	315,419	315,419
Signalling - Heworth Interlocking Area	38,000	630,252	668,252
Signalling - Jarrow Interlocking Area	642,882	0	642,882
Signalling - Jesmond Interlocking Area	23,866	662,807	686,673
Signalling - Manors Interlocking Area	0	332,807	332,807
Signalling - North Shields Interlocking Area	111,337	398,639	509,976
Signalling - Pelaw Interlocking Area	38,000	633,883	671,883
Signalling - PTI	273,708	2,859,727	3,133,435
Signalling - South Gosforth Interlocking Area	351,671	0	351,671
Signalling - South Shields Interlocking Area	886,772	0	886,772
Signalling - Wallsend Interlocking Area	250,000	0	250,000
Total Signalling	2,763,670	7,213,498	9,977,168
Stations			
Station - Central Station	403,000	747,101	1,150,101
Station - Hadrian Road and Wallsend	114,293	0	114,293
Station - Ilford Road	0	45,811	45,811

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.

Capital Scheme	2011/12 Budget £	2012/13 Budget £	Total Programme £
Station - Meadow Well, Percy Main and Howdon	1,803,007	890,125	2,693,132
Station - North Shields	6,010,385	0	6,010,385
Station - South Gosforth	925,000	0	925,000
Station - Walkergate and Chillingham Road	1,377,550	1,000,740	2,378,290
Station - West Jesmond	1,113,628	0	1,113,628
Total Stations	11,746,863	2,683,777	14,430,640
Total Approved 2011/12 Capital Programme	39,142,872	39,879,260	79,022,132

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Tyne and Wear Integrated Transport Authority

DATE: 26th May 2011
TITLE: METRO CAPITAL PROGRAMME 2010/11 OUTTURN
REPORT OF THE DIRECTOR OF FINANCE AND RESOURCES, 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 out-turn position on the Metro ARP and Major Projects capital programme for the year ended 31st March 2011.
- 1.2 It should be noted that another report detailing how the 2011/12 and 2012/13 Metro ARP capital programme has been reviewed to reflect a programme capable of being delivered within the 2011/12 and 2012/13 funding envelope, is being considered elsewhere on this agenda.

2. **Recommendations**

- 2.1 The ITA is recommended to:
- Note the position with regard to the 2010/11 Capital Programme, as detailed in section 4 and Appendix A of this report.

3. **Introduction / Background**

- 3.1 The ITA approved a capital programme for 2010/11 in May 2010 totalling £50.961m for Metro ARP schemes and major projects.
- 3.2 Following finalisation of the 2009/10 year end accounts, the programme was increased by £2.353m to £53.315m in order to accommodate slippage being carried over from the prior year. The ITA approved this at its July 2010 meeting.

- 3.3 The budget approved in July 2010 therefore included a sizeable amount of over programming and the expectation was that the programme would be managed down accordingly in order to keep within the available resourcing levels. The provisional outturn position at the end of 2010/11 is £46.539m. This is within the funding envelope agreed with the DfT and all available grants have been maximised.

4. **Information**

Summary

- 4.1 2010/11 is the first year of an ambitious eleven year programme to invest £390m in the fabric of the Tyne and Wear metro system. The programme is 90% grant funded from central government, the detail of which is outlined in the offer from DfT to Nexus, dated 2 February 2010.

The investment in the metro network across this eleven year planning horizon is significantly higher than the levels of investment that have been made in the system hitherto. Nexus' ability to deliver this sizeable step change in investment has therefore been severely tested during the first year of the ARP and the dynamic nature of managing a programme with in excess of 100 individual projects has necessitated a number of changes in terms of scope and cost as the year progressed.

This report outlines how the programme has been managed, including where cost pressures have arisen, together with remedial action being taken.

Strategic Objectives

- 4.2 The over-riding objectives in delivering the Metro ARP in 2010/11 were to:-
- Effectively mobilise in order to deliver a step change in delivery whilst at the same time, maximising Metropolitan Rail Grant in accordance with the DfT funding commitment from February 2010;
 - Ensure that the major line closure scheduled for mid-March 2011 happened as originally planned such that a sizeable investment in the network could be achieved within the financial year, again with the objective of ensuring that value for money was delivered and grant funding was maximised and not lost to the overall scheme.

Monitoring of Performance

- 4.3 During the course of the year, the ITA Metro Sub-Committee has received regular update reports in order to monitor performance, both financial and also in terms of physical progress. The most recent report was received by the Sub-Committee at its February 2011 meeting where budget changes to the end of period 9 (11 December 2010) which had been approved by the Nexus Executive were duly noted.
- 4.4 The table below sets out the variation from the original programme approved in May 2010 against the provisional outturn now being reported in the Nexus management accounts, at 'asset category' level:-

	Approved Programme 2010/11 £000	Out-turn 2010/11 £000	Over/Under spends 2010/11 £000
Metro			
- Civils	9,603	10,439	836
- Communications	678	796	118
- Depot Plant and Equipment	2,641	402	(2,239)
- Level Crossings	125	95	(30)
- Mechanical and Electrical	1,362	1,678	316
- Metrocars	6,260	6,161	(99)
- Miscellaneous	928	569	(359)
- Overhead Line	0	48	48
- Permanent Way	10,118	11,245	1,127
- Plant	400	0	(400)
- Power	944	811	(133)
- Signalling	3,914	3,244	(670)
- Stations	3,695	3,542	(153)
Total Metro ARP	40,668	39,030	(1,638)
- Ticketing and Gating	8,623	5,768	(2,855)
- Sunderland Station	1,631	1,491	(140)
- Haymarket	40	250	211
Major Schemes	10,294	7,509	(2,785)
Total Programme	50,962	46,539	(4,423)

This table is expanded in the attached Appendix which provides a breakdown within each particular asset category.

- 4.5 It should be noted that because the table above and the detailed appendix compare the provisional outturn against the original approved budget, a number of the variations are significant; this is a function of the dynamic way in which the programme has been managed over the course of the year.
- 4.6 The following section of the report provides some commentary in relation to the reason for a number of the larger variations.

Effect of the Prior Year Outturn

- 4.7 The first thing to note is that once the outcome and subsequent impact of the 2009/10 year end was understood, some £2.353m of slippage and scheme variation from the prior year had to be accommodated within the 2010/11 programme in order to finalise a number of legacy schemes. Examples include:-
- The Deneholme & Mast Lane Bridge and Knotts Flat Footbridge projects were added to the 2010/11 programme following completion of their structural assessment.
 - The designs for Monkseaton Station Ramp & Bridge project was completed in 2009/10 and the 2010/11 budget had to be increased to

accommodate the costs of the utilities diversions.

- The designs for Benton Station Footbridge were completed in 2009/10 and the 2010/11 budget had to be increased to accommodate the requirements of the local planning authority because of conservation matters and disability access requirements.

Cost Pressures

4.8 A number of cost pressures have manifested themselves during the course of the year.

In broad terms, these cost pressures relate to changes in the scope of the project, increased tender costs or a more adverse asset condition than had originally been envisaged. Sometimes, combinations of these pressures have featured.

Examples of this are set out below:-

- North Shields Station refurbishment – where cost increases are due to tender prices being higher than estimated; scope changes are due to the need for additional retaining walls and the installation of a pedestrian access ramp; whilst enabling works were also brought forward and undertaken during the weekend possessions prior to the March 2011 major line closure as a means of mitigating risk to the overall programme.
- Plain Line Renewals Howdon to Chillingham Road – where cost increases are due to tender prices being higher than estimated; scope changes are due to additional works arising at Howdon viaduct and the need to provide a compound facility at Chillingham Road which facilitated the March 2011 blockade and will also be used for future blockades.
- Duct route Gateshead Stadium to South Shields – where cost increases have arisen due to delays and the need for additional possessions due to adverse weather conditions experienced in November and December 2010 which led to the cancellation of works scheduled to take place during weekend possessions
- Signalling works associated with those areas within the major line closure, for example the Wallsend Interlocking scheme, have encountered cost increases as a consequence of additional cables being replaced that were not identified in original surveys. In addition, cable thefts during the major line closure have also added to cost.

Work Brought Forward

4.9 As progress was made in the delivery of the 2010/11 programme, the identification of emerging priorities meant that some schemes were brought forward and implemented earlier, either in response to greater asset knowledge being attained, for example, the Signalling and Communication cabling schemes at Jarrow and South Shields interlocking areas where duct route renewals were accelerated due to the adverse condition of cables, or where the geographic nature of weekend possessions and the major line closure provided an opportunity to achieve greater efficiency in the delivery of certain schemes. This happened in relation to earthworks and bridges between North Shields and

Howdon where work was brought forward to both take advantage of enabling works' weekend possessions and the major line closure during March 2011.

Project Slippage

- 4.10 Some schemes have slipped or been deferred into future years as a result of the pro-active management of the programme, where it has been as necessary to contain expenditure within resource availability as it was to incur sufficient expenditure in order to maximise grant from DfT.

Adverse weather conditions encountered during November and December meant that slippage occurred in relation to the duct route schemes (South Gosforth to Tynemouth and Wallsend to Manors). This also prevented the Communication Cable Pulling scheme between South Gosforth and Tynemouth from being undertaken.

Other schemes, such as Hylton Street Switches and Crossings, two Depot schemes (replacement Carwash and Wheel Lathe) as well as the refurbishment of the Control Room have benefited from value engineering reviews where cost reductions, whilst still achieving the desired output are evident as a consequence of changes to engineering designs.

In regard to the station investment programme, schemes at Walkergate and Percy Main have been deferred in order to allow for a value engineering exercise to be undertaken because of the higher tender prices received for the first tranche of stations being refurbished.

In addition, signalling re-cabling at North Shields, Benton and the Depot have been deferred due to a re-assessment of the criticality of these particular schemes.

Programme Management

- 4.11 Nexus' ability to mobilise and meet the overriding objectives of ARP delivery in 2010/11 has been severely tested. During the course of the year, an overarching procurement strategy with 9 framework contracts across 10 asset categories and with 16 work packages were awarded.
- 4.12 In addition, changes to both management and delivery structures have been implemented including the Programme Management Office which assists with the co-ordination of the ARP, providing necessary support as well as some challenge to project managers across Nexus Rail.
- 4.13 Governance arrangements have also significantly changed and periodic reporting on a four weekly basis is now carried out such that the Nexus Executive and also the DfT receive timely management information in relation to progress against key targets.

Performance Management

- 4.14 A range of outputs have been delivered during the course of the first year of the delivery of the ARP. This includes:-
- 4.6km of plain line replacement;

- 11km of cable duct route replacement;
- 20,000 T of new ballast;
- 14km of power cables;
- 58.5km of new signalling cable;
- 27km of new fibre communication cables.

Risk Management

- 4.15 Although significant progress has been made and the key overriding objectives of the first year of the ARP successfully delivered, it is apparent that a number of risks, particularly in relation to Nexus' ability to deliver its ARP within the funding envelope awarded by DfT in February 2010.
- 4.16 As paragraph 4.8 above has identified, a number of cost pressures have manifested themselves in 2010/11. This is most apparent in the context of the station investment programme where notably, North Shields station is now forecast to cost considerably more than originally anticipated. Although additional output (in the form of better disabled access and much improved structural integrity) will be delivered, this nevertheless puts considerable strain on the remainder of the programme and potential solutions including value engineering will be tested as part of the ongoing management of this complex programme of renewal.

Financial Implications

- 4.17 The table below provides a breakdown of how delivery of the ARP in 2010/11 has been financed.

	Funding Allocated in 2010/11	
	£000	£000
Metro Rail Grant	34,000	
Local Contribution 10%:- LTP Minor Schemes Reserves	2,655	
	1,123	37,778
Over-programming MRG virement from 2011/12	1,352	
Over-programming Local Contribution - Reserves	150	1,502
Major Schemes – S31 Grant	5,768	
Prudential Borrowing	1,491	7,259
Total Nexus Funding		46,539

- 4.18 The Metro Rail Grant funding above includes virement of £1.352m from the 2011/12 allocation in order to fund the delivery of ARP expenditure in 2010/11. Whilst provision to vire this resource is contained within the funding agreement Nexus has with the DfT, the need for it was communicated to DfT and agreed

upon in advance of the year end. There is however a consequence of this action and the impact this has on the 2011/12 capital programme is detailed below:-

	Funding Available in 2011/12	
	£000	£000
Metro Rail Grant	35,000	
- MRG Virement to 2010/11	(1,352)	
Local Contribution 10%:- LTP Minor Schemes	2,710	
Reserves	1,028	37,386
Major Schemes – S31 Grant	6,026	
Other Grants	3,254	
Reserves	2,905	
Prudential Borrowing	80	12,265
Total Nexus Funding		49,651

4.19 The funding for 2011/12 capital programme indicated above does not include any over-programming, and this is detailed within a separate report to ITA elsewhere on this meeting's agenda.

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 Diane Scott, Capital Accountant, (0191) 203 3410
Graham Campbell, Head of Renewals, (0191) 203 3216

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.

Capital Scheme	2010/11 ITA Approved Budgets at May 2010 £000	Outturn Position at end of 2010/11 £000	Variations during 2010/11 £000
Civils			
Arch Bridges Ilford Road To South Gosforth	5	8	3
Benton Lane	137	122	-15
Benton Station Footbridge	662	1,398	736
Bridges - Howdon to Percy Main	38	257	219
Bridges - Meadow Well to Walkergate	0	51	51
Bridges - Percy Main to Wallsend	55	162	107
Bridges - Tynemouth to North Shields	430	187	-244
Central Area Tunnel Refurbishment	1,142	1,259	118
Control Room	500	33	-467
Culverts	3	0	-2
Depot Fire Alarm Systems	117	96	-21
Depot Heating System Replacement	295	236	-59
Depot Lighting Upgrade	96	138	42
Depot Refurbishment	40	50	10
Drainage - South Gosforth to Jesmond	0	4	4
Drainage - Tynemouth (Knotts Flats)	88	25	-63
Duct Route - Gateshead Stadium to South Shields	109	586	476
Duct Route - Howdon to Wallsend	263	282	18
Duct Route - Jesmond to Gateshead Stadium and Manors to St. James (tunnels)	39	6	-33
Duct Route - South Gosforth to Airport	3	0	-3
Duct Route - South Gosforth to Tynemouth	1,805	859	-945
Duct Route - Wallsend to Manors	567	324	-243
Earsdon Road Bridge Repair	6	16	10
Earthworks - Howdon to Wallsend	282	207	-75
Earthworks - North Shields to Howdon	508	927	419
Earthworks - South Gosforth to Jesmond	0	3	3
Earthworks - Wallsend to Chillingham Road	122	97	-25
Ground Investigation - Rest of System	1	0	-1
Ground Investigation - South Gosforth to Jesmond	7	22	15
Ground Investigation - Tynemouth to Chillingham Road	302	295	-7
Knotts Bridge Repair	0	117	117
Management Of Incursions Of Road Vehicles	58	0	-58
Mog Remodelling	365	352	-13
Monkseaton Station Ramp	502	649	147
N Shields Tunnels Refurbishment	917	964	47
Operations Building Miscellaneous	94	0	-94
QE11 Bridge Refurbishment	5	6	1
Repointing	0	4	4
Retaining Wall at Airport	0	2	2

Capital Scheme	2010/11 ITA Approved Budgets at May 2010 £000	Outturn Position at end of 2010/11 £000	Variations during 2010/11 £000
Retaining Walls	29	55	26
Sgf Office Works	10	30	20
Structural Maintenance - Denholme and Mast Lane	0	607	607
Tanners Bank Brideg Repairs and Shields Road Bridge	0	2	2
Total Civils	9,603	10,439	836
<u>Communications</u>			
Cable Pulling - Gateshead Stadium to South Shileds	78	44	-34
Cable Pulling - Jesmond to Gateshead Stadium and Manors to St. James (tunnels)	28	2	-25
Cable Pulling - South Gosforth Junction to Tynemouth	329	4	-325
Cable Pulling - South Gosforth to Airport	7	0	-7
Cable Pulling - South Gosforth to Jesmond	0	2	2
Cable Pulling - Tynemouth to Manors	93	134	41
Cctv On Metro Cars	45	143	98
Cctv/Pa Access	47	64	17
Help Points	13	76	63
Pid Indicators	10	11	1
Radio	0	107	107
Replacement Scada Control Equipment	29	9	-20
Station network connections	0	105	105
Telephony	0	96	96
Total Communications	678	796	118
<u>Depot Equipment</u>			
Train Wash	927	89	-837
Wheel Lathe	1,714	313	-1,401
	2,641	402	-2,239
<u>Level Crossings</u>			
Level Crossings - Highway works - Howdon, Fawdon, Kingston Park, Bank Foot, Callerton Parkway	5	12	7
Level Crossing Refurbishment	20	24	4
Lx Road Monitoring	100	60	-40
Total Level Crossings	125	95	-29
<u>Mechanical & Electrical</u>			
Escalator - Central	0	20	20
Escalator - Monument	0	24	24
Gen Solids Diverter	37	50	13
Fire Alarm	0	69	69

Capital Scheme	2010/11 ITA Approved Budgets at May 2010 £000	Outturn Position at end of 2010/11 £000	Variations during 2010/11 £000
Gosforth Control Centre Office Refurbishment	0	10	10
Lift - Four Lane Ends	0	19	19
Lift - Heworth	0	20	20
Lift Renewal	107	94	-13
Lifts Refurbishment/Major Items	35	76	41
Lighting Upgrade	80	77	-3
Otn-Ups Support Power Supply	366	141	-225
Stations Refurb - Esc Imps/Major Items	40	167	127
Sub Surface Vent System	450	616	166
Thames Valley Controllers	0	18	18
Tunnel Lightng Upgrade	0	9	9
Ultrasonic Anemometers	0	1	1
Uninterrupted Power Supply	56	67	11
Vent Fan Emergency Lighting Upgrade	191	200	9
Total Mechanical & Electrical	1,362	1,677	315
<u>Metro Cars</u>			
3/4 Life Refurbishment 2010-2013	4,785	4,577	-208
Capital Maintenance Concession	839	843	4
Metro Car Window Enhancements	436	436	0
On-Train Pa	200	305	105
Total Metro Cars	6,260	6,161	-99
<u>Miscellaneous</u>			
Autocad	6	0	-6
Digitising And Approving Engineering Drawings	48	39	-9
It Hardware (Wasp)	171	114	-57
Maint Management System	204	84	-120
Nexus document Control System	0	28	28
PMO Transition - IT Applications	0	48	48
Security Review	400	106	-294
Sunderland Direct	0	18	18
Vehicle Replacement Programme	99	131	32
Total Miscellaneous	928	568	-360
<u>Overhead Line</u>			
Power Systems Upgrade OLE	0	48	48
<u>Permanent Way</u>			
Monitoring of Structure Gauge	0	15	15
Omnicom Track Survey	0	30	30

Capital Scheme	2010/11 ITA Approved Budgets at May 2010 £000	Outturn Position at end of 2010/11 £000	Variations during 2010/11 £000
Plain Line - South Gosforth to Jesmond	0	27	27
Plain Line - Tynemouth to Chillingham Road	7,050	8,907	1,858
Plain Line Renewal	1,454	1,384	-70
Rail Grinding	300	147	-153
Security Fencing	117	109	-8
Switch and Crossing Renewal	0	177	177
Switches & Crossings - Benton	76	0	-76
Switches & Crossings - Hylton Street	963	413	-549
Switches & Crossings - North Shields	26	12	-15
Switches & Crossings - South Gosforth	76	14	-62
Switches & Crossings - St James	25	0	-25
Tamper Trainstop	20	1	-19
Thermoplastic Line Marking	0	5	5
Treadle Replacement - Manors	12	0	-12
Wheel slip Gel Applicators	0	2	2
Total Permanent Way	10,118	11,245	1,127
Plant			
Ballast Hoppers X 5	58	0	-58
Road/Rail Vehicles	342	0	-342
Total Plant	400	0	-400
Power			
Inter-Tripping Equipment	16	7	-9
Ohle Network	655	714	59
Power - Depot Stray Currents	273	90	-183
Total Power	944	811	-133
Signalling			
Berth Display In Signalling Panels	2	0	-2
Manors Enhancement Works	40	60	20
Reed Track Circuits	1	0	-1
Signalling - Benton Interlocking Area	740	45	-695
Signalling - Depot Interlocking Area	732	9	-723
Signalling - Heworth Interlocking Area	58	3	-56
Signalling - Jarrow Interlocking Area	0	747	747
Signalling - Monkseaton Interlocking Area	740	688	-52
Signalling - North Shields Interlocking Area	740	73	-668
Signalling - Pelaw Interlocking Area	58	3	-56
Signalling - PTI	0	17	17
Signalling - South Shields Interlocking Area	0	475	475

Capital Scheme	2010/11 ITA Approved Budgets at May 2010 £000	Outturn Position at end of 2010/11 £000	Variations during 2010/11 £000
Signalling - Wallsend Interlocking Area	740	1,125	384
Train Stop Relay Box	61	0	-61
Total Signalling	3,914	3,244	-670
<u>Stations</u>			
Station - Central Station	0	80	80
Station - Hadrian Road and Wallsend	120	45	-75
Station - Ilford Road	0	1	1
Station - Meadow Well, Percy Main and Howdon	1,746	291	-1,455
Station - North Shields	582	2,522	1,940
Station - South Gosforth	304	86	-218
Station - Walkergate and Chillingham Road	902	458	-444
Station - West Jesmond	0	21	21
Station Roof & Gutter Renewals	42	39	-3
Total Stations	3,695	3,542	-153
TOTAL METRO CAPITAL ARP	40,668	39,030	-1,638
<u>Major Projects</u>			
Haymarket	40	251	211
Sunderland Station Redevelopment	1,631	1491	-140
Ticketing and Gating	8,623	5768	-2,855
Total Major Projects	10,294	7,510	-2,784
TOTAL METRO CAPITAL ARP AND MAJOR PROJECTS	50,962	46,540	-4,422



Tyne and Wear Integrated Transport Authority

TITLE: **Date: 26th May 2011**

COMPETITION COMMISSION LOCAL BUS SERVICES MARKET
 INVESTIGATION

REPORT **THE DIRECTOR GENERAL OF NEXUS**
OF

Not confidential

District Implications: All

1. **Purpose of Report**

1.1 To inform members of the provisional findings of the Competition Commission's investigation into the supply of local bus services, and to seek approval for the submission of comments regarding its suggested remedies.

2. **Recommendation**

2.1 The ITA is recommended to:

 a) Note this report

 b) Endorse the summary response to the Competition Commission as set out in **Appendix A**.

3. **Summary**

3.1 The Competition Commission (CC) has been investigating the supply of local bus services in the UK (excluding Northern Ireland and London) since January 2010.

3.2 The CC has provisionally found that there are features of the relevant markets that prevent, restrict or distort competition and hence that there is an adverse effect on competition.

3.3 The CC has invited interested parties to submit reasons as to why these provisional findings should not become final (or, as the case may be, should be

varied) by 1st June 2011.

- 3.4 The CC has also published a Notice of Possible Remedies which it considers might be taken by the CC to remedy the adverse effects provisionally identified, and has invited comments by 27th May 2011.
- 3.5 A brief summary of the issues identified in both the provisional findings and the notice of possible remedies, based on the CC's press release, is set out below. Full documents are available on the CC's website at:

<http://www.competition-commission.org.uk/inquiries/ref2010/localbus/>

The summary of the ITA and Nexus response regarding possible remedies is set out at **Appendix A**. Copies of the complete response will be available on request.

4 **Background**

- 4.1 On 7th January 2010 the Office of Fair Trading (OFT) referred UK local bus services (excluding London and Northern Ireland) to the Competition Commission (CC), following an OFT market study into the industry which found evidence that limited competition between bus operators tends to result in higher prices and lower quality for bus users and may represent poor value for money for taxpayers.
- 4.2 On 6th May 2011 the CC published its provisional findings which conclude that there are features of the market that in combination prevent, restrict or distort competition and hence there is an adverse effect on competition.
- 4.3 During the course of its investigation the CC carried out a specific case study into Tyneside, which contained information and evidence based on conversations with Nexus and the three main bus operators in the area (Go North East, Stagecoach and Arriva).

5 **Provisional findings**

- 5.1 Aspects of the market that the CC's investigation has provisionally found include:
- 5.2 Local areas are, on average, persistently and highly concentrated—the average share of supply of the largest operator in an urban area is 69 per cent;
- 5.3 Several factors inhibit or prevent new entry or expansion in markets by other operators and thus reduce the constraint from potential competition;
- 5.4 These factors include the tendency for instability in head-to-head competition, which means that competition is unlikely to be sustained and one or other rival is likely to exit. This prevents lasting competition developing in these areas and also deters potential entrants;

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- 5.5 Incumbent operators can benefit where multi-operator network tickets are inferior to their own network tickets;
- 5.6 Another factor is the advantage that incumbents have over new entrants by running an existing network;
- 5.7 Entrants can sometimes have difficulties in accessing bus stations on fair terms and developing depots;
- 5.8 The great majority of urban areas have not experienced any large-scale entry in recent years—risks and costs are likely to increase with the scale of entry;
- 5.9 Many of these factors result from both the historical and present-day operation of the bus industry;
- 5.10 The five largest operators (Arriva, FirstGroup, Go-Ahead, National Express and Stagecoach) provide 69 per cent of local bus services in the whole reference area;
- 5.11 The five largest operators have tended to make profits above the cost of capital over the last five years;
- 5.12 A substantial proportion of trips are accounted for by multi-trip tickets;
- 5.13 Partnerships between operators and LTAs do not cause an adverse effect on competition, although the concessionary fares schemes could encourage higher fares if new guidance to travel concession authorities is not followed;
- 5.14 Concern about adverse publicity and relationships with LTAs can moderate operators' behaviour;
- 5.15 The low number of operators in some areas, along with the design of tenders themselves, restricts competition for tendered services.

6 Possible Remedies

- 6.1 The CC proposes a number of possible remedies to address competition problems including:
- 6.2 Measures to increase the number of multi-operator ticket schemes and to ensure that these are effective and attractive to customers;
- 6.3 Restrictions on aggressive behaviour, such as 'overbussing' on particular routes and other obstructive behaviour aimed at reducing a rival's ability to compete;
- 6.4 Ensuring fair access to privately owned and managed bus stations for all operators;
- 6.5 Recommendations to LTAs on the circumstances in which to pursue Quality Contracts, or other franchising models, in areas most affected by a lack of

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competition;

- 6.6 Recommendations to LTAs on how to use other powers (for example, Quality Partnerships) to promote competition or improve outcomes to local consumers;
- 6.7 Recommendations to the Department for Transport (DfT) to update its best practice guidance on supported services in the light of the CC's findings, and to LTAs to follow this guidance, in order to increase the number of operators bidding to win such contracts;
- 6.8 Measures to make more information available to LTAs and potential bidders about the performance of supported services.
- 6.9 The CC has for the moment ruled out price controls and selective divestment of local bus operations.

7 Next steps

- 7.1 The CC has invited interested parties to submit reasons as to why the provisional findings should not become final (or, as the case may be, should be varied) by 1st June 2011.
- 7.2 The CC has also published a Notice of Possible Remedies which it considers might be taken by the CC to remedy the adverse effects provisionally identified, and has invited comments by 27th May 2011.
- 7.3 Members are recommended to endorse the summary response contained in **Appendix A**. Copies of the complete response will be available on request. If endorsement is given, Nexus will submit this wording on behalf of the ITA.
- 7.4 The CC will consider all views submitted, and will reach a final conclusion in due course on what is to be remedied, mitigated or prevented, what action should be taken and by whom.
- 7.5 The CC's administrative timetable currently shows the following future milestones for this investigation:

May	Deadline for all parties' responses/submissions on provisional findings
May to June	Remedies hearing(s) (if required)
September	Provisional decision on remedies (if required)
October	Deadline for all parties' responses/submissions on the provisional Decision on remedies
Late 2011	Publish report

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8 **Background papers**

8.1 Competition Commission website – various documents

<http://www.competition-commission.org.uk/inquiries/ref2010/localbus/>

8.2 ITA and Nexus response to provisional remedies – available on request

9. **Further comments by the:**

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

10. **Contact Officer (s)**

10.1 Tobyn Hughes, Director of Customer Services, Nexus Tel: 0191 2033246

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Appendix A

Draft summary response to the Competition Commission from the Tyne and Wear Integrated Transport Authority and Tyne and Wear Passenger Executive ('Nexus')

General

We welcome the CC's work to date, and are grateful of the opportunity to provide comment. We recognise in our local market many of the factors described in the provisional findings that lead to the assessment that an Adverse Effect on Competition exists in the UK local bus market which requires intervention.

The Tyne and Wear Integrated Transport Authority (ITA) is the Local Transport Authority for the five local authority areas in Tyne and Wear: Gateshead Council, Newcastle City Council, North Tyneside Council, South Tyneside Council, and Sunderland City Council.

Nexus is the Tyne and Wear Passenger Transport Executive (PTE), and is charged with delivering the ITA's policies as regards public transport. Nexus procures the operation of the Tyne and Wear Metro system and tendered bus services across Tyne and Wear, as well as directly providing the maintenance and management of Metro infrastructure, travel information, bus station management, operation of the Tyne Ferry, and sales of Metro and multi-modal tickets.

The Bus Strategy for Tyne and Wear, published in 2009, sets out the ITA and Nexus's policies and objectives for bus services in Tyne and Wear. In this document we committed to evaluating a range of models for the supply of local bus services in order to determine the most effective ways of improving bus services and delivering local policy. Bus Partnerships and Quality Contracts Schemes are two options that are under consideration; and the provisional findings and possible remedies set out by the CC are material to this evaluation. In particular we welcome the assessment that bus franchising may be an appropriate remedy to address the AEC in urban areas where the problem is most acute.

We also welcome the consideration of other proposed remedies, in particular making multi-operator ticketing schemes more effective and restricting operator behaviour when faced with new competition. However we would draw attention to the difficulties in determining where a competitive challenge exists on a route-by-route basis, and would suggest that a high degree of local knowledge will be required to assist in the judgement of when such remedies are appropriate for use.

We will be pleased to assist with any further investigation or exploration of possible remedies.

Provisional Findings

- We recognise many of the features described in report in the Tyne and Wear local bus market, and note that Nexus provided detailed information to the CC and assisted with preparation of the Tyneside Case Study.
- We are not aware of any inaccuracies in the findings.
- Notwithstanding the above, we would like to make it clear that generally speaking the quality of local bus services in Tyne and Wear is relatively high. The principle concerns that result locally from limited competition are value for public money, unstable bus networks, and customers' desire for the more widespread use of multi-operator ticketing.
- We are in support of the analysis of market concentration and its impact on single-operator ticketing arrangements. The Tyne and Wear market is served almost without exception by three operators, and in many cases at a lower level of geography the concentration of a single operator is extremely high.
- We would observe that another feature of high concentration is that there is little or no restraint on operators making frequent network changes, including the reduction in service such that there is pressure on the LTA to secure some or all evening/weekend services in order to maintain the service.
- The provisional findings suggest that often head-to-head competition can be de-stabilising for the market rather than beneficial for customers; we would echo this based on recent experience and would advocate further exploration of whether the use of franchising to introduce competition 'for the market' rather than 'in the market' would be beneficial.
- We welcome the provisional finding that Quality Bus Partnerships do not prevent, restrict or distort competition.
- We note the findings that LTA tendering practices can sometimes reduce the amount of competition for secured service contracts. However we agree with the suggestion that these practices are frequently a result of the environment we are in combined with the need to meet local policy objectives. Whilst we always try to adhere to industry best practice we would welcome further guidance on this matter.

Possible remedies

- We welcome the recognition that intervention is needed to resolve the 'Adverse Effect on Competition' in the local bus market.
- We note that Tyne and Wear already benefits from a strong multi-modal ticketing product, 'Network One'. Whilst this product is well-used we welcome measures to increase the effectiveness of the product, improve its benefits to customers, and increase its alignment to the delivery of local policies.
- We would advocate the creation of multi-modal ticketing products in any area where customers may need to use the services of more than one operator on a regular basis. This includes customers currently outside the Tyne and Wear area, but who may travel into the area for work or leisure and need to use a number of different operators in the process.
- We believe that more effective use could be made of smart ticketing to increase the travel options for customers whilst permitting operators to compete for custom through pricing initiatives.
- We welcome the consideration of a number of measures to restrict operator behaviour when challenged by a new competitor, and we suggest that PTEs are well-placed to use their detailed knowledge of local market conditions to advise where these measures are appropriate.
- Guidance and best practice for LTAs in tendering is to be encouraged, we seek to learn from best practice developed elsewhere wherever possible
- We note that the CC is considering the possible application of bus franchising. In the Bus Strategy for Tyne and Wear we committed to evaluating Quality Contracts Schemes as a delivery option for the supply of bus services. The findings of the CC are material to this evaluation and will be given full consideration as part of this work.

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Tyne and Wear Integrated Transport Authority

Date: 26th May, 2011

TITLE: SCRUTINY COMMITTEE ANNUAL REPORT

REPORT OF CHAIR, SCRUTINY COMMITTEE

District Implications: All Tyne and Wear

1. **Summary / Purpose of Report**

1.1 To advise the ITA of the work of the Scrutiny Committee in 2010/11.

2. **Recommendations**

2.1 The ITA is invited to comment to aid development of a scrutiny work programme for 2011/12.

3. **Introduction / Background**

3.1 The Scrutiny Committee was established in 2003. Members are appointed annually by the five Tyne & Wear Districts. Each District appoints two Councillors. To ensure independent advice - and visible separation between scrutiny and those being scrutinised - Councillors are not members of the ITA. The Scrutiny Committee appoints its own Chair and Vice Chair and agrees its own work programme. The role of the committee can best be described as giving advice and holding to account.

4. **Scrutiny Meetings**

4.1 Six meetings were held in 2010/11 at venues across Tyne and Wear. There was also a walking tour of the new Tyne Tunnel and representatives attended conferences on rail and scrutiny practice.

4.2 The committee moved from themed meetings around national policy goals ¹ to more timely scrutiny of issues in the ITA's own forward plan. Regular review enabled the committee to take account of the balance of the work programme, new and emerging issues, changing scrutiny priorities and discussion at meetings. It also provided a response to comment made through Standards and Audit Committee about the focus of the committee.

¹ Delivering a Sustainable Transport System

4.3 Scrutiny Committee attendance, an issue in 2010/11, was less of a problem in 2010/11 given the ITA agreed Councils can now appoint substitutes. Unfortunately, one Councillor has been unable to attend any meeting since appointment in 2009. Another Council appointed one of its executive-side Cabinet members. Officers are pro-actively engaging Districts concerned to address these issues in seeking appointments for 2011/12.

5. Scrutiny Outcomes

5.1 Set out below is a summary of the work of the Scrutiny Committee in 2010/11. The Centre for Public Scrutiny's four principles of good scrutiny have been used to guide this report as they are the key national benchmark. The principles are to:

...provide critical friend challenge to executive policy and decision-makers

...enable the voice and concerns of the public and its communities to be heard

...carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process

...drive improvement in public services

5.2

Principle

Evidence

To provide critical friend challenge to executive policy-makers and decision-makers

- In recognition of the need for more timely comment, the committee adopted a new way of working with agenda items based on the ITA's forward plan providing, wherever possible, pre-decision scrutiny
- The committee reviewed the effectiveness of Super Routes
- The committee commenced work looking at how the Highways Agency and others assess the non-financial risks of decisions not to proceeding with major capital schemes such as A19 junctions
- The committee submitted reports to the ITA on: a) the need for clarity in its part in bringing high speed rail to the North East and b) on feedback to LTP3 consultations
- The committee studied, in some detail, reasons for low occupancy for the Northumberland Park Metro Park and Ride car park

To enable the voice and concerns of the public and its communities to be heard

- The committee highlighted the need for additional (face to face) consultation on draft Local Transport Plan (LTP) 3 priorities. A welcome increase in responses was noted with face to face eventually making up 37% of all responses
- The committee considered how equalities were integrated into the developing LTP3 given public transport is key to promoting social inclusion
- The committee considered whether mobility scooters could be provided with a safe return to the Metro network

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- The committee reviewed and commented on the forward plan of the Nexus Consultation Panel
- As representatives of local communities, committee members sought assurances about the frequency and reliability of a number of local bus services

To carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process

- The committee amended the start time of its meetings to ensure arrangements were convenient for all its members
- The committee received two detailed briefings from the Deputy Clerk and Treasurer on the ITA's budget context
- The committee used its own budget to attend a national conference discussing latest developments in the rail industry and reported back to Councillors
- The committee walked the new Tyne Tunnel commenting about the size of the project that had been delivered with the minimum of disruption

To drive improvement in public services

- A broad range of developing policy areas were considered including:
 - NESTI - the North East Smart Ticketing Initiative where it was hoped there could be a shared system with rail
 - Three Nexus Strategies (Park and Ride, Ferry Services and Safety and Security)
 - LTP3
- The committee Chair and Vice-Chair were invited to comment as part of the review of the ITA's Risk Register
- Discussion took place on opportunities available from water buses as part of an integrated transport system

5.3 A digest of issues discussed at meetings of the ITA was prepared and circulated at all meetings of the committee.

5.4 Given the need for budget savings for 2011/12, the ITA has agreed the Scrutiny Committee will meet only four times a year. Its revised annual budget will be £4,700.

6. Further comments by the:

- **Clerk** (included);
- **Treasurer** (none received);
- **Legal Advisor** (none received);

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- **Director General** (included).

7. Background Papers

7.1 www.twita.gov.uk

Agenda and Minutes (Scrutiny Committee) 2010/11

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

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Tyne and Wear Integrated Transport Authority

ANNUAL MEETING – 26 May 2011

**TITLE: REVIEW OF CORPORATE GOVERNANCE ARRANGEMENTS
THE CLERK AND THE LEGAL ADVISER AND MONITORING OFFICER
District Implications – All**

1. **Summary**

1.1 The purpose of this report is to advise the Authority that a review of its corporate governance arrangements has been carried out.

2. **Recommendations**

2.1 The Authority is recommended to note that a review of its corporate governance arrangements has been completed.

3. **Background**

3.1 In 2003, the Audit Commission reported on the Authority's corporate governance arrangements. It included a recommendation that the Authority should undertake regular reviews of its Standing Orders, Scheme of Delegations and the Terms of reference of the Standards and Audit Committee.

These reviews have therefore been undertaken annually since 2005 and reported to the Authority.

3.2 Officers have carried out a review again this year to ensure that the relevant documents remain up to date and appropriate.

3.3 Officers consider that the Standing Orders and Delegations remain satisfactory and no amendments are required.

However, officers are currently considering the role of the Engineer to the Tyne Tunnels and will bring a report to a future meeting.

4. **Terms of Reference for Standards and Audit Committee**

4.1 Officers have made a small number of amendments by way of updating.

5. **Financial Regulations**

5.1 The Authority's Financial Regulations have also been reviewed and no changes are considered necessary.

6. **Next Steps**

6.1 The Standing Orders, Scheme of Delegations and the Terms of Reference of the Standards and Audit Committee will be reviewed again in 2012.

7. **Further comments by the:**

- **Clerk** (if any)

None

- **Treasurer** (if any)

None

- **Legal Advisor** (if any)

The Legal Advisor has no further comments to make.

- **Director General** (if any)

None

8. **Background Papers**

8.1 Held by Legal Adviser and Monitoring Officer on file XPA00050

1. Standing Orders – effective from 28 May 2009
2. Delegations to Officers (Excluding Specific Delegations Conferred by Standing Orders or Financial Regulations) – effective from 28 May 2009
3. Standards and Audit Committee – Terms of Reference – effective from 25 September 2008

9. **Contact Officer**

9.1 Helen Wilson (ext 25110)



Tyne and Wear Integrated Transport Authority

Date: 26 May 2011

TITLE: PRIORITY LANES IN TYNE AND WEAR

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Purpose of Report

1.1 The report updates and clarifies the position on Priority Lanes in Tyne and Wear, building on from the report in September 2010.

2. Recommendations

2.1 Members are asked to note the update provided in this report.

3. Background

3.1 ITA Members considered and approved a report regarding Priority Lanes in Tyne and Wear in September 2010. These recommendations were:

- That all new priority lanes operate on a 12 hour period (7am – 7pm), noting that there are cases where a priority measure has to operate for 24 hours.
- That there should be two standard types of priority lane –
 - Bus Lanes (with all the permitted variants) the default option for new priority lanes
 - No Car Lanes
 - Where new priority lanes along a particular length of road are introduced, partners will seek to ensure they are consistent with existing provision.

Each local authority will retain autonomy to determine the need for exemptions from the default position. However, they will discuss the need for the exception

with the ITA prior to implementation.

A consistent approach between partners will be informed by reference to agreed protocols and guidelines relating to time of operation vehicle type, and introduction of No Car Lanes.

3.2 ITA Members have asked clarity regarding the permitted use of bus lanes, a set of guidelines was attached to the September report, one of which addressed the permitted use of bus lanes, and this is attached as Appendix 1. The main elements are set out below.

3.3 Vehicle classes permitted to use a bus lane include pedal cycles, motor cycles, taxis, private hire vehicles, goods vehicles, and Dial-A-Ride services for disabled people, although it is not usual for all these classes to be included.

Each district will retain autonomy to determine the need for exemptions to their bus lane orders to permit certain other vehicles to use the facility.

3.4 In Tyne and Wear:

Pedal cycle protocol is that cyclists are allowed within bus lanes unless it can be shown that the provision is not required due to the existence of other facilities or that it would be unsafe to do so, which has been indicated in a safety/cycle audit.

Motorcycle protocol is that Bus Lanes should be at least the minimum preferred width of 4 metres or more, wherever possible, to allow motorcycles to use the lane without forcing either vehicle to encroach into the general traffic lane

Taxi protocol is that, where their average occupancy in any particular area is higher than other vehicles during periods the bus lane is in force, it may be appropriate to allow them to use bus lanes

Private Hire Vehicles (PHVs) are not generally allowed to use bus lanes as, unlike a Taxi, they may not be readily identified for enforcement purposes. A number of authorities have been authorised by the Department of Transport to allow PHVs into their bus lanes as 'authorised vehicles'; we are investigating the implications of seeking such authorisation in Tyne and Wear.

Goods Vehicle protocol would, if justified, lead to the creation of a No-Car Lane and the use of a 'No-Car Lane' sign following agreement of the DfT in respect of the experimental order and signing required.

Tyne and Wear protocol for Coaches is that coaches will be allowed in the bus lane unless it can be shown that the provision is not required or that it would be unsafe to do so which has been indicated in a safety audit.

5. Further comments by the:

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

6.. Contact Officer (s)

6.1 Nick Clennett, Chair of the Joint Transport Steering Group, 0191 433 2526

Ian Gibson, Traffic Planning Manager, Gateshead Council, 0191 433 3100

Harvey Emms, Director of Strategic Housing, Planning & Transportation,
Newcastle City Council, 0191 211 6036

7. Background Papers

7.1 ITA Committee Meeting, 27 May, 2010

ITA Committee Meeting, September 2010

Appendix 1

Bus Lane Exemption Protocol

Tyne and Wear standard priority lane

Within Tyne & Wear it has been agreed that all lanes will operate for 12 hours (7am – 7pm) or 24 hours and that cycles and taxis may also be permitted to use bus lanes.

Exemptions

Each district will retain autonomy to determine the need for exemptions to their bus lane orders to permit certain other vehicles to use the facility. A consistent and defensible approach will be taken however with reference to the content of this protocol.

Use of bus lanes by other vehicles

It may be appropriate to permit other classes of vehicle to use a bus lane. Issues which should be considered in this context include:

- Road Safety
- The operation of the bus lane, including potential delays to buses
- Delays to other traffic
- The legality of the definition of the vehicle class
- Enforcement
- Any impact on modal split

Vehicle classes which may be permitted to use a bus lane include pedal cycles, motor cycles, taxis, private hire vehicles, goods vehicles, and Dial-A-Ride services for disabled people, although it is not usual for all these classes to be included.

Pedal cycles

Pedal cyclists are allowed to use with-flow bus lanes because they are more likely to be involved in an accident if required to ride in the main traffic lane with buses passing on their nearside. The Government is encouraging authorities to make special provision for cyclists and if there are no cycle lanes or tracks on a suitable alignment the presumption is that cyclists will be allowed in the bus lane unless there is a very good reason for excluding them. The signing should accommodate this.

Pedal cycle protocol for Tyne and Wear is that cyclists are allowed within bus lanes unless it can be shown that the provision is not required due to the existence of other facilities or that it would be unsafe to do so, which has been indicated in a safety/cycle audit.

Motorcycles

Motorcycles can be allowed to use bus lanes but the Highway Authority must make a request for special authorisation, to use signs to diagrams NP 958.4 and 959.4. Requests need to be sent to the Traffic Signs Policy Branch, with a copy to the relevant Government Office. The application letter should describe the location and extent of the relevant bus lanes.

Motorcycle protocol for Tyne and Wear is that Bus Lanes should be at least the minimum preferred width of 4 metres or more, wherever possible, to allow motorcycles to use the lane without forcing either vehicle to encroach into the general traffic lane. A narrow bus lane with high bus flow rate increases this problem. The introduction of motorcyclists into such a bus lane could make the situation worse and increase the possibility of a motorcyclist moving into the general traffic lane to pass a bus, thus increasing the potential for conflict. Frequent bus stops can encourage last minute lane-changing by motorcyclists, resulting in a potential conflict with moving traffic in the general traffic lane. An assessment of bus stop positions should be carried out if this is a problem. Consideration should be given to bus stop lay bys and the potential conflict caused by some bus drivers pulling out of these without seeing a vehicle in the bus lane.

Taxis

Taxis are an important part of the public transport system.

Taxi protocol for Tyne and Wear is that, where their average occupancy in any particular area is higher than other vehicles during periods the bus lane is in force, it may be appropriate to allow them to use bus lanes.

Private Hire Vehicles

Private Hire Vehicles (PHVs) are not generally allowed to use bus lanes as, unlike a Taxi, they may not be readily identified for enforcement purposes. A number of authorities have been authorised by the Department of Transport to allow PHVs into their bus lanes as 'authorised vehicles; however. Gateshead Council are investigating the implications of seeking such authorisation (which would require amendment to signage). Further information will be circulated in due course.

Goods Vehicles

Goods vehicles carrying high-value goods, or goods which are important to the national economy, could, it is agreed, benefit from using bus lanes. However, the value of time of an average goods vehicle is no higher that that of other traffic, and the benefits to goods vehicles of using a bus lane are thus likely to be offset by delays to other traffic. There are, of course, some types of time-sensitive traffic where a case for priority could be made, but these would be almost impossible to identify clearly for signing and enforcement purposes.

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In some situations, where bus flows are too low to justify a lane exclusively for buses it may be that a combined bus and heavy goods vehicle lane would be worthwhile. In such circumstances introduction of the alternative 'No-Car Lane' option would be the preferred way forward.

Goods Vehicle protocol for Tyne and Wear would, if justified, lead to the creation of a No-Car Lane and the use of a 'No-Car Lane' sign following agreement of the DfT in respect of the experimental order and signing required.

Dial-A-Ride

Dial-A-Ride Services for Disabled People are provided in some areas using mini-buses where seats have been removed (or not fitted) in order to accommodate wheelchair users.

The protocol for Tyne and Wear for this type of vehicle is that, while some of these vehicles will not fall within the definition of a bus because they do not have enough seats, they should be permitted to use with-flow bus lanes if they can be defined adequately in the Order and recognised for enforcement purposes.

Coaches

Coaches are generally allowed within bus lanes as they provide an important long distance sustainable transport mode.

Tyne and Wear protocol for Coaches is that coaches will be allowed in the bus lane unless it can be shown that the provision is not required or that it would be unsafe to do so which has been indicated in a safety audit.

High Occupancy Vehicles

High Occupancy Vehicles (HOVs) carrying, say, three or more occupants have been provided with special lanes on freeways in the United States; in most locations there are grade-separated junctions and no frontage access. A limited number of lanes have been introduced into the UK including the M62/M606 between Leeds and Bradford.

The merits of introduction are briefly discussed in the DfT's Local Transport Note 1/97. It is stated therein that 'HOV lanes have generally been most successful where they have been constructed as an additional traffic lane, rather than reallocating an existing lane. The main advantage obtained from HOV lanes in the USA has been that they have encouraged car sharing by people who previously travelled by car alone, thus reducing the total amount of traffic. In the UK an HOV lane may encourage the rather different result of a switch to car sharing by public transport passengers. A clear understanding of the definition of an HOV and easy recognition of such a vehicle would be essential for enforcement purposes.'

There is concern that, during peak periods, the presence of HOVs may cause problems for bus operation and may result in an average increase in delay for

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commuters. The implications of introduction of an HOV lane should be rigorously assessed prior to any introduction.

HOV Tyne and Wear protocol is that, while there can be no general case for allowing HOVs to use bus lanes, there may be special situations where an HOV lane would be warranted. A comprehensive justification should be prepared in this circumstance and a policy on how such vehicles would be identified to allow enforcement would need to be agreed by all the Highway Authorities and Northumbria Police.

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Tyne and Wear Integrated Transport Authority

Date: 26 May 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 note the outline of the large project bid being prepared
- To delegate decision on its final content to a small group (Chair, Vice-Chair, Leader of Opposition) taking advice from Joint Transport Steering Group.

3. Objectives of the LSTF

3.1 Proposals to LSTF must meet both of the following objectives:

- Support the local economy and facilitate economic development, for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services
- Reduce carbon elision, for example by bringing about an increase in the volume and proposition of journeys made by low carbon, sustainable modes including walking and cycling

3.2 Proposals which in addition meet some or all of the following objectives will be

favourably considered:

- Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community
- Improve safety
- Bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction
- Actively promote increased levels of physical activity and the health benefits this can be expected to deliver

4. **Bid Progress**

- 4.1 Since March the task group has been meeting weekly in order to progress preparation of the bid. The group includes representatives of partner organisations, for example Living Streets and Sustrans.
- 4.2 A review of the evidence 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. These themes fit the objectives of the LSTF.
- 4.3 A 'Key Components' bid was submitted on 18 April based on tackling the school run. We will do this by delivering an integrated programme of walking, cycling, road safety and public transport initiatives, providing schoolchildren and their parents with safe and attractive alternatives to car use. The total package cost is £10.860M and we are seeking a contribution from DfT of £4.904M. The application (including a detailed list of measures and costs) is attached as Appendix A. The application and appendices are available on the Tyne and Wear LTP website.
- 4.4 The Key Components bid already submitted is an integral part of the large bid – it addresses the same priorities and enables an early start (September 2011) to be made on activity focussed on travel to school.
- 4.5 On 27 April the DfT released an Early Assessment and Sifting Tool (EAST). This tool is aligned with new Transport Business Case guidance published in April. This approach shows whether schemes:
- Are supported by a robust **case for change** that fits with wider public policy objectives – the 'strategic case'
 - Demonstrate **value for money** – the 'economic case'
 - Are **commercially viable** – the 'commercial case'
 - Are **financially affordable** – the 'financial case'
 - Are **achievable** – the 'management case'

- 4.6 A large number of ideas have been suggested for the main project. 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. Note proposals have to be tried and tested (for example as implemented in the demonstration towns) and there is little scope for innovation.
- 4.7 As the length of the bid is constrained to 20 pages we do not have space to give detail of each measure. We are therefore grouping the proposals under five main headings:
- Information / publicity / promotion
 - Access to employment
 - Congestion on main corridors
 - Cycling
 - Health
- 4.8 For access to employment we are considering:
- Sustainable access to main employment areas - promotion and improvement of sustainable access to main employment areas
 - Job Centre travel advisors/back to work support - provision of advice and support on travel choices for people returning to work
 - Independent travel initiative - working with people with mental or physical disabilities in order to overcome barriers to independent travel
 - Workwise - working with businesses in support of mobile/remote working initiatives, including working from home
- 4.9 For congestion on main corridors we are considering:
- VMS/car parking guidance - extension of systems providing guidance on location and numbers of spaces in local car parks
 - Travel information - provision of information to a variety of media, including real time public transport information
 - Car clubs - extension and expansion of existing car club provision to other parts of Tyne and Wear
 - Sustainable access to local centres - promotion of sustainable travel to local centres through audits, infrastructure improvements and publicity
 - Sustainable access to interchanges - improvements to pedestrian/cycle access to Metro stations and main public transport interchanges

- Active travel for local communities - a targeted community intervention typically located in deprived areas where ill health and worklessness are key issues. It offers a range of activities such as training volunteers as bike mechanics and walk and ride leaders.
- Smart ticketing - pre loading of smart cards in support of access to employment/travel to school initiatives. Also minor technical developments to Smartcard software/equipment to allow broader range of uses.

4.10 For cycling we are considering:

- Cycle infrastructure improvements - improvements to cycle route network and cycle parking provision
- Cycle hubs - Active Travel Centres incorporating a range of services/facilities including bike hire, servicing, storage, showers, changing and local route information. Can also act as the centre for outreach services such as cycle maintenance, GP referral schemes and National Standards training
- Community based repair and maintenance - community based project providing employment and skills development through repair and maintenance of bicycles.
- Community based route monitoring - use of volunteers to support the maintenance and improvement of cycle routes

4.11 For health we are considering:

- Tyne and Wear Active Travel Forum - development of local forum and associated initiatives aimed at promoting healthy and active travel. Based on North East Active Travel model.

4.12 At time of writing it is not possible to assign costs to each measure but we are working towards submitting a bid for support in the range £20M - £25M (excluding partner contributions) although this figure may need to be revised downwards in light of available funding.

4.13 The Bid will be subject to an independent review.

4.14 We are in discussions with the newly formed northern transport hub for DfT and DfT representatives for the northern region.

5. **Stakeholder engagement**

5.1 A workshop was held on 5 April to inform the 'Key Component' bid. Notes from the workshop were included as supporting evidence in the bid.

5.2 A second workshop will be held on Friday 20 May to inform the large bid (this will be repeated on Monday 23 May in the evening on request).

6. Timescales

- 6.1 Initial proposals for large projects 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.
- 6.2 A decision on the Key Components bid is expected at end June 2011, with start date for implementation September 2011.

7. Contact Officer (s)

- 7.1 Gary MacDonald, Chair of the Joint Transport Work Group, 0191 277 8971
Andrew Haysey, Chair of the LSTF Task and Finish Group, 0191 433 3124
Jessica Anderson, LTP Core Team Leader, 0191 211 6139

APPENDIX A: KEY COMPONENTS BID (18 APRIL 2011)

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Local Sustainable Transport Fund - Application Form

Applicant Information

Local transport authority name(s)*:

Tyne and Wear Integrated Transport Authority (ITA)



TYNE AND WEAR
INTEGRATED TRANSPORT AUTHORITY

Participating members: Gateshead Council, Newcastle City Council, North Tyneside Council, South Tyneside Council, Sunderland City Council and Nexus (Tyne and Wear Passenger Transport Executive)

Senior Responsible Owner name and position:

Mr Barry Rowland, Clerk to the ITA

Bid Manager name and position:

Dr Gary MacDonald, Chair of Tyne and Wear Joint Transport Working Group

Contact telephone number: 0191 2778971

Email address: Gary.MacDonald@newcastle.gov.uk

Postal address: Newcastle City Council
Regeneration Directorate
Strategic Housing, Planning and Transportation
Newcastle City Council
10th Floor, Civic Centre
NEWCASTLE UPON TYNE
NE1 8QN

Website address for published bid: <http://www.tyneandwearltp.gov.uk/lstf/>

SECTION A - Project description and funding profile

A1. Project name: An Active Future for Tyne and Wear

A2. Headline description:

This bid sets out a package of proven measures targeted on aiding economic recovery and reducing carbon emissions.

During school holidays, peak journey times reduce by over 25% on our main corridors. This underlines that "School Run" traffic is a serious contributor to congestion, affecting business growth and the environment.

By use of LSTF funding, combined with match funding from LTP and Third Sector Partners, we will deliver an integrated programme of walking, cycling, road safety and public transport initiatives, providing schoolchildren and their parents with safe and attractive alternatives to car use, benefiting the economy, the environment and health.

A3. Geographical area:

Tyne and Wear, covering the Local Authority districts of Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland.

A4. Type of bid (please tick relevant box):

Small project bids

Tranche 1 bid

Expression of interest for Tranche 2 (please complete sections A and B only)

Tranche 2 bid

Large project bids

Key component bid

Large project initial proposals

A5. Total package cost (£m): £10.860

A6. Total DfT funding contribution sought (£m): £4.904

A7. Spend profile:

£K	2011-12	2012-13	2013-14	2014-15	Total
Revenue funding sought	232	939	1,102	1,131	3,404
Capital funding sought	210	440	425	425	1,500
Local contribution	3,306	870	890	890	5,956
Total	3,748	2,249	2,417	2,446	10,860

A8. Local contribution

The full cost of our proposed package is £10.86m with a significant local contribution representing over 50% of the total. This local contribution comprises Local Transport Plan funding from all LTP Partners, plus funding from Sustrans and Living Streets. We attach letters from the latter two bodies confirming this commitment.

A9. Partnership bodies

In our bid to address “school run” traffic congestion, with benefits for the economy, carbon emissions and health, our key partners include:

Sustrans – National cycling charity – will deliver cycle to school and active travel to school measures

Living Streets - National walking charity - will deliver walk to school measures

Public Transport Operators, including Arriva and DB Regio (Metro) – will assist in delivery of public transport promotion measures

NHS North of Tyne – already helping to fund the FEAT 1st initiative and will assist in its wider roll-out

South Tyneside Primary Care Trust – will support the delivery of this bid

Gateshead Primary Care Trust – will support the delivery of this bid

Sunderland Teaching Primary Care Trust – will support the delivery of this bid and will assist in funding of sustainable transport initiatives during 2011

Example letters of support from the above bodies are attached.

SECTION B – The local challenge

B1. The local context

Background

Tyne and Wear comprises the five local authorities of Newcastle City, Sunderland City, Gateshead, North Tyneside and South Tyneside. These five authorities, together with Nexus, the local Passenger Transport Executive, collaborate on a joint Local Transport Plan, under the overall remit of Tyne and Wear ITA.

It is a largely urban region, with a strong local identity and rich heritage, that has faced the challenge of developing new industries to replace traditional large employers and which currently has a heavy reliance on public sector employment. The need to strengthen and broaden the local economy is a key challenge but other major concerns are the requirement to meet carbon reduction targets and high levels of deprivation and ill-health in some areas.

Delivering sustainable growth is fundamental to revitalising the local economy and creating a better quality of life. In addition, the partnership working and community involvement integral to our bid will also help to recapture community spirit and create a stronger society.

Land use policy seeks to underpin regeneration. This includes promoting recovery in local housing markets and building on the existing employment base of the area, whilst maximising the use of brownfield sites. Concentrations of employment include traditional centres, particularly the urban core of Newcastle/Gateshead and Sunderland city centre; long-established employment centres such as trading estates; and modern business parks. These are typically located close to major transport routes, notably the A1 and A19, and in some cases their developers have made considerable private sector investment in new public transport services and promoting non-car travel to businesses.

Managing congestion is a growing challenge on key corridors and there is concern from the local business community that this is impairing growth, a problem that will worsen if economic recovery generates an increase in traffic volumes.

Growth Plans (See map in Appendix 2A)

Local authorities in the region have designated a number of future housing growth sites, comprising:

Gateshead: MetroCentre, Gateshead Town Centre and Baltic Business Quarter

Newcastle: Newcastle Great Park, Scotswood, Walker and Gosforth

North Tyneside: Annitsford, Whitehouse Farm, Scaffold Hill, Wellfield and Shiremoor

South Tyneside: Cleadon Vale, Westoe Crown Village, Trinity South, Harton Grange, South Shields, Riverside Village and Hedgeley Court, Hebburn, The Copperfields, Boldon and Monkton Fell (north)

Sunderland: South bank of the River Wear from the A19 up to and including the city centre, a site to the west of Ryhope Village, and a number of smaller sites at Easington Lane, Hetton le Hole, and Houghton le Spring.

Planned employment growth sites include River Tyne North Bank, Cobalt and Balliol Business Parks, Newcastle Science City and Stephenson Quarter, Jarrow Staithes, Monkton Fell, Hebburn Riverside and Sunderland South Riverside (between the planned new Wear Bridge and the city centre) – as well as the centres of Newcastle, Gateshead, South Shields and Sunderland.

Future patterns of employment and housing growth pose particular challenges to the transport network in Tyne and Wear through:

- Increased congestion on key corridors. This will have implications for the prospects for promoting economic growth and cutting carbon emissions; and

- The need to provide effective sustainable access to peripheral employment areas. Again this will be important in curbing congestion and supporting regeneration, as well as reducing carbon emissions.

We have a rich evidence base to help us target our interventions. Thus, in identifying which schools will be targeted for the initiatives set out in this bid, special attention will be given to schools located near to housing or employment growth sites, to ensure that growing congestion does not affect the economic vitality of these sites.

Local Transport Plan

Tyne and Wear's new LTP (available at <http://www.tyneandwearltp.gov.uk/>) sets out how, in partnership with other agencies, transport policy can contribute to the delivery of sustainable growth, creating jobs and prosperity, while at the same time decarbonising transport, reducing its environmental impacts and encouraging new low carbon industries.

In support of the above, the LTP identifies both supporting regeneration and tackling carbon emissions as key themes for its strategy over the next 10 years, with an emphasis on improving public transport, walking and cycling. Widespread consultation with public and private stakeholders, and with the Third Sector, has revealed strong and consistent support for this approach. The Local Enterprise Partnership (LEP) for the North East recognises the importance of transport and communication for the area, identifying it as one of the main themes for the LEP to tackle.

The Local Sustainable Transport Fund represents an ideal opportunity to build on and complement existing measures and investment programmes.

B2. Evidence

The main objectives of the Local Sustainable Transport Fund are of particular importance to Tyne and Wear because:

Economic Growth - The area suffers from persistently high levels of unemployment and deprivation, with the unemployment rate some 50% above the national average. Levels of public sector employment are also exceptionally high, at 27% in Tyne and Wear compared with the national average of 20%; (see Appendix 2B)

Carbon Emissions - In spite of relatively low car ownership levels, carbon emissions from transport are above the national average as a proportion of total emissions; and

Active Travel - The 2010 Access to Tyne and Wear Study identified cycling levels as being the lowest in England in spite of typical journey lengths (see below) being well suited to cycling. Only 1.2% of children cycle to school (see Appendix 2C) and only 1.7% of people cycle to work (see Appendix 2D).

Furthermore, in comparison with the rest of the UK, Tyne and Wear currently has:

* A low level of car ownership (but it is rapidly growing). 36% of households have no car available and this is forecast to fall to 32% by 2021. The forecast increase in the total number of cars is over 65,000 or 14%. (see Appendix 2E)

* Serious problems with congestion at a number of key locations, particularly affecting main employment areas. Journey times are significantly higher during term times. During school holidays, peak journey times reduce by over 25% on our main corridors. (see Appendix 2F and the Tyne and Wear Congestion Reduction Plan at <http://www.tyneandwearltp.gov.uk/documents/congestion-reduction-plan-2008/>)

* High levels of public transport use. 18% of children travel to school (see Appendix 2C), and 23% of people travel to work, by public transport. (see Appendix 2D)

* Poor levels of public health, obesity and life expectancy. Rates of cancer, heart disease, suicide, alcohol intake and obesity are all much higher in the North East than the national average. (see Appendix 2G)

* A large number of relatively short journeys being made. 88% of journeys are less than 5 miles in length and 53% of these are made by car. (see Appendix 2H)

* 97% of children aged 5-10 and 92 of children aged 11-15 live within three miles of their school. 85% of children who travel to school by car live within three miles of their school. (see Appendix 2C)

The above evidence points towards:

- Significant future increases in car use, and hence congestion. Modelling work undertaken for the LTP suggested that average peak hour traffic speeds on the main radial routes will decrease by 15% in the next 10 years; (see Appendix 2I)

- Further increases in levels of carbon emissions and a failure to meet carbon reduction targets; and

- Reduced levels of physical activity with a consequent worsening in public health and obesity.

Motorised “school run” traffic is a major contributor to our congestion and carbon problems and this is likely to increase unless we can reverse the trend towards young people being driven to school.

More positively, the high volume of short journeys being made suggests it should be possible for many of these to be carried out by more sustainable modes such as walking and cycling. It is addressing these short journeys that is the focus of this Key Components bid.

The region’s integrated and well-used public transport network is also a key asset and lends itself well to “Smarter Choices”-type promotional activities. There is therefore potential to achieve a significant shift away from single-occupancy car use to other modes, provided they provide a high-quality travel experience supported by positive

marketing. In particular, we will seek to promote greater public transport use for journeys of more than 5 miles.

This background evidence has helped to inform our Key Components bid, which aims to reduce congestion and carbon emissions by targeting a particular section of the population which is open to changing its mode of travel. This is shown by:

- Surveys which indicate a very high level of suppressed demand amongst young people to be allowed to cycle to school (as high as 50%);
- Interventions of the kind proposed in the bid have proved very successful in realising change (see D1 below);
- Increasing awareness amongst parents, schools and the medical profession of the importance of physical activity for young people.

B3. Objectives

Based on the evidence base outlined in B2 above, Tyne and Wear's new LTP identifies three main objectives:

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

Recognising present budgetary challenges, the LTP focuses on measures to reduce the need to travel and to make optimum use of existing networks. Road safety continues to be a high priority and we are developing a new marketing strategy that will bring all our existing promotional campaigns together, under one cohesive brand. These schemes are underpinned by a number of major new investments, including Metro Re-Invigoration, Smart Ticketing, UTMC and the region's continued development of Low-Carbon Vehicle Infrastructure.

We believe our strategy to be a pragmatic, yet visionary, one in the light of fiscal constraints that aims to deliver the stated objectives of alleviating congestion, reducing carbon emissions and helping people move around the region more safely and sustainably.

Our planned LSTF large project bid (to be submitted in June) aims to enhance and support the above goals by addressing three key areas;

- Improving sustainable access to key employment/growth sites;
- Managing congestion on key corridors; and
- Promotion of walking and cycling.

Key Components

Our Key Components bid comprises a package of measures targeted on reducing the motorised "School Run" traffic that impacts on public transport journey times and on

the problems experienced at our congestion hotspots. LSTF funding, combined with match funding from the LTP, the private sector and Third Sector Partners, can assist us in the rapid introduction of an integrated programme of walking, cycling, safety and public transport initiatives, providing children and their parents with safe, healthy and attractive alternatives to car use.

We anticipate that delivery of these measures over the next four years will have substantial congestion benefits, enabling essential passenger and freight trips by road to be carried out more quickly and easily, with major benefits to the economy. Public transport will become more attractive by speeding up bus journeys, not only encouraging modal shift but also reducing costs for our three main local bus operators, who are important private sector employers in the area. Finally, there will be great benefits for air quality, a reduction in carbon emissions, and improvements to young people's health and levels of obesity.

Approval for this bid will enable us to make an early start on delivery of these measures and will help to address two of the three key areas of our large project bid, these being the relief of congestion and the promotion of cycling and walking. The third key area, improving sustainable access to key employment/growth sites, will be targeted by a number of specific measures in the large project bid.

We have submitted a key components bid for three reasons; firstly, we believe the measures we have outlined are capable of rapid implementation and therefore wish to begin to realise the benefits as soon as possible; secondly, some of our match funding will not be available after 2012, so by starting work now, we can maximise the resources devoted to these initiatives; and finally, we have partners ready and able to help deliver our programme with immediate effect.

To summarise our proposals:

- They will benefit the **economy** by reducing congestion and making journey times more reliable and predictable
- They will reduce **carbon emissions** by increasing the proportion of journeys made by low-carbon sustainable modes
- They will improve **safety** by addressing safety concerns around school entrances and by reducing the volume of motorised traffic at the start and finish of the school day
- They will improve **air quality** and reduce noise, as motorised journeys are replaced by more sustainable modes
- They will deliver increased levels of **physical activity** amongst young people with significant health benefits

SECTION C – The package bid

C1. Package description

The tried and tested methods we are using to achieve our objectives are as follows:

Walking to School

Walk Once a Week (WoW) is a year-round walking promotion scheme, targeting the 5-11 age group. It encourages parents and pupils to walk to school at least once a week throughout the school year. Children record how they travel to school, on a class wall chart. If they walk at least four times a month, they receive a badge, all of which are highly collectable. The average participation rate for WoW has been between 62% and 65% and recent results in North Tyneside show an increase of 20% to 30% in children walking to school, this result being achieved in January, despite adverse weather conditions.

Free your Feet is a whole school walking challenge week, focused on 11-16 year olds, which has been shown to create a sustained increase in walking (after the promotional week) by up to 15% in secondary schools. The school is provided with promotional resources (banners, posters, a film and a PowerPoint presentation). Pupils who record their walking minutes over one week are entered into a prize draw to win a shopping voucher, with one winner at every school. Success is measured through hands-up surveys.

The **Campaign in a Box** toolkit is also aimed at 11-16 year olds and provides young people in school or youth work settings with resources to help them explore the barriers to walking in their area, and deliver a campaign to improve their streets, get more young people walking, and present their ideas to decision makers. Each group has their own 'blog' page, where they can share their campaign with the world, and they are supported by an adult mentor.

Cycling to School

Bike It is a practical project that will deliver an intensive promotion/educational programme to roughly 60 schools a year. The number of schools supported by the Bike It Officer increases each year as schools progress through the programme and become less dependent on the project officer. The project seeks to raise awareness, develop skills and encourage children to take action in their own lives and increase the number of school journeys undertaken by bicycle.

During the first year the Bike It officer leads by example by hands-on delivery of practical sessions and activities assisted by the school, leaving a legacy of experience and knowledge that will enable the school to continue with their own Bike It programme in future years.

Bike It is much more than a method of achieving increased participation in cycling activities or events and each Bike It officer will develop a programme of activities (in consultation with schools and partners) that can offer a wealth of additional benefits to children and the school.

Balance Bikes are small pedal-free bicycles aimed at nursery-age children who are not yet ready to move up to a pedal bike. They have been trialled with excellent

results in two schools in South Tyneside and it is proposed to roll them out more widely, to get children into the habit of cycling from an early age.

Active Travel to School

FEAT (Families Enjoying Active Travel) 1st is currently operating in Wallsend in North Tyneside, funded by the North of Tyne Primary Care Trust. It builds on the highly successful 'Bike It' project currently in operation in Gateshead, South Tyneside, Northumberland, Stockton and Darlington. However, FEAT 1st includes walking to school and, perhaps more significantly, engages directly with parents to deliver a 'whole family' change in travel behaviour. Capacity building within the school community through a unique training programme will create a skilled resource of teacher / parent champions who will be able to independently support a culture of cycling and walking to school at the end of the intervention.

Specific aims are:

- * To increase the confidence and enthusiasm of pupils to cycle and walk - primarily on the school run, but also increase physical activity in leisure time; and
- * To engage parents in the cycling and walking activities of their children, both to support pupils' enthusiasm for cycling and to positively benefit the activity levels of parents themselves.

Children and Public Transport

Promoting Public Transport

Nexus currently have a strategy for marketing the use of public transport to schoolchildren aged between 5 and 16, which involves:

- * Promotion of public transport to schoolchildren in transition to a middle or secondary school (with publicity distributed via school travel plan officers); and
- * Wider marketing of the Under-16 'Child All Day' ticket at locations where children may congregate, such as sports or music events or venues.

It is proposed that Nexus build upon this by:

- * Increasing the amount of marketing of public transport directly through schools:
- * Marketing directly to parents via the schools, including the investigation of 'Personalised' marketing, with relevant monitoring;
- * Seeking to create a 'public transport champion' school network, which will help with sustainability of the scheme after 2015; and
- * Generally extending the reach of the wider public transport marketing into youth groups/centres, etc.

Child Training on Public Transport

Children nearing the transition to secondary school at the end of year 6 will often be unused to travelling by public transport by themselves. Introductory sessions to children at this stage have been successful in ensuring they have the necessary skills and confidence to use buses and the Metro by themselves. LSTF funding will allow further appropriate introductory sessions to be given.

Safety

Child Pedestrian Training

“Tomorrow’s Roads Safer for Everyone” targeted, by 2010, a 50% reduction in the number of child pedestrian casualties compared with the average for 1994-98. The target was achieved in the previous year, 2009, and this was in no small way due to the undertaking of practical child pedestrian training. Evaluations have shown that, compared to pupils who have not received practical training, those trained showed a greater awareness of staying safe as a pedestrian. Practical child pedestrian training falls within the Healthy Schools directive section 3.7 which relates to pedestrian and cycle skills training being made available for children, young people, staff and within sections 4a, 5b, and 6a of Ofsted’s self evaluation. The pedestrian training is also consistent with the aims and outcomes of ‘Every Child Matters’.

As all five authorities within the Tyne and Wear area have embraced pedestrian training, with the majority using the Kerbcraft model, we propose to use LSTF funding to assist in achieving a more co-ordinated approach across the area. Having a Child Pedestrian Training Co-ordinator in each of the five local authorities would ensure the targeting of local issues in relation to child pedestrian casualties through intelligence and data.

The programme would be supervised overall by a Pedestrian Training Supervisor, who would be responsible for overseeing the training to ensure that a consistent and targeted programme is delivered in each authority. The Training Supervisor would also be responsible for monitoring, evaluation and information gathering.

In line with the Government’s “Big Society” philosophy, volunteers would be recruited through schools, on a local basis, to assist the Co-ordinators with the day to day training of the children.

Parking around Schools

This aspect of the bid would build on existing interventions in Tyne and Wear aimed at improving road safety by addressing problem parking in the vicinity of schools. Additional enforcement, information and promotional activity would take place, for example through the use of bespoke banners, camera cars or allowing parking in existing nearby car parks (e.g. attached to pubs, supermarkets etc.) with improved connecting walking routes to the school.

In addition, the widespread rollout of 20mph zones in residential areas throughout Tyne and Wear should also enhance safety all residents, including young people travelling to school.

Travel Matters

TravelMatters (www.travelmatters.org.uk) is a web resource, recently developed in Tyne and Wear, that has already proved highly popular. It is dedicated to promoting sustainable travel to Key Stage 2 pupils via the classroom. It was created to take account of the need for widespread dissemination of the relevant messages and contains ready-to-use resources for teachers to download. As such, it is an efficient and economic way of promoting sustainable travel to pupils.

TravelMatters' resources give pupils (and teachers) information, motivation and practical ideas for travelling sustainably. They fit neatly into existing subject areas, thus aiding busy teachers by not only removing the need to create specific materials for the purpose of promoting sustainable travel but also offering high quality resources that help deliver the curriculum. The site also offers an appealing interactive area for pupils.

Recently launched in Gateshead TravelMatters already has over 50% of local primary schools registered as users. LSTF funding would allow the extension of this resource throughout Tyne and Wear, and enable further development and marketing to schools within the area.

The curriculum approach to promotion of sustainable travel, which TravelMatters provides, underpins all other proposals in this bid. It was developed by School Travel Advisers in response to years of experience of trying to promote sustainable travel from the outside; it is an approach which hinges on internal promotion, where these messages are seen by school communities as an integral part of the school's ethos and day-to-day running. The TravelMatters website can form a hub where information on all other initiatives could be distributed; for example, there are plans for all materials to support the training of Year 6 pupils in use of public transport to be placed on the site.

Links to Schools

This funding will be used to improve cycle and pedestrian access to schools and places of education, encouraging sustainable travel. As well as route improvements, either on road with cycle lanes or off-road with new paths, the work will involve safer crossings often using toucans or road tables, and signage to make schools more easily accessible by foot and bike. There are benefits not just for schools, but also for the wider community since these links also provide access to workplaces, shops and green spaces.

Grants to Schools

These are intended to carry out improvements on the school site, in order to support sustainable travel.

For most schools, this will be extra cycle storage but other elements might include parent waiting shelters, new paths on the school site, pool bikes (particularly in more deprived areas), trailers, and tools / spare parts for maintenance once the school has committed to developing and sustaining a cycling culture.

Marketing

Our Local Sustainable Transport Fund proposals are consistent with the wider objectives of the Tyne and Wear LTP3 and help to build on and support initiatives developed within the LTP3 strategy. To support LTP3, the development of a comprehensive and cohesive marketing strategy is underway. Our marketing plan for LSTF will be a sub-element of the main LTP3 marketing strategy, using a consistent brand to promote the bid to the relevant stakeholders and audiences.

We recognise that it is not desirable to simply build new infrastructure and hope people will use it. We must ensure our initiatives and schemes are positively marketed as a holistic package that seeks to change people's travel behaviour.

Summary

The illustration in Appendix 3 depicts how these measures would work at a typical school, addressing a variety of journeys of differing lengths and offering young people and their parents an attractive range of alternatives to car use – resulting in benefits to the local economy as well as reductions in carbon emissions, increased physical activity and improvements to safety. Our range of interventions are also transferrable across all areas of Tyne and Wear.

C2. Package costs

1 Walk Once a Week (primary)	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	13	123	147	172	455
	Capital	0	0	0	0	0
	Local contribution	9	0	0	0	9
2 Campaign in a Box (secondary) / Free your feet	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	40	88	87	91	306
	Capital	0	0	0	0	0
	Local contribution	0	0	0	0	0
3. Bike It	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	0	250	250	250	750
	Capital	0	0	0	0	0
	Local contribution	130	50	50	50	280
4 Balance Bikes (nursery)	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	0	0	0	0	0
	Capital	0	20	5	5	30
	Local contribution	0	0	0	0	0
5 FEAT 1st	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	0	190	330	330	850
	Capital	0	0	0	0	0
	Local contribution	70	20	20	20	130

6 Promotion of Public Transport	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	20	30	30	30	110
	Capital	0	0	0	0	0
	Local contribution	50	30	30	30	140
7 Child Pedestrian Training	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	49	98	98	98	343
	Capital	0	0	0	0	0
	Local contribution	42	0	0	0	42
8 Parking at schools	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	20	50	50	50	170
	Capital	10	20	20	20	70
	Local contribution	50	0	0	0	50
9 Travel Matters	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	20	20	20	20	80
	Capital	0	0	0	0	0
	Local contribution	21	20	20	20	81
10 Links to Schools	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	0	0	0	0	0
	Capital	200	350	350	350	1,250
	Local contribution	2,674	500	500	500	4,174
11 Grants to Schools	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	0	0	0	0	0
	Capital	0	50	50	50	150
	Local contribution	20	0	0	0	20
12. Marketing / promotion	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	50	50	50	50	200
	Capital	0	0	0	0	0
	Local contribution	200	150	150	150	650
13. Project management	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	20	40	40	40	140
	Capital	0	0	0	0	0
	Local contribution	40	100	120	120	380
GRAND TOTAL	£k	2011-12	2012-13	2013-14	2014-15	Total
	Revenue	232	939	1,102	1,131	3,404
	Capital	210	440	425	425	1,500
	Local contribution	3,306	870	890	890	5,956
Total package value		3,748	2,249	2,417	2,446	10,860
<i>Total bid to DfT</i>		<i>442</i>	<i>1,379</i>	<i>1,527</i>	<i>1,556</i>	<i>4,904</i>

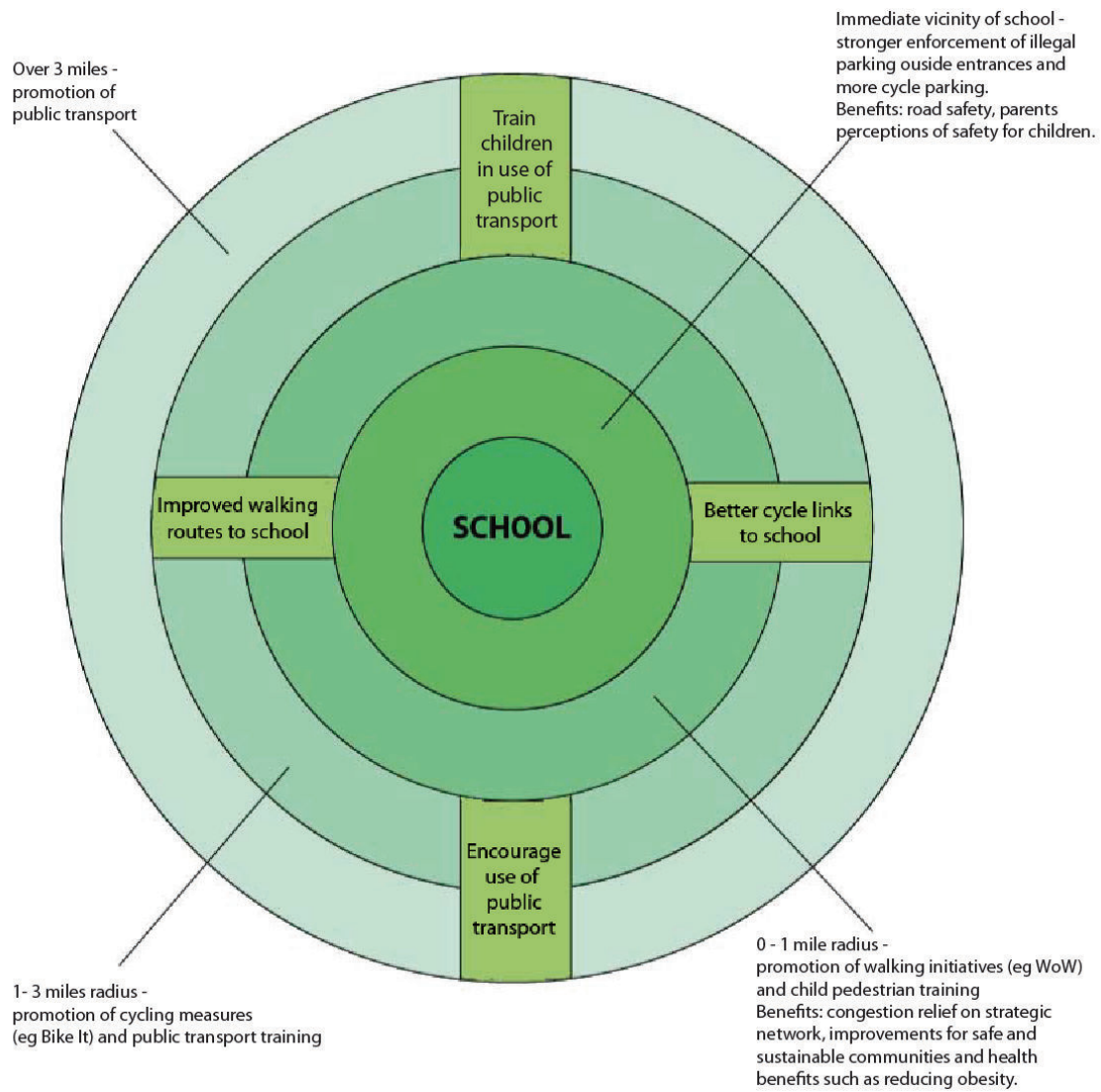
C3. Rationale and strategic fit

The measures in this bid represent a coherent package that, by incorporating walking, cycling and public transport initiatives, can address all types of school journey, from those who live close to the school to those who live some distance away.

They are underpinned by practical measures, such as more cycle parking around schools and improvements to walk/cycle routes, and by action to improve enforcement of indiscriminate parking around school entrances, as this represents a deterrent and possible safety hazard for those young people who wish to walk or cycle to school.

Our measures are consistent with the policies set out in the Local Transport Plan, which places great emphasis on the promotion of active travel and on the need to create neighbourhoods that are walk- and cycle-friendly, as well as the Sustainable Modes of Travel to Schools strategies that are in place in every district. There is no negative impact on other groups or communities – even those communities not directly affected by these proposals should benefit from an overall lessening in congestion and the wider environmental benefits from reduced road traffic. Whilst these measures will relate only to schools within Tyne and Wear, where schools are located close to the boundaries with Northumberland and Durham, there should also be congestion benefits in those areas.

The illustration below summarises our approach and how the proposals form a coherent package.



C4. Community support

A workshop event was held on 5th April 2011, in which many community related organisations were informed about the LSTF, and involved in discussions on the 'Key Components' and main bid submissions. 32 organisations with a wide range of interests attended the event (see Appendix 4 for the full list), including those representing pedestrians, ramblers, cyclists, older people, and people with disabilities, the Community Transport Association, Confederation of Passenger Transport, and the North East Combined Transport Activists Roundtable. Comments made have been given consideration in making this application. The majority of those who attended the meeting expressed their wishes to be actively involved in producing the main bid proposals (to be submitted in June).

Existing initiatives such as Bike It and Walk Once a Week have generated significant community support in those areas where they have been introduced, as letters from schools demonstrate. We will also engage with the newly-formed ITA Youth Council, a representative group of young people interested in sustainable travel who will assist in promoting our activities amongst their cohort.

We have also had 18 letters of support for this bid, including letters from a bus operator, primary and secondary schools, the health sector, and national walking and cycling charities. The North East Chamber of Commerce, the Tyne and Wear Development Company and NE1 have also endorsed our bid on behalf of the business community, recognising the economic benefits from reduced congestion as a result of our proposals.

Examples of some of these letters of support can be viewed in Appendix 1.

SECTION D – Value for money

D1. Outcomes and value for money

The travel to school package has been developed as an integral element of a wider approach which seeks to tackle the main challenges for the transport system in Tyne and Wear in supporting future economic growth while tackling carbon emissions. With over 400 schools within Tyne and Wear, this represents a major and focused potential market for the promotion of sustainable transport.

The importance of addressing school travel as part of the approach towards supporting the economy and cutting carbon is recognised in the White Paper 'Creating Growth, Cutting Carbon' (Ref 1, Section 5)) which suggests an annual return of £600 for each pupil making the shift from travelling by car to walking and cycling. This builds on the findings of the Sustainable Travel Towns demonstration project which concluded: "Interventions targeted at school ... travel are likely to have been especially beneficial because of their effect on peak hour trips" (Ref 2, Section 9.1). Evidence suggests that, overall, a typical local authority can achieve a benefit to cost ratio of 4.6:1 in its approach towards tackling school travel (Ref 3).

The package proposed has been developed to encompass use of all potential sustainable modes, backed up by marketing, and supported by measures to tackle traffic-related problems around schools. This integrated approach means that all aspects of the journey to school can be addressed, enabling synergies to be developed; for example, between dealing with parental concerns about parking and safety problems outside schools and introducing initiatives to promote walking and cycling. Evidence from elsewhere (Ref 2, s10.2) indicates that, where a variety of measures are implemented under a common branding, changes in behaviour are due to the combined impacts from more than one initiative. Action is proposed for children of all ages, although the main focus is on primary school, as habits and attitudes developed here will transfer naturally to secondary education.

The core elements of the package are based on well established measures of proven effectiveness:

- * Measures aimed at increasing levels of cycling are based on the proven Bike It initiative. Local experience in Gateshead and South Tyneside has seen major increases in cycle use at Bike It schools, typically increasing the numbers cycling to school from an average of 2% to over 10%. The cost of delivering Bike It is estimated at about £20 per child. As an expansion of the Bike It philosophy 'FEAT 1st' is anticipated to provide a similar, if not greater level of benefit;

- * Proposals for increasing levels of walking are similarly based on the established Walk Once A Week scheme. This typically sees an increase in levels of walking from 51% of primary school children to 59%. This is complemented by the 'Free Your Feet' initiative aimed at Secondary Schools, which has been shown to increase levels of walking by up to 15% and the related 'Campaign In A Box';

- * A national review of pilot child pedestrian training projects (4) found strong evidence of the positive impact of training in improving skills. The costs per child lay in the range £28–99 per child, with six local authorities having costs below £40;

- * Experience in Tyne and Wear has shown the benefits of providing introductory training for children in the use of buses as they near the end of primary school. This is a low cost intervention which has been supported by Nexus and local bus companies. Supplementing this with incentives to public transport will provide support for children at the age when they are starting to use buses independently for the first time;

- * Illegal parking outside schools at busy times is a major problem which in the past has been very difficult and expensive to enforce. Trials of enforcement using a mobile vehicle fitted with an approved camera have shown that this can be a much more effective and cost-effective approach, with a second such vehicle recently having been ordered for use in Tyne and Wear;

- * Evidence from the Sustainable Travel Towns (Ref 2, s10.2) emphasises the value of effective marketing and promotion in delivering the package. In the context of this package, this includes the provision of the 'Travel Matters' web based curriculum material for schools, and individual grants as part of the strategy for their engagement (Ref 2, s6.2).

Further evidence of the value for money of these measures to the area is demonstrated by the fact that, despite the current severe financial constraints, most of them operate to some degree already in Tyne and Wear. Bike It, Feat 1st, Walk Once A Week, Travel Matters, child pedestrian training and initiatives tackling illegal parking at schools are all operating successfully in parts of the area. LSTF funding provides the means to widen the scope of these proven measures to encompass the whole of Tyne and Wear.

Finally, independent review of our proposals (See Appendix 5) suggests that, when fully completed, they can deliver the following key outcomes:

- * **2.4% reduction in car trips in the morning peak**
- * **A reduction of 1.72m person trips per annum**
- * **A saving of 464,000 vehicle miles**

These outcomes will deliver major benefits for the economy and the environment and, in the process of achieving them, our young people (as well as their parents) will become healthier and more active. Furthermore, it has not proved possible in the time available to model all of our proposed measures, so we would expect the total package to produce even greater results.

References:

- (1) Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen. White Paper published by the Department for Transport, January 2011.
- (2) The effect of smarter choices programmes in the Sustainable Travel Towns: summary report. Report to the Department for Transport, February 2010.
- (3) Soft measures - hard facts: the value for money of transport measures which change travel behaviour: a review of the evidence. Various, January 2011.
- (4) Evaluation of the National Network of Child Pedestrian Training Pilot Projects, DfT, 2008

D2. Financial sustainability

The projects have been identified with a view to maximising the likelihood of benefits and activities being sustained beyond the Fund period. In particular:

- * They are all extremely scaleable in nature, meaning that they could be adapted to varying levels of funding;
- * They are all highly consistent with local policy and so in a good position to compete for available funding in future;
- * Many of the measures (including Bike It, Walk Once A Week and Child Pedestrian Training), are already operating to some extent within Tyne and Wear, and valued locally as such. The bid proposal is to expand these to enable a wider coverage of projects whose benefits are already recognised;

* Initiatives such as Bike It and Walk Once A Week aim not simply to deliver training, but also to embed a culture of cycle use and walking within schools, ensuring that, even if funding were to cease, the benefits would continue. For example, the Bike It initiative encourages schools to take part in the School Mark award which recognises the continued promotion of cycling.

Targeting children and providing them with the skills to use sustainable transport modes will mean they have a basis of knowledge and confidence to support their continued use as they grow older.

SECTION E – Deliverability

E1. Implementation

The Tyne and Wear Integrated Transport Authority (ITA) will be the body with overall responsibility for managing delivery of the bid. It will consider regular reports on progress in delivering the package, having particular regard to issues affecting the overall balance of the package, and their implications for delivery of the main policy aims and outcomes.

Senior manager supervision of the programme will be carried out by the Tyne and Wear Joint Transport Steering Group, comprising Heads of Service from all 6 LTP Partners.

Operational and technical matters will be overseen by a Programme Board. This will include:

- * Appropriate senior officers from Tyne and Wear districts;
- * Representation from the main delivery partners in the bid (Sustrans and Living Streets);
- * The Programme Manager.

The Programme Board will, in particular, have overall responsibility for:

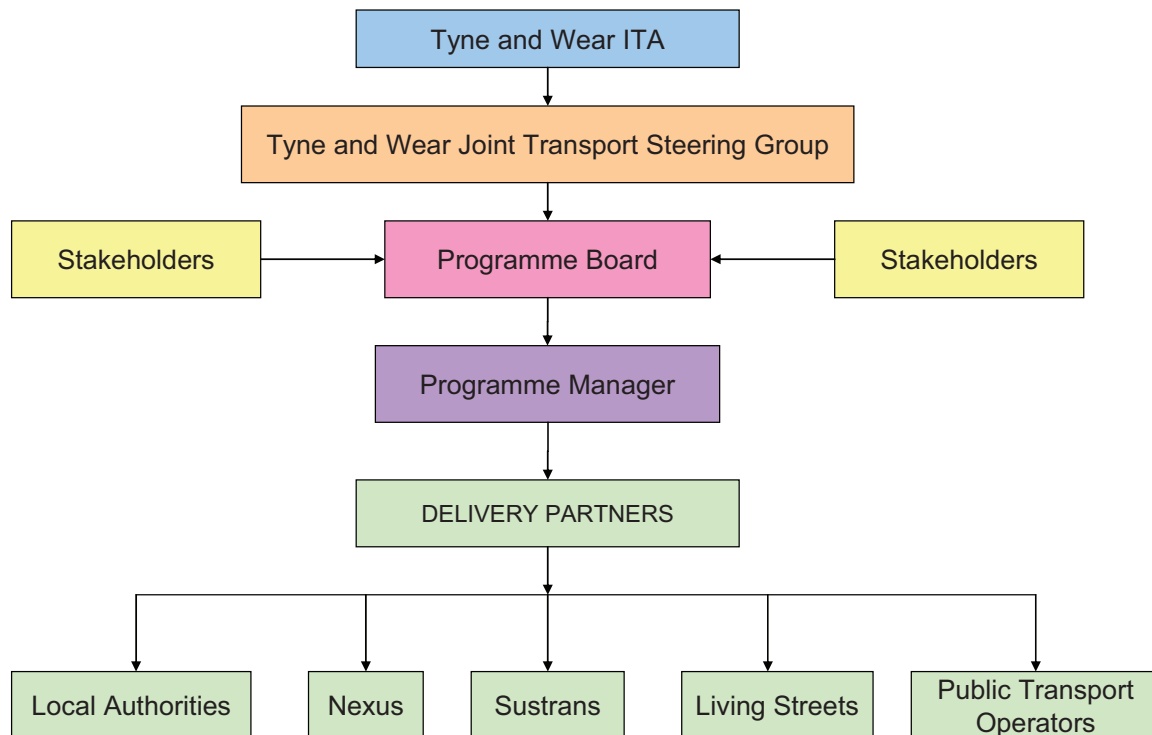
- * Reporting progress to the ITA;
- * Identifying risks to effective delivery and ensuring appropriate corrective action;
- * Monitoring spend, delivery of outputs, outcomes and ensuring appropriate evaluation frameworks are in place.

Day to day delivery of the package will be co-ordinated by the Programme Manager. They will maintain the information and monitoring systems needed to provide reports to the Programme Board and deal with day to day liaison, co-ordination and problems affecting the project. They will also act as the main point of contact with the Department for Transport.

The Governance arrangements outlined above are aimed at ensuring inclusive involvement in management of the project while maintaining organisational simplicity, clarity of responsibility and appropriate links to wider policy and programmes. It will provide a similarly effective basis for management of the main bid of which this package is a key component.

The figure below summarises our governance proposals:

Governance and Project Reporting Arrangements



E2. Output milestones

All figures shown below are cumulative, unless stated otherwise.

1a. Walk Once a Week (primary)	2011-12	2012-13	2013-14	2014-15
<i>Total schools involved</i>	50	100	150	200
<i>Intensive support</i>	0	10	10	10
2. Campaign in a Box (secondary)	2011-12	2012-13	2013-14	2014-15
<i>Campaign schools (per year)</i>	2	5	5	5
2b. Free Your Feet	2011-12	2012-13	2013-14	2014-15
<i>Schools involved</i>	10	30	35	40
3. Bike It	2011-12	2012-13	2013-14	2014-15
<i>Total schools involved</i>	12	60	90	120
<i>Children engaged</i>	2400	12000	18000	24000
<i>School champions trained</i>	12	60	60	60
4. Balance Bikes (nursery)	2011-12	2012-13	2013-14	2014-15
<i>District provision</i>	1	5	5	5
5. FEAT 1st	2011-12	2012-13	2013-14	2014-15
<i>Total schools involved</i>	3	6	9	12
<i>Children engaged</i>	600	1200	1800	2400
<i>School champions trained</i>	15	30	30	30

6. Promotion of Public Transport <i>Proportion of children travelling to school by public transport (currently 18.3%)</i>	2011-12	2012-13	2013-14	2014-15
	19%	20%	22%	22% +
7. Child Pedestrian Training <i>Number of children trained per year</i>	2011-12	2012-13	2013-14	2014-15
	15,000	15,000	15,000	15,000
8. Parking around schools <i>Campaigns undertaken per year</i>	2011-12	2012-13	2013-14	2014-15
	30	75	75	75
9. Travel Matters <i>Primary/First/Middle Schools registered to use Travel Matters resources</i>	2011-12	2012-13	2013-14	2014-15
	100	150	200	250
10. Links to Schools <i>Schemes delivered per year</i>	2011-12	2012-13	2013-14	2014-15
	8	8	8	8
11. Grants to Schools <i>Schemes delivered per year</i>	2011-12	2012-13	2013-14	2014-15
	4	10	10	10

E3. Summary of key risks

Risks to delivery of the project in general have been minimised through:

- * Basing the project on established initiatives, many of which are already underway within Tyne and Wear;
- * Use of experienced third party delivery partners where appropriate;
- * Development of effective project management structures (see question E1).

The table attached as Appendix 6 provides a more detailed analysis of risks associated with the project and proposals for minimising these.

E4. Project evaluation

We are happy to co-operate with the Department for Transport in evaluating the benefits of the Fund programme.

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Tyne and Wear Integrated Transport Authority

26 May 2011

New Tyne Crossing - Construction Progress Report

REPORT OF NTC PROJECT DIRECTOR

1. Synopsis

- 1.1 This report provides an overview of progress made on the construction and the preparation for certain key events to come since the last meeting of the Authority. Progress photographs will be available at the meeting.

2. Recommendations

- 2.1 The Authority 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 - opening of the new tunnel (Revised to 4 February 2011 – actual 25 February 2011)
PTU2	3 December 2011 – opening of refurbished existing tunnel
Completion	3 December 2011

4. Progress – Since March 2011

4.1 Programme

Work began on the refurbishment of the existing vehicle tunnel on 28 February 2011. On 7 April 2011 the contractor submitted a detailed construction programme for the refurbishment of the existing tunnel, construction of the north-bound tolls plaza, construction of the cover structure (replacement for the old sun visor structure in the Stothard Street area), landscaping and other works. This programme maintains the target date for Completion at 3 December 2011 and provides for the Emergency Exercise to be undertaken on 8 November 2011.

4.2 New North Approach Works

The old control room on the 3rd floor is being decommissioned and the space will be used as office accommodation. The existing workshops refurbishment is now complete. The toll plaza equipment has been decommissioned and the toll booth structure and the original road have all been removed. Following this the earthworks have commenced and the foundations for the new toll canopy constructed. Adjacent to the new toll plaza the construction of the drainage swale and the revised access to the north extract building are well advanced. There are a number of 'snagging items' associated with the new tunnel to be addressed.

4.3 South Approach Works

Reinstatement of the river wall is advanced. Earthworks to prepare the finished form of the land between the river and Chaytor Street are nearing completion. The new Ferry Street extension road is nearing completion. The new Tyne Pedestrian & Cyclist Tunnels car park is complete. Work on the construction of the new roundabout on Chaytor Street is being held till the summer school holidays to minimise impact on traffic. Seeding and tree planting in the landscaped areas is ongoing over the tunnel between Salem Street and Tyne Street. The new Friar Way link road will stay closed to traffic pending the completion of the new roundabout on Chaytor Street to avoid it being used as a 'rat run'. The construction of the linear footpath/cycleway is ongoing.

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

4.4 South Junction Works

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. The barrier has been increased in height at the east end to help further ameliorate the visual impact of the loop road to the Epinay Walk houses. Earthworks to the south of the junction for the installation of the drainage pond are ongoing. Construction of the new structures, widening and refurbishment of the existing structures to the east of the roundabout is ongoing. The new local road roundabout under the 'Shell' bridge is being used in part of the A19 temporarily. Traffic diversion for local traffic on Church Bank is still in operation.

4.5 Existing Tunnel Refurbishment

Work on the refurbishment of the existing tunnel commenced shortly after the commissioning of the new tunnel on 26 February 2011. Demolition of the north portal sun visor structure was undertaken on 5th – 6th March. This was followed by the demolition of the raised walkways within the tunnel each side of the carriageway.

Within the tunnel the asbestos ceiling, tunnel cladding and support frame have been removed. Five access points have been formed in the road deck to provide access to carry out the necessary works below. Under the road deck the concrete within the void has been cleaned and structural repairs are ongoing. Redundant services are also being stripped out.

Above the road deck services are being stripped out and the erection of the pre-cast concrete escape gallery partitions has started (approximately 75% complete) together with the infill insitu concrete sections (approximately 20% complete). To the east side of the carriageway the construction of the new crash wall has also begun. These works are being undertaken by two teams of operatives working in parallel; one starting at the north portal and the other starting just south of the mid-river sump.

Inspections of the tunnel structure are ongoing to determine the condition of the bolts, the segment joints and the roof frame structure so that remedial works can be identified and undertaken.

5. Land

- 5.1 Arrangements relating to hand-back of land continue to be discussed in detail between the relevant parties on the basis of the approved landscape master-plans.

6. Communication

- 6.1 The web-sites (NTC & TT2) continue to be updated almost daily. The frequency of the Drop-in-sessions has been reduced now that the landscaping works are advancing. Ward Councillors are given regular 'activity' schedules so that they are briefed on forthcoming events/developments. The Helpline is maintained and staffed 24/7.
- 6.2 The journey time monitoring system has yet to be reinstated for the new tunnel configuration. This has meant journey times at the tunnel are estimated which, in turn, has meant continuous contact with the various local radio stations to ensure, as much as possible, that the estimated journey times they use are accurate.
- 6.3 The President of the Institution of Civil Engineers visited the site on 14 April 2011.
- 6.4 A consultation exercise is to be carried out with Class 3 (HGV) users to reinforce understanding of the toll strategy approved by the Authority in September 2007. The exercise will also explain and seek views on procedural matters in relation to the introduction of the Concession Toll. A report on the consultation exercise will be brought to the Authority in due course.

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

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

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