



# **Tyne and Wear Integrated Transport Authority**

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**Meeting to be held in a Committee Room, Newcastle Civic Centre, NE99 2BN  
on Thursday 22 July 2010 at 10.00 am  
(Labour Group meeting at 9:00am) (Opposition Group meeting at 9:30am)**

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## **Page**

<b>1. Apologies for absence</b>	
<b>2. Declarations of Interest of Council Members , Co-opted Members or Officers in any matter to be discussed at the meeting</b>	
<b>(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).</b>	
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.	
<b>3. Minutes of the previous meeting</b>	<b>1 - 10</b>
<b>4. Ferneyhough Hall Residents' Petition</b>	<b>11 - 14</b>
<b>5. West Allotment and Forest Hall Residents' Petition</b>	<b>15 - 16</b>
<b>6. 2009/10 Capital Programme - Out-turn Report</b>	<b>17 - 34</b>
<b>7. Concessionary Travel Outside England</b>	<b>35 - 38</b>
<b>8. Capital Programme</b>	<b>39 - 46</b>
<b>9. Public Transport Trends 2009/10</b>	<b>47 - 76</b>
<b>10. Superoutes</b>	<b>77 - 80</b>
<b>11. Major Transport Schemes</b>	<b>81 - 88</b>
<b>12. ITA Key Output Measures</b>	<b>89 - 98</b>
<b>13. New Tyne Crossing - Progress Report</b>	<b>99 - 102</b>
<b>14. Tyne Pedestrian and Cyclist Tunnels - Investment Proposals</b>	<b>103 - 114</b>

<b>15.</b>	<b>Revenue Budget Monitoring Report (April 2010 - June 2010)</b>	<b>115 - 122</b>
<b>16.</b>	<b>Local Transport Plan 3 Development</b>	<b>123 - 128</b>
<b>17.</b>	<b>Tyne and Wear Taxi Study Update</b>	<b>129 - 130</b>
<b>18.</b>	<b>Substitute Members for Metro Sub-Committee 2010/2011</b>	<b>131 - 134</b>
<b>19.</b>	<b>Funding for the Metro Reinvigoration Project</b>	<b>135 - 136</b>
<b>20.</b>	<b>ITA Members' Visit</b>	<b>137 - 138</b>
<b>21.</b>	<b>NESTI Progress Update</b>	
	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.	
<b>22.</b>	<b>Date and Time of Next Meeting</b>	
	Thursday, 23 September 2010 at 10am	
<b>23.</b>	<b>Exclusion of Press and Public</b>	
<b>24.</b>	<b>Confidential Minutes of the Previous Meeting</b>	<b>139 - 140</b>
<b>25.</b>	<b>Negotiated Concessionary Travel Settlement with Operators</b>	<b>141 - 142</b>

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

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## **Tyne and Wear Integrated Transport Authority**

### **Tyne and Wear Integrated Transport Authority**

27 May 2010  
(10.01 - 11.06 am)

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#### **Present:**

Councillor: D Wood (In the Chair)

Councillors: J Blackburn, S Green, A Hall, T Hanson, F Lott, P Maughan, J McElroy, A McMillan, D Ord, J Scott, G Stone, W Taylor and P Wood

#### **IN ATTENDANCE**

##### **Newcastle City Council**

H Emms, S Ovens, P Woods, G Macdonald, J Anderson, P Fenwick, M France, E. Goodman, P Staines and V Demchenko

##### **North Tyneside Council**

G Hodson

##### **Nexus**

B Garner, J Fenwick, T Hughes, K Mackay

#### **30. APPOINTMENT OF CHAIRMAN**

**RESOLVED** – That Councillor D Wood be appointed as Chair for the Municipal Year 2010/2011.

##### **Introductory Comments**

The Chair welcomed everyone to the meeting. A special welcome was extended to the new members.

It was noted that Judith Curran from Democratic Services had changed her workload and would no longer provide services to the Authority. The Chair thanked Judith Curran for her support and wished her well for the future. Victoria Demchenko from Democratic Services was now taking on her role.

#### **31. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillors G Keating.

32. **DECLARATIONS OF INTEREST OF COUNCIL MEMBERS, CO-OPTED MEMBERS OR OFFICERS IN ANY MATTER TO BE DISCUSSED AT THE MEETING**

The following members declared a personal interest in agenda item 21 in relation to concessionary travel:

J Blackburn, S Green, T Hanson, E Hodson, F Lott, A McMillan, J Scott and D Wood.

33. **MEMBERSHIP OF THE AUTHORITY**

In accordance with the provisions of the Local Government (Access to Information) Act 1985 the Chair agreed to accept a tabled report.

The report listed appointments to the Authority by its Constituent Councils for 2010/11.

It was noted that information about Councillor T Hanson should be amended to indicate that he was a Labour councillor.

B Garner invited new members to visit Nexus.

**RESOLVED** – That the information, subject to the indicated above amendment, be noted.

34. **APPOINTMENT OF VICE CHAIRMEN**

(a) **Appointment of Statutory Vice Chairman**

**RESOLVED** – That Councillor J Scott be appointed as Statutory Vice Chairman for the Municipal Year 2010-2011.

(b) **Appointment of Other Two Vice Chairmen**

**RESOLVED** – That Councillors J McElroy and T Hanson be appointed as Vice Chairmen for the Municipal Year 2010-2011.

(c) **Appointment of Lead Members Portfolios**

**RESOLVED** – That lead membership portfolios for the Municipal Year 2010-2011 be agreed as follows:

Chairman: - Modal Shift

Councillor Scott: - Regeneration and Communication

Councillor Hanson: - Tyne Tunnel/New Tyne Crossing

Councillor McElroy: - Social Inclusion

**(d) Appointment of Leader of the Opposition**

**RESOLVED** – That Councillor G Keating be appointed as Leader of the Opposition for the Municipal Year 2010-2011.

**35. APPOINTMENTS TO COMMITTEES/WORKING GROUPS 2010/11**

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

**RESOLVED** – That the following appointments be made for the ensuing Municipal Year:-

- (a) Delegated Committee - Councillors D Wood, J Scott and G Keating (or their substitutes)
- (b) Tyne Tunnels Working Group - Councillors T Hanson (Chair), A McMillan, D Wood, F Lott, E Hodson, D Ord and A Hall
- (c) Standards and Audit Committee - Councillors S Green, J Blackburn, A McMillan, G Stone and P Wood.

Independent Chair - Mr M Scrimshaw

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

- (d) Metro Sub-Committee – Councillor D Wood, F Lott, J McElroy, T Hanson, J Blackburn, P Maughan, G Stone and E Hodson
- (e) ITA Scrutiny Advisory Committee – Councillors M Graham, T Graham, M Lynch, L Hunter, D Charlton, PJ Macaulay, B Watters, R Porthouse, G Miller and D Tate (Substitutes: Councillors A Wheeler, B Renton, A West, O Punction, J Kelly and D Richardson).
- (f) ITA Overarching Working Group be deleted.
- (g) Local Transport Plan Working Group – Councillors D Wood (Chair), J Scott (Vice Chair), P Wood (Opposition Representative) and District Representatives (to be confirmed).
- (h) Equality and Diversity – Councillors D Wood (Chair), J Scott (Vice Chair), P Maughan (Opposition Representative) and District Representatives (to be confirmed).
- (i) Bus Strategy Working Group – Councillors D Wood (Chair), J Scott (Vice Chair) and G Keating (Opposition Representative) and District Representatives (to be confirmed).
- (j) Outside Bodies

- Local Government Association - Councillors D Wood, J Scott, J Blackburn and P Wood

**RESOLVED** – That more information be sought on this body and the role of the ITA representatives

- ITA Special Interest Group – Councillors D Wood, J Scott and G Keating (or their substitutes)

(k) District Transport Spokesmen (form the ITA)

Councillor McElroy – Gateshead  
Councillor Blackburn – Sunderland  
Councillor D Wood – Newcastle  
Councillor Hanson – South Tyneside  
Councillor Lott – North Tyneside

36. **APPOINTMENT OF INDEPENDENT MEMBERS TO THE STANDARDS & AUDIT COMMITTEE**

Submitted: Report of the Clerk (previously circulated and copy attached to Official Minutes).

The report recommended the re-appointment of the current independent members of the Authority's Standards and Audit Committee for a further two year term.

**RESOLVED** – That Tony Atkinson, George Clark, Liz Green and Mark Scrimshaw be re-appointed as Independent Members of the Standards and Audit Committee for a further two year term expiring at the Authority's annual meeting in 2012.

37. **CALENDAR OF MEETINGS 2010/11**

Submitted: A schedule of meetings of the Tyne and Wear Integrated Transport Authority in 2010/2011 (previously circulated and copy attached to Official Minutes).

- The Chair emphasised the importance of members' attendance, especially on 28 June 2010 when the Authority would consider the annual accounts.
- The Chair suggested that the June ITA Policy Seminar should be held at the New Tyne Crossing. Members would be contacted with the details.

**RESOLVED** – That the calendar of meetings of the Tyne and Wear Integrated Transport Authority for 2010/2011 be approved.

38. **MINUTES OF THE MEETING HELD ON 25TH MARCH 2010**

**RESOLVED** – That the minutes of the last meeting held on 25 March 2010 be approved as a correct record.

**Matters Arising**

**(a) Sunderland Station**

(Minute 5B and 8 refer)

Members noted progress in relation to works, which aimed to conclude in June 2010.

**(b) Tyne and Wear City Region Transport Governance Review**

H Emms clarified that there was no further meetings of the City Region Executive Board.

It was also explained that although the Clerk had been working with the authorities in the region on the potential creation of the transport for London model, given the uncertainty around funding, further work would need to be deferred until the next year.

**(c) Tyne and Wear Bus Corridor Improvement Major Scheme**

B Garner noted that the issue would be discussed at the next meeting of Tyne and Wear Leaders in July.

39. **REVIEW OF CORPORATE GOVERNANCE ARRANGEMENTS**

Submitted: Report of the Clerk and the Legal Adviser and Monitoring Officer (previously circulated and copy attached to Official Minutes).

S Ovens introduced the report which aimed to advise the Authority that a review of its corporate governance arrangements had been completed.

**RESOLVED** – That the report be noted.

40. **ANNUAL REPORT OF THE ITA SCRUTINY COMMITTEE**

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

P Staines introduced the report which aimed to advise the Authority on the work of the Scrutiny Committee in 2009/2010 and invited the Authority to comment and suggest key issues for 2010/2011.

The following was noted:

- In response to a member's question, P Staines explained the role and function of the Scrutiny Committee, which included provision of advice and recommendations and holding the decision-maker to account. Also, the Committee had its own budget and could commission a research or investigation.
- A member asked whether the Scrutiny Committee could look into recommending improvements for budget reporting, making it simpler. The member also asked whether the Scrutiny Committee could look into recommending improvements for reporting progress of the Capital Scheme, making it more meaningful. It was explained that although the Committee set its own work programme, any member of the Authority could raise issues and make suggestions, but this should be done via the Scrutiny Officer.
- It was confirmed that the issue of the poor attendance had been raised with the Committee members. It was reminded that the importance of attendance should be emphasised to all members.

**RESOLVED – That:**

- (i) the report be noted;
- (ii) all members of the Authority be reminded about the importance of attendance.

**41. METRO CAPITAL PROGRAMME 2010/11 TO 2012/13**

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

J Fenwick presented the report, which sought approval for the Metro Capital Programme 2010/11 – 2010/13 in light of the approval given by the Department for Transport to Metro Reinvigoration Phase II, which was announced following the earlier approval of the Metro Capital Programme by members in January 2010.

During the consideration of the report the following was noted:

- The outturn report for 2009/2010 would be brought to the Authority in July 2010.
- In response to a member's question in relation to the effect of the new government policy for Transport, it was explained that the Authority was in the best possible position to resist any approaches for altering this funding approval. It was also noted that as yet there were no changes suggested by the government in relation to the Metro Capital Programme. Members will be written to with any changes as soon as they were known.



- This year's levy payment had been set and there was no revision expected in 2010/2011. There was no information on the potential changes in the next years.

**RESOLVED** – That the Metro Capital Programme for 2010/11 to 2012/13 be approved.

42. **TYNE & WEAR LOCAL TRANSPORT PLAN - NON METRO PROGRAMME 2010/11**

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

T Hughes introduced the report, which aimed to update the Authority about the revised funding allocations and seek approval of the revised Local Transport Plan (LTP) Public Transport Programme (Non Metro) for 2010/11.

**RESOLVED** – That the report be noted.

43. **NEW TYNE CROSSING UPDATE**

Submitted: Report of the New Tyne Crossing Project Director (previously circulated and copy attached to Official Minutes).

P Fenwick introduced the report, which provided an overview of progress made in relation to the New Tyne Crossing.

In response to a member's question, P Fenwick explained the tolling strategy in relation to motorcycles and the scheduled increase in tolls.

**RESOLVED** – That the progress in relation to the New Tyne Crossing be noted.

44. **URBAN CHALLENGE PAPER RESPONSE**

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

The report set out the main proposals in the Department for Transport's discussion paper on plans for the Urban Challenge Fund and included a draft response from the ITA and Nexus. It was confirmed that the Department for Transport were expecting a response from the Authority.

**RESOLVED** – That the proposed response to the discussion paper, as outlined in Appendix A, be agreed.

45. **METRO SUB COMMITTEE - TERMS OF REFERENCE**

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

Members considered the report, which proposed amendments to the Terms of Reference for the Metro Sub-Committee.

**RESOLVED** – That the Terms of Reference for the Metro Sub-Committee agreed at the ITA meeting on 25 March 2010 be amended to include an additional item as follows: “6. to lead consultation with strategic partners on long term development planning for the Metro system.”

#### 46. **PRIORITY LANES STRATEGY**

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

H Emms introduced the report, which set out an approach to developing a Priority Lanes Strategy across Tyne and Wear and invited members to recommend hours of operation, types of priority lanes, surface treatment of priority lanes, exemptions, signing and guidelines. The Authority discussed the subject.

Members’ comments and questions:

- More clarity was needed in relation hours of operation.
- Whilst some members indicated that the 12-hour operation was more desirable, other members thought that both were acceptable as long as they were clearly signed.
- A member expressed his preference for “No Car” lanes.
- The Chair was sympathetic to the high occupancy vehicles system.
- Member indicated that more information was needed on enforcement.

H Emms explained that a monitoring exercise found that priority lanes were 95% effective. At peak times the results showed higher discrepancy. H Emms explained challenges associated with the enforcement of priority lanes. Currently, only the Police could carry out the enforcement.

In response to a member’s question, H Emms confirmed that there was an infrastructure in place for the Council to carry out enforcement but this was not, as yet, supported by legislation.

A report on the enforcement on priority lanes by the Police was requested for a future meeting of the Authority.

- A member thought that the process of introduction of a consistent approach across the Tyne and Wear was a difficult process but a starting point was needed. Phasing was necessary.
- A member thought that there should be no exemptions.

- Future reports should be written in a way which would enable the Authority to make recommendations.

**RESOLVED – That:**

- (i) the comments made at the meeting be noted;
- (ii) the consideration of the subject of priority lanes be deferred to the July meeting of the Authority pending further discussions;
- (iii) a report on the enforcement on priority lanes by the Police be made available for a future meeting of the Authority.

**47. LTP 3 DEVELOPMENT**

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

H Emms introduced the report, which advised the Authority on progress of the Local Transport Plan 3 (LTP3) development.

The Chair asked for more detail to be brought to the June meeting of the LTP Working Group.

**RESOLVED – That:**

- (i) Progress in relation to the LTP3 development be noted;
- (ii) further detail be brought to the June meeting of the LTP Working Group.

**48. EXCLUSION OF PRESS AND PUBLIC**

**RESOLVED –** That press and public be excluded from the meeting during consideration of the Confidential Minutes of the meetings held on 28 January and 25 March 2010 and the following items on the grounds indicated below:

**Business** **Paragraph of Schedule 12A to the  
Local Government Act**

Negotiated Concessionary Travel 3  
Settlement with Operators

Tabled Report: Concessionary 3  
Travel Funding – Update

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 22 July 2009**

**REPORT TITLE – Ferneyhough Hall Residents’ Petition**

**REPORT OF**       **DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications – South Tyneside**

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### **1.           Summary / Purpose of Report**

1.1           To provide a Nexus response to a petition presented to the ITA via the Deputy Leader of South Tyneside Council, from the residents of Ferneyhough Hall and the surrounding area of Hebburn.

### **2.           Recommendations**

2.1           Members of the Authority are recommended to note the report, and refer the petition to the soon to be established board of the South Tyneside Better Bus Partnership.

### **3.           Introduction / Background**

3.1           A petition from the residents of Ferneyhough Hall and the surrounding area of Hebburn, was presented to South Tyneside Council on 08 June 2010, by Councillor Alan Kerr, and was referred to members of the Integrated Transport Authority for consideration.

### **4.           Information**

4.1           The petition signed by 60 residents, highlights their concerns about the re-routing of the 27 bus service, and the introduction of the new 16 service, which both form part of the new South Tyneside Better Bus Network.

4.2           Members will recall previous reports updating them on the development and public consultation process that has been carried out to design a bus network for South Tyneside which delivers better bus services to local communities whilst

also ensuring the network is stable and sustainable for years to come.

- 4.3 There has been a protracted process of discussion concerning the network with the two main bus operators, which has now reached a conclusion, and the South Tyneside Better Bus Network was introduced on Sunday 13 June 2010.
- 4.4 Many areas gain new links, better frequencies, more reliable services and additional evening and Sunday services. Inevitably there are also areas where the service level has been reduced or conventional buses have been replaced by alternative vehicles like a Taxibus.
- 4.5 One of the most positive service changes is the upgrade of the Crusader 27 service into a 10 minute frequency, providing a “turn up and go” service to large parts of the mid Tyne area. In order to improve the frequency whilst maintaining the majority of connections, the route of this particular service has been changed, with the buses being re-routed via Black Road, Hedgeley Road, Station Road and Campbell Park Road in Hebburn.
- 4.6 The residents of Ferneyhough Hall, which is a residential home, now face a longer walk to Campbell Park Road in order to catch the new 27 service, which provides a direct link to Jarrow/South Shields or Newcastle.
- 4.7 However, a new service 15 has been introduced along Victoria Road East, where the residents previously caught the 27, to provide local residents with an hourly daytime and evening service, including Sundays, to provide a link to both Jarrow and Heworth. It should also be noted that Nexus also supports a local Shopper Service, which provides the residents with a link to Morrisons each Wednesday.
- 4.8 The petitioners believe that there has been no consultation on this issue, and that the whole proposal has been ill-conceived and that the new network should be re-assessed as a matter of urgency.
- 4.9 To ensure that as many people as possible could express their opinions on the proposed network, a number of events, 52 in total, were held to explain the proposed new unified network, and over 700 South Tyneside residents attended these events. In addition, various reports have also been presented to all of the Community Area forums on a regular basis. As part of the overall process, Go North East also consulted with their passengers on bus, and online, to seek their views on the proposed changes, particularly with regard to the 27 service.
- 4.10 Members will be aware that the South Tyneside Better Bus Network has been developed as a voluntary bus partnership agreement, and as such, is a commitment by the council, Nexus and the bus operator to deliver improved bus services in the borough.
- 4.11 The partners intend to establish a Stakeholder Board, which will oversee the delivery of the partnership, and the monitoring of partner performance. The board which will have member representation will meet on a regular basis,

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sharing information, and, where appropriate, consult with each other on any potential service changes.

5. **Next Steps**

5.1 Whilst the concerns of residents in Fernyhough Hall have been recognised, it is recommended that the petition be referred to the relevant Partnership board when its formation is complete.

6. **Further comments by the:**

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

7 **Background Papers**

7.1 Letter and Petition dated 08 June from Councillor Alan Kerr

8 **Contact Officer (s)**

8.1 John Usher – Head of Transport Integration Tel. 0191 203 3291

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 22 July 2009**

**REPORT TITLE – West Allotment & Forest Hall Residents' Petition**

**REPORT OF**       **DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications – North Tyneside**

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### **1. Summary / Purpose of Report**

1.1 To provide a Nexus response to a petition presented to the Chairman of the ITA from residents of West Allotment and Forest Hall.

### **2. Recommendations**

2.1 Members of the Authority are recommended to note the report, and refer the petition to the Commercial Manager of Arriva North East

### **3. Introduction / Background**

3.1 A petition from residents of West Allotment and Forest Hall, was presented to the Chairman of the ITA on 28 June 2010.

### **4. Information**

4.1 The petition signed by a total of 325 residents, highlights their concerns about the withdrawal of the commercial Arriva 355 service, which happened on the 30<sup>th</sup> May 2010.

4.2 As part of their commercial changes for their North Tyneside network, Arriva North East have amalgamated a total of 3 services, including the 44, 355 and 337.

4.3 The main aim was to achieve a faster and more direct service between Whitley Bay and Newcastle by introducing a new service the X8 and X9.

- 4.4 However, whilst there has been no change in service frequency between Whitley Bay, Asda at Benton and Newcastle, the frequency has been halved between Longbenton and Newcastle.
- 4.5 Alternative facilities between Newcastle and Four Lane Ends do exist on the revised 56, and the link between Newcastle, Four Lane Ends and Forest Hall are maintained via the increased 55. The revised 53 service also operates between Whitley Bay, West Allotment, Palmersville, Forest Hall and Killingworth.
- 4.6 The only broken links effectively are Gosforth High Street to Forest Hall and points east to Whitley Bay, apart from Shiremoor, which still has the service 56, and Longbenton estate, Benton and Forest Hall south of the railway to Benton Asda, Holystone and West Allotment.
- 4.7 Whilst Arriva acknowledge that there are some gaps in service provision, they argue that passenger numbers on the section between Palmersville and Gosforth were low, and that they are making overall improvements to service provision by shortening journey times, and adding additional evening and Sunday services. Most journeys can still be made, but with passengers having to interchange between 2 services.

## 5. **Next Steps**

- 5.1 Whilst the concerns of residents of Forest Hall and West Allotment are recognised, the decision to withdraw the 355 from the area was made by Arriva North East for commercial reasons. It is therefore recommended that the petition to reinstate the bus route, as requested by the petitioners, be forwarded to their Commercial Manager for consideration, with a request that his response be copied to the Director General of Nexus, and the Chairman of the ITA.

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

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

## 7 **Background Papers**

- 7.1 Petition signed by residents

## 8 **Contact Officer (s)**

- 8.1 John Usher – Head of Transport Integration Tel. 0191 203 3291

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 22<sup>nd</sup> July 2010**  
                          **REPORT TITLE 2009/10 CAPITAL PROGRAMME – OUT-TURN REPORT**

**REPORT OF**       **THE DIRECTOR OF FINANCE AND RESOURCES, NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications**

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### 1.           **Summary / Purpose of Report**

1.1           The purpose of this report is to advise members of the out-turn position on the capital programme for the year ended 31<sup>st</sup> March 2010 and the impact this has on the three year (2010/11 to 2012/13) capital programme.

1.2           It should be noted that whilst in response to central government's recently announced funding cuts (where 25% of LTP capital resources have been removed this financial year) another report detailing how this impacts on the Non Metro capital programme for 2010/11 is considered elsewhere on this agenda, this report only considers how the outturn in respect of 2009/10 affects the originally approved capital programme.

1.3           In addition, members should note that at this stage, there has been no reduction in available funding in 2010/11 for the delivery of the Metro Asset Renewal Plan. This includes the 10% local contribution where Nexus is dependent upon LTP resources.

### 2.           **Recommendations**

2.1           The ITA is recommended to;

- Note the position with regard to the 2009/10 Capital Programme,
- Approve the position regarding the 2010/11 to 2012/13 programme as detailed in Appendix A for Non Metro ARP schemes and Appendix B for Metro ARP schemes, whilst recognising that another item on this agenda concerning the Non Metro capital programme reflects further changes in

response to the government's recent funding cuts and;

- Approve the changes to schemes as detailed in Appendix C

3. **Introduction / Background**

3.1 The ITA approved a revised capital programme for 2009/10 in March 2010 totalling £63.848m. Following the closure of the accounts the provisional out-turn for the year is £61.401m (£63.911m including district authority LTP schemes), resulting in a variation from approved budget of (£2.447m)

4. **Information**

4.1 The ITA approved a revised capital programme for 2009/10 in March 2010 totalling £63.848m. Following the closure of the accounts the provisional out-turn for the year is £61.401m (£63.911m including district authority LTP schemes), resulting in a variation from approved budget of (£2.447m)

4.2

The out-turn of the 2009/10 capital programme can be seen in summary below:-

	<b>Revised Programme 2009/10</b>	<b>Out-turn 2009/10</b>	<b>Over/Under spends 2009/10</b>
	<b>£'m</b>	<b>£'m</b>	<b>£'m</b>
Bus Infrastructure	1.380	1.319	(0.061)
Ferry	0.121	0.072	(0.049)
Business Improvements	1.202	1.322	0.120
Major Projects	10.397	10.813	0.416
Metro			
- Buildings, Depot, Equip & Plant	1.781	1.929	0.148
- Electrical and Mechanical Services	1.277	1.160	(0.117)
- Metrocars	0.640	0.429	(0.211)
- Power	0.220	0.172	(0.048)
- Signalling & Telecommunications	4.447	4.487	0.040
- Stations	0.136	0.127	(0.009)
- Structures	2.754	2.520	(0.234)
- Track	2.314	2.245	(0.069)
- Other	3.675	1.646	(2.029)
Miscellaneous	0.001	0.001	0.000
Passenger Information	0.117	0.105	(0.012)
<b>ITA Schemes</b>			
New Tyne Crossing	33.386	33.054	(0.332)
<b>Total Capital Programme</b>	<b>63.848</b>	<b>61.401</b>	<b>(2.447)</b>
Districts LTP Schemes	0.000	2.510	2.510
<b>Total ITA Programme</b>	<b>63.848</b>	<b>63.911</b>	<b>0.063</b>

4.3

The net over-spend of £0.063m consists of:-

- Under/over-spends identified in 2009/10 schemes, giving net saving of (£1.813m)
- Slippage of schemes into 2010/11 of (£1.134m)
- Addition of a new capital scheme for Tynemouth Station Canopy of £0.500m which was approved at Management Committee on 30<sup>th</sup> March 2010
- The inclusion of the LTP Districts schemes with total expenditure of £2.510m

4.4

The 2010/11 – 2012/13 capital programme was approved at ITA on 28<sup>th</sup> January 2010 and a subsequent report on the updated Metro Asset Renewal Plan was approved at the ITA on 27<sup>th</sup> May 2010, reflecting government's decision to fund

Metro Reinvigoration over an eleven year as opposed to nine year time horizon. As a result of the changes reported within the 2009/10 capital outturn report, a further requirement of £2.652m has been identified which increases the 2010/11 capital requirement to £98.441m (although another item on this agenda concerning the Non Metro capital programme reflects further changes in response to the government's recent funding cuts).

4.5 The changes, prior to the impact of government funding cuts are summarised below and can be seen in detail in Appendix C with a complete 3 year Programme detailed in Appendices A and B

	<b>2010/11 Programme May 2010 ITA</b>	<b>2010/11 Revised Programme</b>	<b>2010/11 Programme Changes</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Bus Infrastructure	1.497	1.510	0.013
Business Improvements	2.200	2.349	0.149
Ferry	0.195	0.092	(0.103)
Major Projects	10.469	10.830	0.361
Metro			
- Civils	9.363	10.885	1.522
- Communications	0.677	0.711	0.034
- Depot Equipment	2.641	2.641	0.000
- Electrical & Mechanical	1.602	1.601	(0.001)
Services			
- Level Crossing	0.125	0.163	0.038
- Metrocars	6.260	6.260	0.000
- Misc	0.724	0.728	0.004
- Permanent Way	10.118	10.334	0.216
- Plant	0.400	0.400	0.000
- Power	0.944	0.944	0.000
- Signalling	3.914	4.057	0.143
- Stations	3.695	3.699	0.004
Passenger Improvements/Info.	0.100	0.112	0.012
<b>ITA Schemes</b>			
New Tyne Crossing	40.865	41.125	0.260
<b>Total Capital Programme</b>	<b>95.789</b>	<b>98.441</b>	<b>2.652</b>

4.6 The out-turn for the 2009/10 Capital Programme is £63.911m including district authority LTP schemes. The funding of this programme is from a number of sources which are summarised below

	<b>Approved 2009/10 Funding</b>	<b>Out-turn 2009/10 Funding</b>	<b>Changes in 2009/10 Funding</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
LTP Minor Schemes	3.499	3.542	0.043
Revenue Contribution to Capital	0.856	0.799	(0.057)

5

Over-programming	0.232	0.000	(0.232)
Grant and Contributions	22.756	23.750	0.994
Prudential Borrowing	2.161	0.000	(2.161)
Reserves	0.958	0.256	(0.702)
<b>ITA Schemes Funding:</b>			
Prudential Borrowing	33.348	25.817	(7.531)
LTP Grant	0.038	4.232	4.194
Tyne Tunnel Reserves	0.000	0.020	0.020
Contributions	0.000	5.495	5.495
<b>Total Funding</b>	<b>63.848</b>	<b>63.911</b>	<b>0.063</b>

4.7 All external funding sources were utilised within the 2009/10 capital programme and where applicable, resources have been carried forward into 2010/11 with the relevant scheme.

4.8 **2010/11 Capital Programme**

The revised programme for 2010/11, prior to the impact of government funding cuts is 98.441m. The funding of this programme is from a number of different sources. The funding available in 2010/11 is as follows:-

	<b>2010/2011 Funding @ May 2010 £'m</b>	<b>2010/2011 Revised Funding £'m</b>
<b>Nexus Funding</b>		
LTP Minor Schemes	4.530	4.530
Revenue Contribution to Capital	0.794	0.794
Over-programming	5.880	7.782
Grants and Contributions	39.922	40.164
Prudential Borrowing	1.632	1.632
Reserves	2.166	2.414
<b>ITA Funding</b>		
LTP Grant	0.022	0.000
Prudential Borrowing	40.843	40.635
Tunnel Reserves	0.000	0.490
<b>Total Funding</b>	<b>95.789</b>	<b>98.441</b>

4.9 The over-programming above of £7.782m (20%) relates to 18% current over-programming on Metro schemes and 30% over-programming levels on non Metro schemes. Although these levels exceed the acceptable limit approved by Nexus Management Committee of 15%, a review of these schemes has been undertaken as a reaction to government funding cuts, ensuring these levels are reduced.

4.10 All funding variations are as a result of the year end slippage from 2009/10, or variations to schemes as detailed in Appendix C of this report.

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 Carol Bainbridge, Head of Capital and Projects (0191) 2033244  
Diane Scott, Capital Accountant (0191) 2033410

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

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**APPENDIX A**

**NON METRO AND TYNE TUNNEL CAPITAL PROGRAMME 2010/11 – 2012/13**

<b>Code</b>	<b>Title</b>	<b>2010/11 Revised Budget £</b>	<b>2011/12 Revised Budget £</b>	<b>2012/13 Revised Budget £</b>	<b>2010-13 Total Revised Budget £</b>
	<b>Bus Infrastructure</b>				
BA001	Bus Shelters New Build	140	350	350	840
BA002	Super Route Shelters	50	50	50	150
BA004	Bus Shelter Departure Boards	50	50	50	150
BA005	Replacement Bus Shelters	160	0	0	160
BA006	Shelter Refurbishment Programme	337	300	300	937
BA007	Bus Shelter Lighting Power Supply	150	150	150	450
BA008	Bus Station Refurbishment	313	400	400	1,113
BA009	CCTV At Bus Stops	100	0	0	100
BA010	East Boldon P & R	10	0	0	10
BA012	Travel Plans	35	35	0	70
BA017	Bus Station Signing	40	20	0	60
BA018	Information Delivery Improvements	125	125	0	250
BA020	Ticket Data Retrieval System	0	0	0	0
	<b>Total Bus Infrastructure</b>	<b>1,510</b>	<b>1,480</b>	<b>1,300</b>	<b>4,290</b>
	<b>Business Improvements</b>				
BA302	Transport Management System	504	0	0	504
BA701	IT Hardware Replacement	200	200	200	600
BA702	Further Enabling Technologies	250	250	250	750
BA703	Business Intelligence	0	0	100	100
BA704	Customer Relationship Management	60	20	0	80
BA709	Wireless Network	0	0	40	40
BA715	Email Archiving	0	0	50	50
BA717	MS Licencing	50	0	0	50
BA718	Sharepoint (Moss)	100	150	150	400
BA719	Data Collection System For Con Mon	81	0	0	81
BA720	Nexus Website Enhancements	57	40	0	97
BA721	CRM Consultation Portal	15	40	0	55
BA7xx	Document Archiving	0	100	0	100
BA7xx	E-Discovery	0	60	0	60
BA7xx	On Line IT Training Programme	0	30	0	30
BA7xx	Unified Communication	0	60	0	60
BA803	Smart Ticketing	780	0	0	780
	<b>Total Business Improvements</b>	<b>2,097</b>	<b>950</b>	<b>790</b>	<b>3,837</b>
	<b>Ferry</b>				
BA502	North Shields Ferry Landing	92	0	0	92
BA506	Refurb Of The Pride Of The Tyne	0	150	0	150
	<b>Total Ferry</b>	<b>92</b>	<b>150</b>	<b>0</b>	<b>242</b>

Code	Title	2010/11 Revised Budget £	2011/12 Revised Budget £	2012/13 Revised Budget £	2010-13 Total Revised Budget £
	<b>Passenger Information</b>				
BA301	Real Time Information	112	100	0	212
	<b>Major Projects</b>				
BA014	Bus Corridor Major Scheme	189	120	0	309
	<b>Total Major Projects</b>	<b>189</b>	<b>120</b>	<b>0</b>	<b>309</b>
	<b>ITA Schemes</b>				
	New Tyne Crossing - Environmental Monitoring	221	200	15	436
	New Tyne Crossing - Land/Property	417	242	0	659
	New Tyne Crossing - Professional Advisor	1,057	783	200	2,040
	New Tyne Crossing - Environmental Milestones	1,000	250	0	1,250
	New Tyne Crossing – Cycle Infrastructure	70	0	0	70
	New Tyne Crossing - Lift Corrosion Work	220	0	0	220
	New Tyne Crossing - PCT Investigatory Work	40	0	0	40
	New Tyne Crossing - Lift Replacement	300	0	0	300
	New Tyne Crossing - Construction Contribution	37,800	45,377	0	83,177
	<b>Total New Tyne Crossing</b>	<b>41,125</b>	<b>46,852</b>	<b>215</b>	<b>88,192</b>
	<b>Total Non Metro ARP Schemes</b>	<b>45,125</b>	<b>49,652</b>	<b>2,305</b>	<b>97,082</b>

APPENDIX B

METRO CAPITAL ASSET RENEWAL PROGRAMME 2010/11 – 2012/13

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
	Earthwork	1,222	2,789	97	4,109
BC200	Ground Investigation - Tynemouth to Chillingham Road	302	0	0	302
BC201	Earthworks - North Shields to Howdon	508	1,488	0	1,996
BC202	Earthworks - Howdon to Wallsend	282	723	0	1,005
BC203	Earthworks - Wallsend to Chillingham Road	122	476	0	598
BC204	Earthworks - South Gosforth to Jesmond	0	0	93	93
BC289	Ground Investigation - South Gosforth to Jesmond	7	91	0	99
BC290	Ground Investigation - Rest of System	1	10	5	16
<b>TOTAL</b>	<b>Bridges/Structures</b>	<b>6,754</b>	<b>2,631</b>	<b>2,707</b>	<b>12,093</b>
BC205	Bridges - Tynemouth to North Shields (1154 1170)	430	0	0	430
BC206	Bridges - Percy Main to Wallsend (1185 1186 1179)	55	742	0	797
BC207	Bridges - Howdon to Percy Main (1181 1183 1196 1202)	38	518	0	556
BC208	Bridges - Meadow Well to Walkergate (1175 1176 1195)	0	273	0	273
BC209	Bridges - Tynemouth to Meadow Well (1157 1156 1168 1171)	0	93	418	511
BC210	Bridges - Percy Main to Hadrian Road (1187 1191 1193)	0	22	293	314
BC211	Bridges - Hadrian Road to Walkergate (1197 1198 1200)	0	17	414	431
BC212	Bridges - Wallsend to Walkergate (1201 1203 1204 1206)	0	7	649	656
BC213	Retaining Walls	129	289	92	510
BC912	Retaining Wall at Airport	30	0	0	30
BC241	Culverts	3	55	141	198
BC214	Bridges - Monkseaton, Cullercoats (11214 1137 1144)	0	0	579	579
BC215	Bridges - Benton (1114 1115B)	0	0	23	23
BC216	Bridges - Gateshead (1059 1062)	0	0	45	45
BC217	Bridges - Bede, Shiremoor (1024 1024A)	0	0	4	4
BC914	Benton Lane (1107)	137	0	0	137
BB001	Central Area Tunnel Refurbishment	1,142	566	0	1,708
BC543	QE11 Bridge Refurbishment	5	0	0	5

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
BC545	Depot Refurbishment	50	50	50	150
BC799	Monkseaton Station Ramp	779	0	0	779
BC811	Benton Station Footbridge	1,055	0	0	1,055
BC838	Tanners Bank and Shields Road Bridge Repairs	3	0	0	3
BC851	Management Of Incursions Of Road Vehicles	58	0	0	58
BC854	Sgf Office Works	28	0	0	28
BC855	Mog Remodelling	365	0	0	365
BC866	Arch Bridges Ilford Road To South Gosforth	10	0	0	10
BC883	Depot Lighting Upgrade	96	0	0	96
BC887	Earsdon Road Bridge Repair	11	0	0	11
BC891	Control Room	500	0	0	500
BC892	Depot Heating System Replacement	295	0	0	295
BC911	Knotts Bridge Repair	127	0	0	127
BC928	N Shields Tunnels Refurbishment	1,004	0	0	1,004
BC930	Operations Building Miscellaneous	0	0	0	0
BC935	Repainting	4	0	0	4
BC937	Structural Maintenance Denholme and Mast Lane	283	0	0	283
BC952	Depot Fire Alarm Systems	117	0	0	117
	<b>Drainage</b>	<b>88</b>	<b>0</b>	<b>44</b>	<b>132</b>
BC218	Drainage - Tynemouth (Knotts Flats)	88	0	0	88
BC219	Drainage - South Gosforth to Jesmond	0	0	44	44
	<b>Duct Route</b>	<b>2,808</b>	<b>4,097</b>	<b>964</b>	<b>7,869</b>
BC222	Duct Route - Wallsend to Manors	567	133	0	700
BC223	Duct Route - Howdon to Wallsend	263	62	0	325
BC224	Duct Route - North Shields to Howdon	0	192	206	399
BC225	Duct Route - Tynemouth to North Shields	0	379	446	825
BC226	Duct Route - South Gosforth to Jesmond	0	11	312	323
BC227	Duct Route - South Gosforth to Airport	25	1,017	0	1,041
BC228	Duct Route - Jesmond to Gateshead Stadium and Manors to St. James (tunnels)	39	606	0	645

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
BC229	Duct Route - Gateshead Stadium to South Shields	109	1,697	0	1,807
BC230	Duct Route - South Gosforth to Tynemouth	1,805	0	0	1,805
	<b>Total Civils</b>	<b>10,873</b>	<b>9,518</b>	<b>3,812</b>	<b>24,203</b>
BC250	Cable Pulling - Tynemouth to Manors	93	587	166	846
BC251	Cable Pulling - South Gosforth to Jesmond	0	4	75	79
BC252	Cable Pulling - South Gosforth to Airport	7	500	26	533
BC253	Cable Pulling - Jesmond to Gateshead Stadium and Manors to St. James (tunnels)	28	311	0	339
BC254	Cable Pulling - Gateshead Stadium to South Shields	78	0	815	893
BC255	Cable Pulling - South Gosforth Junction to Tynemouth	329	613	0	942
BC256	Radio	0	68	741	809
BC257	Telephony	0	33	358	391
BC259	Station network connections	0	59	652	711
BC556	Help Points	13	0	0	13
BC623	Cctv On Metro Cars	67	0	0	67
BC798	Replacement Scada Control Equipment	40	0	0	40
BC840	Cctv/Pa Access	47	0	0	47
BC863	Pid Indicators	10	0	0	10
	<b>Total Communications</b>	<b>711</b>	<b>2,176</b>	<b>2,832</b>	<b>5,719</b>
BC278	Train Wash	927	23	0	950
BC279	Wheel Lathe	1,714	1,127	0	2,841
	<b>Total Depot Equipment</b>	<b>2,641</b>	<b>1,150</b>	<b>0</b>	<b>3,791</b>
BC275	Barriers - Kingston Park	0	0	110	110
BC276	Barriers - Fawdon	0	118	1,548	1,666
BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston Park, Bank Foot, Callerton	13	55	29	97
BC539	Level Crossing Refurbishment	50	0	0	50
BC800	Lx Road Monitoring	100	0	0	100
TBA	Level Crossing Deck Replacement	0	0	84	84
	<b>Total Level Crossings</b>	<b>163</b>	<b>173</b>	<b>1,771</b>	<b>2,107</b>

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
BC281	Escalator - Central	0	544	914	1,459
BC282	Escalator - Monument	0	901	1,597	2,499
BC284	Lift - Four Lane Ends	0	36	547	584
BC285	Lift - Heworth	0	36	547	584
BC286	Fire Alarm	0	103	1,360	1,464
BC532	Stations Refurb - Esc Imps/Major Items	139	50	50	239
BC617	Lifts Refurbishment/Major Items	80	100	100	280
BC690	Thames Valley Controllers	20	0	0	20
BC720	Lighting Upgrade	80	0	0	80
BC805	Otn-Ups Support Power Supply	366	0	0	366
BC807	Lift Renewal	107	0	0	107
BC825	Gosforth Control Centre Office Refurbishment	11	0	0	11
BC878	Vent Fan Emergency Lighting Upgrade	191	0	0	191
BC920	Gen Solids Diverter	37	0	0	37
BC938	Sub Surface Vent System	506	0	0	506
BC949	Ultrasonic Anemometers	1	0	0	1
BC950	Uninterrupted Power Supply	66	0	0	66
BC884	Tunnel Lighting Upgrade	9	0	0	9
	<b>Total Mechanical and Electrical</b>	<b>1,613</b>	<b>1,771</b>	<b>5,117</b>	<b>8,501</b>
BC288	3/4 Life Refurbishment 2010-2013	4,785	2,823	4,693	12,301
BC693	Renewal & Replacement Fleet Equipmt	545	411	444	1,400
BC694	Traction Motor Upgrades	294	221	239	754
BC874	On-Train Pa	200	0	0	200
BC953	Metro Car Window Enhancements	436	0	0	436
	<b>Total Metro Cars</b>	<b>6,260</b>	<b>3,455</b>	<b>5,376</b>	<b>15,091</b>
BC587	Vehicle Replacement Programme	99	100	100	299
BC947	Nexus Document Control System	48	0	0	48
BC849	Digitising And Approving Engineering Drawings	48	0	0	48
BC893	Autocad	6	0	0	6

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
BC894	Security Review	400	0	0	400
BB003	Maintenance Management System	204	0	0	204
BC943	It Hardware (Wasp)	171	0	0	171
	<b>Total Miscellaneous</b>	<b>976</b>	<b>100</b>	<b>100</b>	<b>1,176</b>
	<b>Plain Line</b>	<b>8,996</b>	<b>9,742</b>	<b>7,385</b>	<b>26,123</b>
BC231	Plain Line - Tynemouth to Chillingham Road	7,050	7,793	5,156	19,998
BC232	Plain Line - South Gosforth to Jesmond	0	34	259	293
BC233	Plain Line - Jesmond to Gateshead Stadium	0	16	70	85
BC550	Rail Grinding	300	300	300	900
BC558	Security Fencing	117	100	100	317
BC703	Plain Line Renewal	1,454	1,000	1,000	3,454
BC708	Treadle Replacement - Manors	12	0	0	12
BC714	Tamper Trainstop	20	0	0	20
BC882	Monitoring of Structure Gauge	15	0	0	15
BC905	Wheel Slip Gel Applicators	4	0	0	4
BC906	Omnicom Track Survey	24	0	0	24
TBA	Battery Locos	0	500	500	1,000
	<b>Switches and Crossings</b>	<b>1,343</b>	<b>2,922</b>	<b>1,858</b>	<b>6,123</b>
BC234	Switches & Crossings - Hylton Street	963	0	0	963
BC235	Switches & Crossings - North Shields	26	691	783	1,500
BC236	Switches & Crossings - South Gosforth	76	1,068	0	1,144
BC237	Switches & Crossings - Benton	76	1,096	0	1,171
BC238	Switches & Crossings - St James	25	48	1,025	1,099
BC239	Switches & Crossings - Prudhoe Street	0	19	50	69
BC706	Switch and Crossing Renewal	177	0	0	177
	<b>Total Permanent Way</b>	<b>10,338</b>	<b>12,665</b>	<b>9,242</b>	<b>32,245</b>
BC280	Tamper	0	0	1,287	1,287
BC890	Ballast Hoppers X 5	58	0	0	58
BC517	Road/Rail Vehicles	342	0	0	342

Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
	<b>Total Plant</b>	<b>400</b>	<b>0</b>	<b>1,287</b>	<b>1,687</b>
BC287	Power - Depot Stray Currents	273	672	0	945
BC858	Inter-Tripping Equipment	16	0	0	16
BC929	Ohle Network	655	100	100	855
	<b>Total Power</b>	<b>944</b>	<b>772</b>	<b>100</b>	<b>1,816</b>
BC260	Signalling - Bankfoot Interlocking Area	0	276	405	681
BC261	Signalling - South Gosforth Interlocking Area	0	709	0	709
BC262	Signalling - Benton Interlocking Area	740	0	0	740
BC263	Signalling - Monkseaton Interlocking Area	740	0	0	740
BC264	Signalling - North Shields Interlocking Area	740	0	0	740
BC265	Signalling - Wallsend Interlocking Area	740	0	0	740
BC266	Signalling - Jesmond Interlocking Area	0	0	663	663
BC267	Signalling - Manors Interlocking Area	0	0	663	663
BC268	Signalling - Heworth Interlocking Area	58	653	0	711
BC269	Signalling - Pelaw Interlocking Area	58	653	0	711
BC270	Signalling - Jarrow Interlocking Area	0	709	0	709
BC271	Signalling - South Shields Interlocking Area	0	709	0	709
BC272	Signalling - Depot Interlocking Area	732	8	0	740
BC273	Signalling - PTI	0	507	2,760	3,267
BC274	Future Signalling System	0	65	715	780
BC291	Train Stop Relay Box	61	0	0	61
BC915	Berth Display In Signalling Panels	2	0	0	2
BC934	Reed Track Circuits	0	0	0	0
BC946	Manors Enhancement Works	184	0	0	184
	<b>Total Signalling</b>	<b>4,057</b>	<b>4,287</b>	<b>5,205</b>	<b>13,549</b>
BC242	Station - North Shields	582	2,886	0	3,468
BC243	Station - Meadow Well, Percy Main and Howdon	1,746	0	706	2,452
BC244	Station - Hadrian Road and Wallsend	120	1,609	0	1,728
BC245	Station - Walkergate and Chillingham Road	902	782	0	1,684



Code	Title	2010/11 Revised Budget £000	2011/12 Revised Budget £000	2012/13 Revised Budget £000	2010-13 Total Revised Budget £000
BC246	Station - South Gosforth	304	571	0	875
BC247	Station - Ilford Road	0	0	53	53
BC248	Station - West Jesmond	0	57	752	810
BC249	Station - Central Station	0	605	7,327	7,933
BC723	Station Roof & Gutter Renewals	42	0	0	42
BB002	Haymarket	208	0	0	208
BC819	Simonside Station	4	0	0	4
	<b>Total Stations</b>	<b>3,907</b>	<b>6,510</b>	<b>8,839</b>	<b>19,256</b>
BB005	Sunderland Station Redevelopment	1,632	0	0	1,632
BB005	Ticketing and Gating	8,801	8,856	872	18,529
	<b>Total Major Projects</b>	<b>10,433</b>	<b>8,856</b>	<b>872</b>	<b>20,161</b>
	<b>TOTAL METRO ARP CAPITAL PROGRAMME</b>	<b>53,316</b>	<b>51,432</b>	<b>44,553</b>	<b>149,302</b>

## APPENDIX C

### 2009/10 Capital Programme - Changes to the Capital Programme

	2009/10 £000	2010/11 £000	2011/12 £000	2012/13 £000
<b>Capital Programme Approved by ITA May 2010</b>	63,848	95,790	100,934	46,858
<b>Districts LTP Schemes</b>	2,510	2,275	2,275	2,275
<b>Slippage as reported in Appendix A</b>	-1,134	1,134	0	0
<b>Under/Over-spends as detailed in Appendix A</b>				
<b>DIGITISING AND APPROVING ENGINEERING DRAWINGS</b>				
–The quantity of drawings and technical information that requires updating and uplifting electronically onto the document control system is much greater than anticipated. This data was, and is, critical in knowledge of asset condition and determining the ARP.	102			
<b>HAYMARKET DEVELOPMENT</b> – Accrual of Retention not reported by Project Manager and final snagging / handover not completed	-127			
<b>SUNDERLAND STATION REDEVELOPMENT</b> – Additional expenditure due to extension of time and associated compensation events resulting from issues arising during phase 2 site works	1,079			
<b>DEVELOPMENT COSTS</b> - The development costs, unspent in 2009/10, have been included within the 3 year capital programme 2010/11 – 2012/13 budget requirement, as reported to ITA in May 2010. The reasons for this budget variation are detailed in paras 4.6 and 4.7 of this report	-1,849			
<b>SUNDERLAND DIRECT LAND ACQUISITIONS</b> - This is a provision reduction to reflect the reduced liability to land owners for land acquisitions on the Sunderland line	-229			
<b>CCTV/PA ACCESS</b> – Work deferred due to maintenance staff availability and re-prioritisation	-47			
<b>ON-TRAIN PA</b> – Software issues delayed completion of the train hardware installation	-53			
<b>FLEET- MAJOR EQUIPMENT RENEWAL</b> – project now under management of concession	-53			
<b>RAIL GRINDING</b> – Unable to resource on original planned Christmas Possession	-75			
<b>TRACTION MOTOR UPGRADES</b> – project now under management of concession	-143			
<b>PLAIN LINE RENEWAL</b> – Procurement of additional rails required following completion of ultrasonic surveys	146			

	2009/10 £000	2010/11 £000	2011/12 £000	2012/13 £000
<b>LX ROAD MONITORING</b> – Slow progress in obtaining Planning Approval has delayed installation	-65			
<b>MULTICORE CABLE REPLACEMENT</b> – Extent of cables replaced greater than originally anticipated	137			
<b>EARSDON ROAD BRIDGE REPAIR</b> – Cost of delivery was less than anticipated i.e. Re-measured work contract	-76			
<b>SECURITY REVIEW 2008/09</b> – Return Tenders based upon original scope greater than budget, de-scoped scheme with stakeholders and therefore slippage of project into 2010/11	-151			
<b>OHL NETWORK</b> – The budget approved at Q3 reflected an anticipated reduction in the capital expenditure for 2009/10. Actual spend was greater than anticipated before the end of the fiscal year.	89			
<b>UNINTERUPTABLE POWER SUPPLY</b> – Supplied batteries for station inverters were the wrong type specified and they now having to be replaced	-46			
<b>MINOR UNDER/OVER-SPENDS</b> - Projects with under/over-spends of less than £40k	-120			
<b>Total Under/Over-spends in 2009/10</b>	<b>-1,481</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Variations Reported to 2010/11 Capital Schemes

<b>REFURB OF PRIDE OF TYNE</b> – A business case and scope of works is yet to be agreed and works will not commence until 2011/12		-150	150	
<b>OPERATIONAL BUILDINGS</b> – No work scope for this capital budget identified by maintainers or sponsors		-94		
<b>RETAINING WALLS</b> – Work identified which is outside of the ARP geographical area following completion of inspection surveys		100		
<b>STATIONS REFURB - ESC IMPS/MAJOR ITEMS</b> – requirement to complete the upgrade of safety systems on escalators		54		
<b>MONKSEATON STATION RAMP</b> – Works deferred into 2010/11 due to outcome of Planning Appeal and work required on service diversion associated with the road bridge		275		
<b>BENTON STATION FOOTBRIDGE</b> - Increase in budget due to planning requirements, upgrading services and putting in place necessary temporary OHL supports		388		

	2009/10 £000	2010/11 £000	2011/12 £000	2012/13 £000
<b>KNOTTS BRIDGE REPAIR</b> – Footbridge has now been replaced and an budget requirement in 2010/11 is required		116		
<b>STRUCTURAL MAINTENANCE - DENHOLME AND MAST LANE</b> – Slippage in works programme and no provision was original included for North Tyneside Council fees and costs		280		
<b>MANORS ENHANCEMENT WORKS</b> – Funding required to complete train stop case and point machine replacement at St James		124		
<b>MINOR VARIATIONS</b> - Projects with variations of less than £30k		155		
<b>Total Variations to 2010/11 schemes</b>	<b>0</b>	<b>1,248</b>	<b>150</b>	<b>0</b>
<b>Other Variations</b>				
<b>Tynemouth Station Canopy</b> - New scheme approved at management committee on 30th March 2010	500			
<b>Level Crossings</b> - Highway works - Howdon, Fawdon, Kingston Park, Bank Foot, Callerton Parkway - CAF Approved April 2010			8	
	<b>500</b>	<b>8</b>	<b>0</b>	<b>0</b>
<b>ITA Scheme Variations</b>				
NEW TYNE CROSSING – variance due to lift corrosion work and PCT investigatory works	(332)	0.261		
<b>Revised Capital Programme Budgets (including District LTP schemes)</b>	<b>63.911</b>	<b>100,716</b>	<b>103,359</b>	<b>49,133</b>



## Tyne and Wear Integrated Transport Authority

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**DATE**            **22 July 2010**

**CT TRAVEL OUTSIDE ENGLAND**

**REPORT OF**        **THE DIRECTOR OF FINANCE AND RESOURCES, NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications: All Districts**

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**1.            Summary / Purpose of Report**

1.1            To advise members of the current availability of the English national concessionary travel pass, in particular the position with regard to travel in the rest of the United Kingdom.

**2.            Recommendations**

2.1            Members are asked to note the contents of this report and accept that on affordability and practical grounds, the extension of the discretionary scheme to allow Tyne and Wear residents in receipt of an English National Concessionary Travel pass free bus travel in the rest of the United Kingdom is not pursued at this time.

**3.            Introduction / Background**

3.1            Various Transport Acts have either made provision for or stipulated that Transport Authorities must provide concessions for senior citizens. The Transport Act of 1985 provided for bus deregulation and allowed Passenger Transport Authorities (ITAs) and other local authorities at their discretion to provide travel concessions for men over the age of 65, women over the age of 60, and blind and disabled persons. Subsequent Acts improved the generosity of concessions.

3.2            The latest legislation guarantees free off-peak travel for everyone aged 60 and over (modified in April 2010 for changes in the entitlement to a state pension) and disabled persons on all local buses anywhere in England.

## 4. Information

- 4.1
- The Transport Act 1985 gave local authorities the power to provide concessions for the elderly and disabled.
  - The Transport Act 2000 introduced statutory concessions by giving elderly people (persons who had attained pensionable age) the entitlement to a half-fare concession off-peak on local bus travel in the area in which they lived.
  - The Travel Concessions (Eligibility) Act 2002 amended the 2000 Act by providing concessions to all persons who have attained the age of 60, i.e. men became entitled to a concession at the same age as women.
  - The Travel Concessions (Extension of Entitlement) (England) Order 2005 provided for free off-peak local bus travel in England for eligible persons under the 2002 Act with effect from 1 April 2006.
  - The Concessionary Bus Travel Act 2007 extended the provisions of the 2005 Order by providing for free off-peak local bus travel nationally as from 1 April 2008. This Act also contains a provision that at a future, unspecified, date, passes issued in England, Wales and Northern Ireland may be used throughout the United Kingdom.
- 4.2
- When the 2007 Act was being debated at the Committee stage, there was some discussion on a UK-wide scheme following an unsuccessful amendment put down to compel the government to widen the scheme. The government argued against this on cost grounds. A number of MPs at the time raised issues of authorities being on the border and circumstances in which a pensioner may need to attend a hospital appointment across the border. Berwick was mentioned as an example when some residents attend a hospital in the Scottish borders.
- 4.3
- The government at the time argued that local authorities had discretionary powers that they need in order to allow their residents to cross into and out of England using their concessionary passes. There are a number of these arrangements currently in place. Northumberland card-holders can travel on bus services operating between Berwick, Galashiels, Kelso, Duns and Eyemouth for instance, provided their journey either starts or finishes in England.
- 4.4
- Conversely, the Scottish legislation - the National Bus Travel Concession Scheme for Older and Disabled Persons (Eligible Persons and Eligible Services)(Scotland) Order 2006) provides for Scottish residents to travel south of the border into and out of Carlisle, Coldstream, Berwick and Norham as long as such journeys begin or terminate in these English locations.
- 4.5
- If the Scheme was extended to provide statutory free local bus travel anywhere in the UK there would be additional costs which would primarily fall on tourist spots such as Edinburgh and border regions such as Northumberland which may be difficult to fund in the current economic climate. It is also not known whether any research has been undertaken in this area.

4.6 On a local level, there are no regular local stage carriage services operating from Tyne and Wear into Scotland where a cross-boundary arrangement could be agreed, (there is a service operating from Jedburgh to Newcastle but this makes one return trip a day commencing and terminating in Scotland) therefore Tyne and Wear residents would have to 'piggy-back' on the Northumberland scheme, causing further complications with costs and administration. Secondary legislation would have to be agreed with the Devolved Administrator of Wales, Northern Ireland and Scotland for the mutual recognition of concessionary bus travel. If Nexus, outwith this legislation wished to have any agreement (reciprocal or otherwise) for its residents to travel internally in Scotland for instance, the following issues would arise:-

- any deal would have to be funded locally and would impact on funding available for the scheme operating within Tyne and Wear either directly if the arrangement worked 'one way' i.e. it was solely available to Tyne and Wear residents travelling for free in Scotland; or indirectly if reciprocal arrangements were made with the Scottish Administration which would lead to increased payments to local bus operators within Tyne and Wear for the acceptance of Scottish pass holders;
- an agreement would have to be brokered with the Scottish Administration;
- acknowledging that reimbursement rates per passenger are higher in Scotland;
- smart readers are installed on buses in Scotland which could not read Nexus passes requiring a software modification or a negotiated fixed sum payment;
- inevitable problems with driver recognition;
- if any reciprocity was brokered it would have to be accepted that, unlike in England, pass holders in Scotland still receive passes at age 60.

It is also difficult to estimate costs through usage of free travel in Scotland. In addition, Nexus' own market research does not indicate that the extension of the scheme into other parts of the United Kingdom is that important.

## 5. **Next Steps**

5.1 It is suggested that on affordability and practical grounds, this issue is not pursued at this time.

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

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

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

**7 Background Papers**

7.1 Various Transport Acts as identified in paragraph 4.1

**8 Contact Officer (s)**

8.1 Bill Harbottle, Concessionary Travel Manager, Nexus (0191 203 3277)

WRH/hb/CToutside England ITA 22.7.10

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## Tyne and Wear Integrated Transport Authority

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22 July 2010

**CAPITAL PROGRAMME**

**REPORT OF THE DIRECTOR OF FINANCE AND RESOURCES, NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications**

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1. **Summary / Purpose of Report**

1.1 The purpose of this report is to advise members of the impact on the three year Capital Programme of the recent decision by the government to reduce capital resources and also to agree a revised programme for 2010/11.

2. **Recommendations**

2.1 The ITA is recommended to:-

- Note the position with regard to the potential impact on the capital resources; and
- Agree the revised programme for 2010/11;

3. **Introduction / Background**

3.1 The government has significantly decreased the amount of capital resources, resulting in the Local Transport Plan funding being reduced by 25% in 2010/11.

3.2 Confirmation has been received from the DfT that the capital funding through the Metro Rail Grant for the Asset Renewal Plan is unaffected at this stage. This will be conditional upon the local contribution being protected.

3.3 The JTSG met on the 25<sup>th</sup> June 2010 and agreed to recommend a revised allocation for the public transport block for 2010/11.

4. **Information**

- 4.1 The Department for Transport have announced a funding reduction to the LTP Public Transport Programme for 2010/11. The original allocation was £6.426m. This has been reduced to £4.819m, a reduction of £1.607m.
- 4.2 The LTP Public Transport Programme is used to support Metro and fund non Metro public transport improvement schemes on behalf of the five Tyne and Wear local authorities and Nexus.
- 4.3 Metro does not receive its own maintenance allocation from the LTP; instead the funding for Metro capital maintenance is taken from the public transport programme. In 2010/11 the public transport programme allocation previously agreed for Metro is £2.655m.
- 4.4 Nexus have a firm commitment from government to provide a contribution to the direct costs of the Metro Asset Renewal Plan (often referred as "Metro Reinvigoration") for the period 2010/11 to 2020/21, under which it will provide a total of £350m in the form of capital grant. The grant payable in 2010/11 is £34m and DfT have confirmed that this remains unaltered as a consequence of recent funding announcements. A 10% local contribution is required as a grant condition; this amounts to £3.4m in 2010/11. This requirement has been discussed and previously supported in a number of forums including the T&W Leaders and ITA.
- 4.5 Nexus therefore propose that the LTP Metro allocation of £2.655m funded through the Public Transport Block remains unchanged in 2010/11. Without it Nexus would be unable to draw down on the government's grant with a ratio of £9 of government grant lost to the local economy for every £1 of missing local funding. In the current climate, this does not make financial sense.
- 4.6 Recognising that this will impact on the Non Metro Public Transport programme Nexus propose to release the allocation of £0.78m this financial year for Smart Ticketing back into the Non Metro Public Transport programme. The implications of doing this in regard to the NESTI budget have not been properly assessed at this time but if partners agreed to this, they would receive a percentage of the £0.78m based on their current percentage allocation within the original 2010/11 programme.
- 4.7 The table below shows how the LTP Public Transport funding is currently allocated and what the revised position would be. At their meeting on the 25<sup>th</sup> June, Tyne and Wear Joint Transport Steering Group agreed to recommend this revised breakdown to the ITA. If the ITA agree to this proposal partners will revise their programmes in line with available funding.

LTP Public Transport Programme - Partner Allocation 2010/11

Local Authority	Original £	Proposed £	Difference £
North Tyneside	323,916	233,370	90,546
South Tyneside	293,067	211,144	81,923
Gateshead	339,341	244,483	94,858
Sunderland	456,567	328,941	127,626
Newcastle	576,879	415,621	161,258
Nexus – Non Metro	1,095,145	789,013	306,132
<b>Sub Total – Non Metro</b>	<b>3,084,915</b>	<b>2,222,572</b>	<b>862,343</b>
Metro	2,655,018	2,655,018	-
Administrative Costs	308,448	231,312	77,136
Smart Ticketing Contribution	780,000	-	780,000
<b>Total Programme</b>	<b>6,828,381</b>	<b>5,108,902</b>	<b>1,719,479</b>
Less over programming	-402,381	-289,902	-112,343
<b>Total Public Transport Block</b>	<b>6,426,000</b>	<b>4,819,000</b>	<b>1,607,000</b>

**Note** – The Original and Revised programme contain a level of circa 15% over programming.

- 4.8 Nexus Non Metro revised programme is shown in Appendix A. The revised District schemes will be reported to the ITA in the next capital programme monitoring report.
- 4.9 Prior to the reduction of LTP resources, Nexus Non Metro programme was already in excess of the capital planning total due to the impact of slippage from 2009/10. Therefore to reduce the over-programming level back to circa 15% the Non Metro programme needs to be reduced by £0.582m.
- 4.10 Therefore to address this issue the Head of IT and the Director of Strategy were asked to review the non metro capital programme to propose a revised programme for 2010/11.
- 4.11 The proposed changes can be seen in detail in Appendix A. They provide a reduction of £0.456m which represents 29% of the general LTP and CERA funding available for non metro schemes.
- Bus Infrastructure reduction - £0.306m
  - Business Improvement – IT - £0.150m
- Although this provides a significant contribution towards the target set; it does not achieve the total reductions required to meet the current budget pressure on the LTP and bring the over-programming to within 15% of the available funding. Therefore this will be reviewed further as part of the first quarterly review.
- 4.12 The impact of the changes are summarised below and can be seen in detail in

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## Appendix A.

	2010/2011 Approved Programme £'m	2010/2011 Revised Programme £'m	Programme Changes £'m
Bus Infrastructure	1.510	1.204	(0.306)
Business Improvements	1.317	1.167	(0.150)
Bus Corridor Major Scheme	0.189	0.000	(0.189)
Ferry	0.092	0.092	0.000
Passenger Improvements/Info.	0.112	0.112	0.000
Sub Total	3.220	2.575	(0.645)
Business Imps. – Smart Ticketing	0.780	0.000	(0.780)
<b>Total Nexus Programme</b>	<b>4.000</b>	<b>2.575</b>	<b>1.425</b>

- 4.13 Work is underway on reviewing year 2 and 3 of the capital programme in order that a programme can be proposed, once the reduction in the level of resources is known.

**Affordability**4.14 2010/11 Capital Programme

If the proposals set out in this report are agreed then the revised programme for Non Metro Schemes in 2010/2011 would be £2.575m. The funding of this programme is from a number of different sources. The funding available in 2010/2011 is as follows:-

	2010/2011 Approved Funding £'m	2010/2011 Revised Funding £'m	2010/2011 Variance £'m
LTP Minor Schemes	1.095	0.789	(0.306)
LTP Minor Schemes – Smart ticketing	0.780	0.000	(0.780)
Revenue Contribution to Capital	0.794	0.794	0.000
Over-programming	0.560	0.290	(0.270)
Grants and Contributions	0.092	0.092	0.000
Reserves	0.679	0.610	0.069
<b>Total Nexus Funding</b>	<b>4.000</b>	<b>2.575</b>	<b>(1.425)</b>

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- 4.15 The over-programming above of £0.290m (18%) relates to current over-programming on non Metro schemes. The over-programming now excludes Bus Corridor Major Scheme; as a result of the governments announcement that all Major Schemes which do not have programme entry status are suspended. The above also excludes any funding from Smart Ticketing which was previously in the LTP.

### **Risks**

- 4.16 The loss of LTP funding to support the Smart Ticketing initiative may have an impact on the Nexus resources once the Smart Ticketing project has been reviewed.
- 4.17 If the LTP programme is not delivered then this could have a detrimental effect on future resources.

### **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 Jill Rhodes, Transport Projects Officer, Nexus 0191 203 3947

Carol Bainbridge, Head of Capital and Project Finance, Nexus 0191 203 3244

Title	2010/11 Approved Budget £	2010/11 Revised Budget £	Variance £
<b>Bus Infrastructure</b>			
Bus Shelters New Build	140	58.5	-81.5
Super Route Shelters	50	30	-20
Bus Shelter Departure Boards	50	50	0
Replacement Bus Shelters	160	160.0	0
Shelter Refurbishment Programme	337	320	-17
Bus Shelter Lighting Power Supply	150	111.5	-38.5
Bus Station Refurbishment	313	319	6
CCTV At Bus Stops	100	100	0
East Boldon P & R	10	0	-10
Travel Plans	35	0	-35
Bus Station Signing	40	30	-10
Information Delivery Improvements	125	25	-100
Ticket Data Retrieval System	0	0	0
<b>Total Bus Infrastructure</b>	<b>1,510</b>	<b>1,204</b>	<b>-306</b>
<b>Business Improvements</b>			
Transport Management System	504	504	0
IT Hardware Replacement	200	200	0
Further Enabling Technologies	250	200	-50
Business Intelligence	0	0	0
Customer Relationship Management	60	60	0
Wireless Network	0	0	0
Email Archiving	0	0	0
MS Licencing	50	50	0
Sharepoint (Moss)	100	0	-100
Data Collection System For Con Mon	81	81	0
Nexus Website Enhancements	57	57	0
CRM Consultation Portal	15	15	0
Document Archiving	0	0	0
E-Discovery	0	0	0
On Line IT Training Programme	0	0	0
Unified Communication	0	0	0
Smart Ticketing	780	0	-780
<b>Total Business Improvements</b>	<b>2,097</b>	<b>1,167</b>	<b>-930</b>
<b>Major Schemes</b>			
Bus Corridor	189	0	-189
<b>Total Major Scheme</b>	<b>189</b>	<b>189</b>	<b>-189</b>

	£	£	£
<b>Ferry</b>			
North Shields Ferry Landing	92	92	0
<b>Total Ferry</b>	<b>92</b>	<b>92</b>	<b>0</b>
<b>Passenger Information</b>			
Real Time Information	112	112	0
<b>TOTAL NON METRO CAPITAL PROGRAMME</b>	<b>4,000</b>	<b>2,575</b>	<b>1,425</b>

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# Tyne and Wear Integrated Transport Authority

**DATE:** 22 July 2010

**TITLE:** Public Transport trends 2009/10

**REPORT OF:** THE DIRECTOR GENERAL OF NEXUS

**Reasons for confidentiality:** Not confidential

**District Implications:** All Districts

1. **Purpose of Report**

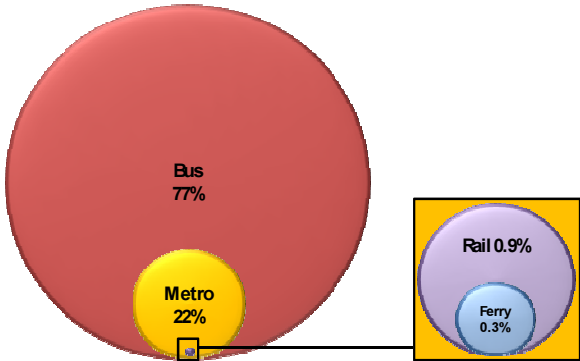
1.1 To inform the ITA of the key trends in public transport usage in Tyne and Wear during the financial year 2009/10, and to advise on a new report produced for District Leaders outlining Nexus’s activities at a District level.

2. **Recommendations**

2.1 The ITA is requested to note this report.

3. **Summary**

3.1 Public transport patronage in Tyne and Wear increased in 2009/10 by 1.5% compared to the previous year, reaching a total of almost 186 million journeys. The chart below provides a breakdown of journeys by mode in 2009/10 and shows that collectively Bus and Metro accounted for almost 99% of all journeys.



- 3.2 Metro recorded overall patronage of 41 million journeys, a growth of 0.8% compared to the previous year. Adult patronage on Metro increased by 0.3%, Concessionary (Gold Card) patronage increased by 5.1% and Child patronage *declined* by -0.6%. The number of fraudulent journeys also declined in 2009/10 by -3.1% as shown in table below.

<b>Metro Patronage by Passenger Type (000s)</b>				
<b>Passenger Type</b>	<b>2008/09</b>	<b>2009/10</b>	<b>No. change</b>	<b>% change</b>
Adult fare paying	29,193	29,285	93	0.3%
Over 60s & Disabled	5,857	6,154	298	5.1%
Child	3,701	3,678	-23	-0.6%
Fraud	1,831	1,775	-56	-3.1%
<b>Total</b>	<b>40,581</b>	<b>40,892</b>	<b>311</b>	<b>0.8%</b>

- 3.3 Bus recorded overall patronage of almost 143 million journeys, a growth of 1.7% compared to the previous year. Although adult patronage on bus *declined* by -1.1% this was outweighed by Concessionary over 60s and disabled patronage growth of 3.2% and Child patronage growth of 15.6% as shown in table below.

<b>Bus patronage by passenger type (000s)</b>				
<b>Pax type</b>	<b>2008/09</b>	<b>2009/10</b>	<b>No. Change</b>	<b>% Change</b>
Adult	83,682	82,776	-905	-1.1%
Over 60s and Disabled	45,025	46,455	1,430	3.2%
Child	11,685	13,507	1,822	15.6%
<b>Total</b>	<b>140,392</b>	<b>142,738</b>	<b>2,346</b>	<b>1.7%</b>

- 3.4 The complete 2009/10 Nexus Business Intelligence Annual Report (subtitled "The Economic Paradox") will be published shortly, and will be available on the Nexus website ([www.nexus.org.uk](http://www.nexus.org.uk)). The report provides a compilation of public transport and socio-economic trends in Tyne and Wear during 2009/10 supported by data analysis and narrative context.
- 3.5 An additional report has been developed in consultation with District Leaders and Treasurers, 'Annual Report for District Leaders 2009/10 – Expenditure and Activity Analysis' (attached at Appendix A). This report gives an overview of Nexus funding streams, expenditure, and activities at a District level.

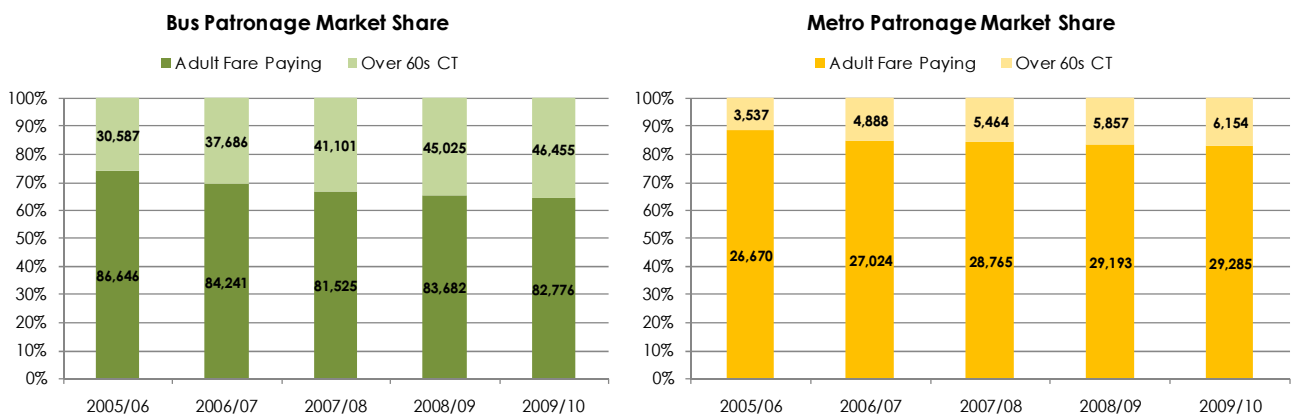
#### 4. Information

- 4.1 In 2009/10 the number of journeys on Bus, Metro, Rail and Ferry increased by 1.5% to almost 186 million journeys, which represents an additional 2.7 million journeys year on year. Similar to 2008/09 and relative to the market share of public transport journeys in Tyne and Wear, bus patronage was the significant contributor and responsible for more than 88% of the recorded growth with almost 143 million journeys recorded. After exceeding 40 million journeys in 2008/09 for the first time since 1991/92, Metro has continued to record patronage growth with almost 41 million journeys in 2009/10.

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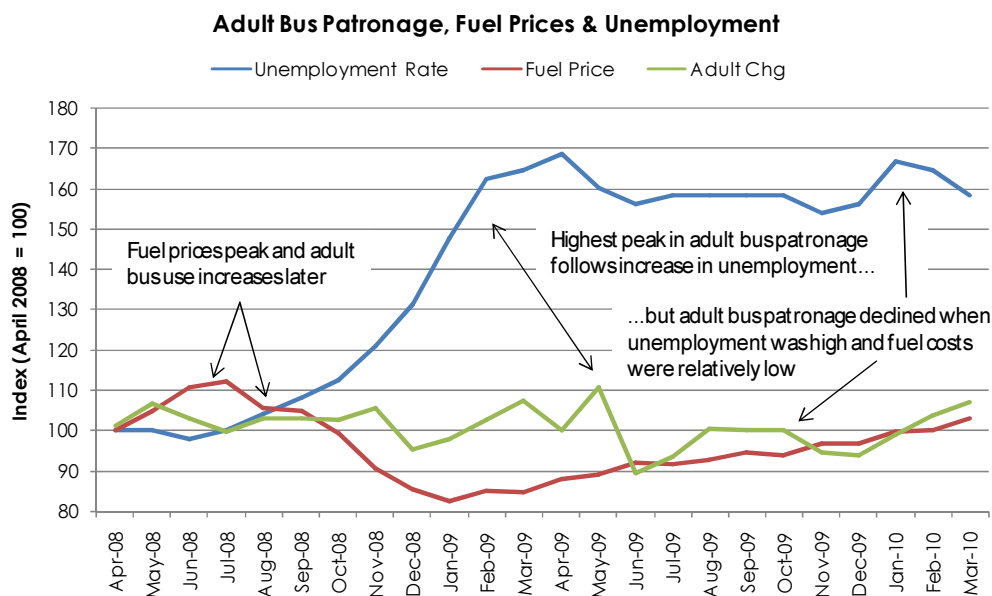
- 4.2 2009/10 also saw a significant milestone achieved, as it was the first year in which patronage growth was recorded on all four modes of public transport since 1980 when the Metro system was first opened.
- 4.3 However, the growth in 2009/10 on both Bus and Metro was influenced almost entirely by growth in Concessionary Travel. Although in the previous year (2008/09) adult fare paying journeys on bus increased for the first time in 17 years, this trend proved to be only temporary as patronage by this passenger group retracted by 1% in 2009/10. Similarly on Metro, the growth in 2009/10 was predominantly down to the over 60s and disabled concessionary travel market, with only a marginal growth in adult fare paying journeys and the number of child journeys declining slightly.
- 4.4 Between 2005/06 and 2009/10, journeys made by Concessionary Travel passengers have increased by more than 52% on Bus and 65% on Metro. While child journeys have increased by 12% on Bus since 2005/06, on Metro child travel has been largely stagnant in recent years, recording small year on year declines in both 2008/09 and 2009/10. Concessionary Travel, including child and over 60s and disabled, accounted for 38% of Bus and Metro journeys in 2009/10. The charts below show how the actual number and market share of adult and over 60s and disabled journeys has changed in recent years.



- 4.5 The 2008/09 Business Intelligence annual report highlighted the relationship between rising fuel costs and increasing adult bus patronage, and suggested that as fuel costs declined, so too might adult bus patronage. This proved to be the case. Analysis of recent trends suggest that the bus market takes longer to respond to rising fuel costs than it does to falls in fuel costs. This suggests that the new trend of rising fuel costs which began to gather momentum towards the end of 2009/10, may not be reflected in increased bus patronage for several months yet, if it is at all.
- 4.6 When fuel costs peaked in 2008, it cost an estimated 28% more to commute to and from work in a private car than it had a year earlier, based on an average commuting distance. This together with a significant decline in both car production levels and new car registrations suggested that the relative attractiveness of the private car was in an unusual, if only temporary, state of

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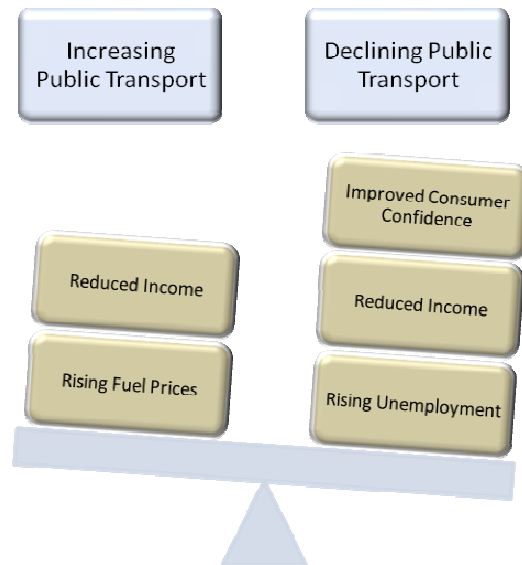
decline. These trends reversed in 2009/10 with commuting costs 9% lower in 2009 compared to the previous year although still 7% higher than in 2007. The motoring industry, badly affected during 2008/09, has recorded increases in car production levels and new registrations during 2009/10, helped largely by the government's car scrappage scheme but also indicative of increased consumer confidence. The chart below shows how the adult bus patronage has changed in relation to fuel costs and unemployment trends from a baseline of April 2008.



- 4.7 While in 2008/09, a general modal shift towards increased bus journeys (largely driven by the increased cost of motoring) outweighed any lost journeys resulting from reducing consumer confidence, however, the 'balance of power' moved in the opposite direction in 2009/10. A combination of fewer adult fare paying journeys, which suggests a return for some to the private car, and fewer commuting journeys due to rising unemployment levels, has resulted in the number of fare paying journeys declining overall.
- 4.8 The unemployment rate, which had risen sharply in the latter half of 2008/09, peaked in April 2009 with 8.1% of Tyne and Wear's economically active residents out of work. Although the rate has fallen slightly since then, at the end of March 2010 there were more than 38,000 people unemployed in Tyne and Wear, which represents an increase of 64% compared to March 2008. The impact of this was evident on both bus and Metro: Peak time patronage on Metro declined by 4% year on year across all passenger types; and while peak hour bus travel (between 08:00 and 09:00 and 17:00 to 18:00) was relatively stable, patronage (all passenger types) in the hours either side of these core times collectively declined by 7%. Also, as the 09:30 to 10:00 period is a generally a peak time for journeys made by the over 60s and disabled, which recorded patronage growth overall in 2009/10, then this suggests that the decline in adult journeys during this time was significant enough to off set any growth in other passenger types.

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- 4.9 Analysis of patronage and economic trends reveals an 'economic paradox' in which different economic factors can have opposing effects on public transport, and more importantly, it is the balance of power between them that can determine the direction of change in public transport patronage. For example, as unemployment rises, fewer commuting journeys are made, however, as household income falls, more economic methods of travel are sought. Conversely as consumer confidence increases, people are more willing to pay the costs of personal motoring, however, they are more reluctant to do so when confidence is low and may then seek alternative methods of travel. The balance of power in the economic paradox is illustrated in the model below.



- 4.10 One of the key trends identified in the 2008/09 annual report was the shift in journeys from single use tickets to season tickets on bus. This trend continued in 2009/10 and journeys using season tickets have increased by 11% year on year, which has increased season tickets' share of the total market by 9%. This trend had already been evident on Metro for some time, and this year was no different - MetroSaver continues to record growth both in terms of the number of journeys and market share.
- 4.11 In addition, journeys made using short term ticketing options, namely DaySavers, have increased by 7.6%, with a related 6.8% increase in market share. This suggests that while passengers are still seeking better value for money for their journeys, some are less willing to make long term commitments, necessary when purchasing long term season tickets, which may be indicative of a lack of confidence in the economy in general and a lack of confidence in job security in the workplace in particular.
- 4.12 The months leading up to Christmas 2008 were dominated by mass media coverage of the impending recession, rising unemployment levels and the increasing number of housing repossessions, and consequently they did not generate the seasonal growth in patronage usually seen at that time of year.

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However, patronage did increase in the build up to Christmas 2009. The number of journeys in late November and early December were up by 5% on Bus and 10% on Metro, and reflected increasing levels of consumer confidence. The YouGov 'economic tracker' survey from 2009 showed that significantly more people were feeling positive about the wider economy and their personal finances than they were a year earlier.

- 4.13 The heavy snow fall and freezing temperatures during late December and January, referred to as the 'Big Freeze' brought travel chaos throughout the country and Tyne and Wear was no exception. This resulted in a similar pattern identified by the economic paradox with the severe weather resulting in fewer journeys being made. Analysis of passenger type shows that there were significant reductions made by the over 60s & disabled and child groups, which suggests that a high number of 'non-essential' journeys were not made during the extreme weather. While adult journeys also declined, the rate of decline was much less severe than other groups as people on the whole still had to make the essential journey of getting to work. For those still needing to travel the hazardous driving conditions acted as a key deterrent to using the private car over this period and consequently made public transport a more attractive option. While patronage on Metro declined by 14% over this period, this was influenced significantly by the decline in the number of Gold Card and Child journeys and marked the largest proportionate year on year decline ever recorded on Metro. However, travel on Bus increased by 1.5% year on year, which highlights the difference between the two modes of transport, with the more extensive Bus network providing a more convenient and accessible alternative compared to the fixed route of Metro.
- 4.14 With regards to the wider economic landscape 2009/10 has been somewhat of a rollercoaster year. The longest UK recession on record, lasting 18 months, ended in the fourth quarter of 2009, and while economic indicators including unemployment, household spending, inflation and GDP growth are still poor, there are signs of improvement across all areas. However, the number of business failures and individual insolvencies continued to rise in 2009/10 and warnings about the fragility of the economy continue.
- 4.15 The YouGov 'Economic Tracker' research highlighted 20% of respondents in April 2010 believed their household finances would improve over the following 12 months. The improvement in confidence is especially significant when comparing to April 2008 when 69% of respondents felt their finances would get worse over the following year compared to 39% in April 2010.
- 4.16 The way in which public transport fits into these changing circumstances can be incongruous with an improving economy. As confidence increases in the economy and personal finances in particular, priorities shift. The trends suggest that the private car, which had been deemed too much of a drain on finances during the downturn in 2008/09, has returned to its position as necessity over luxury. Therefore this suggests that for non-users, public transport, and bus in particular, provides an alternative method of travel when personal spending is restricted, however, the relationship between the car use and public transport

appears to be, at best, only a temporary arrangement. This also suggests that far from switching to public transport through positive choice, it is seen more as a compromise.

- 4.17 This relationship of necessity may still reappear as some of the early signs of improvement in the economy may be temporary or artificial. The government spending cuts planned for 2010/11 are likely to add further economic challenges, which consequently may position public transport in the eye of the economic recovery. Unemployment is a key example as the unemployment rate in Tyne and Wear fell by 6% between the start and end of 2009/10, which suggests that the economic situation is improving. However, the North East region is heavily reliant on public sector employment, and with significant spending cuts in the public sector budgets promised by the new coalition government, the knock on effect is likely to be hardest felt in regions that are more reliant on public sector employment. This impact could be significant in Tyne and Wear where 43% of the workforce is employed in the public sector.
- 4.18 With regards to the impact on patronage, the reaction to the economic downturn also highlights a key difference between Metro and Bus. While adult patronage on Metro has remained largely stable over the last two years, in contrast adult patronage on Bus recorded relatively strong growth during the peak of the downturn in 2008/09, subsequently declined in 2009/10 and has now returned to levels recorded prior to the economic downturn. Research suggests that for most people the main reason for using a car is convenience, which in the context of public transport suggests that unless a user lives in close proximity to the Metro system, the more extensive and accessible Bus network provides a more convenient option for modal shift than the fixed route Metro system. Therefore, during times of economic pressures, it is perhaps unsurprising to find a direct relationship between private car use and the number of adult Bus journeys. While this relationship may benefit the Bus during times of hardship, as it appeared to do in 2008/09, it also exposes the vulnerability of this 'new growth' when the economic situation and customer confidence improves as was apparent in 2009/10.

## 5 Further comments by the:

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

## 6 Background Papers

- 6.1 Nexus Business Intelligence Annual Report (subtitled "The Economic Paradox") available on the Nexus website ([www.nexus.org.uk](http://www.nexus.org.uk)).

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6.2 Annual Report for District Leaders 2009/10 – Expenditure and Activity Analysis’  
(attached at Appendix A)

**7 Contact Officer (s)**

7.1 Tobyn Hughes, Director of Strategy, Nexus

Tel: 0191 203 3246





## Expenditure and Activity Analysis



## **Introduction**

Nexus is the Tyne and Wear Passenger Transport Executive (PTE) established under the Transport Act 1968 (as amended) and administers funds in order to implement passenger transport policies on behalf of the Tyne and Wear Integrated Transport Authority (ITA).

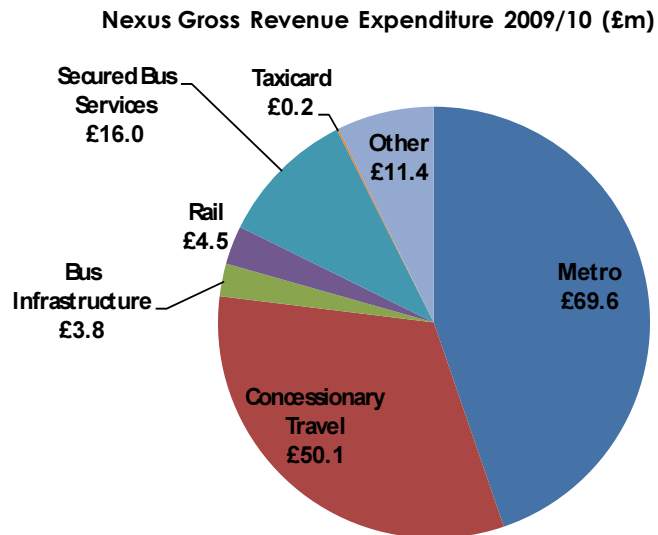
Our mission statement is 'Building for tomorrow through better transport today'.

Working within the policy remit set for us by the ITA, and in accordance with the Tyne and Wear Local Transport Plan developed with our partners, Nexus provides, plans and promotes public transport to improve the economic prosperity of Tyne and Wear, and the daily lives of its people. It also looks to the future, creating the sustainable travel choices people will want to use in decades to come.

There are few people living in Tyne and Wear whose daily lives are not touched in some way by public transport, and therefore the activities of the ITA and Nexus, through getting people to work, children to school, students to colleges, allowing access to shops, medical facilities or leisure attractions.

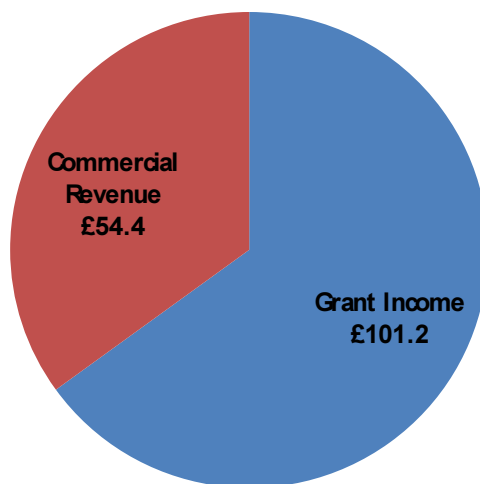
## **Nexus Gross Revenue Expenditure 2009/10**

Nexus' Gross Revenue Expenditure 2009/10 during 2009/10 amounted to £155.6m (unaudited). This enabled the provision of the services shown in chart below.



This expenditure was funded in the proportion of 65:35 from Grant Income and Commercial Revenues respectively as shown in chart below.

**Funding Split of Nexus Gross Revenue Expenditure 2009/10 (£m)**



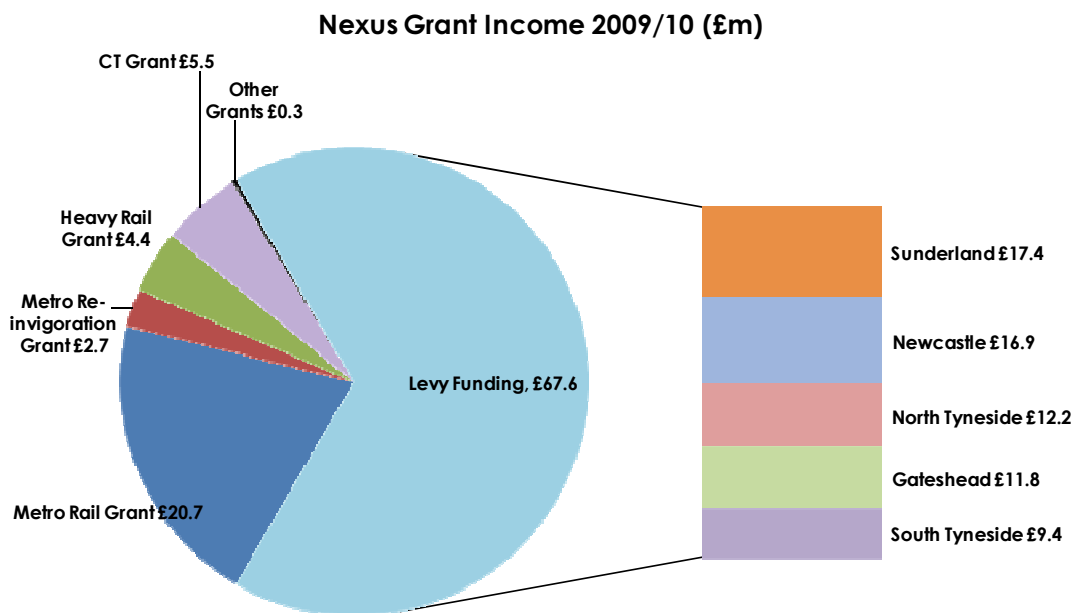
The ITA Levy

The ITA agrees a budget and then issues a levy for each financial year to the constituent councils within Tyne and Wear so as to meet its liabilities/expenses. The apportionment of the levy is calculated by reference to the total resident population of each Council. This is done in accordance with Section 7(5) of the Transport Levying Bodies Regulations 1992 where, in Section 3(a), Passenger Transport Authorities established by s28 of the Local Government Act 1985 (now renamed ITA's as a result of the Local Transport Act 2008), are identified as levying bodies.

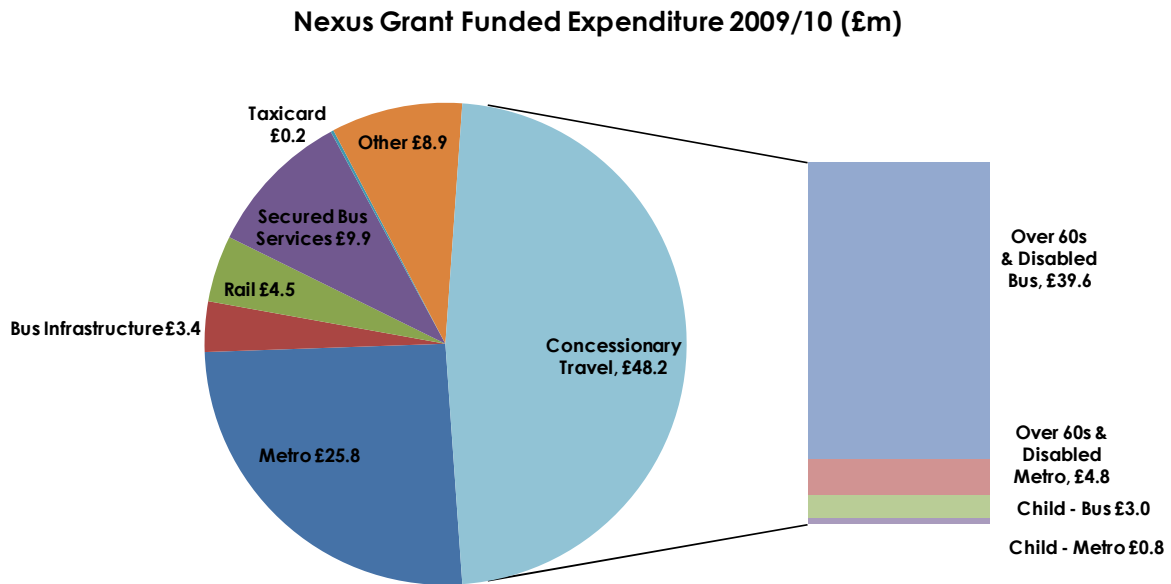
In the case of the Tyne and Wear ITA, it set a levy for the financial year 2009/10 of £70.6m, of which £67.6m was paid to Nexus in order to execute the policy decisions of the ITA.

### Nexus Net Financing Requirement 2009/10

Nexus' net financing requirement in 2009/10 was £101.2m. The chart below shows the detail of how this was funded.



Nexus' net expenditure during 2009/10 (unaudited) amounted to £100.9m, a difference of £0.3m which increased reserves at the year end. The chart below shows how the expenditure was incurred by Nexus in providing the following services:-



Activity and analysis of each of the services shown in the Nexus Grant Funded Expenditure chart and commercial bus services are described in more detail in the next section of this report. The other services that Nexus provides that are not included in this report are listed below:-

- The cross Tyne Ferry service which carried 476,000 passenger journeys during 2009/10
- Provision of transport information through: the call centre that Nexus operates under commercial contract to Traveline; at 10 travel shops located throughout Tyne and Wear; and at bus stations, interchanges, on-street and at stops across Tyne and Wear

- A payment to the Tyne and Wear Pension Fund in order to eradicate the pensions deficit<sup>1</sup>, as determined by the Fund actuary at the last triennial valuation

## **Activity Analysis**

This section provides a breakdown and analysis of activity across the following areas of public transport service provision in Tyne and Wear:-

### **Bus Services**

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<sup>1</sup> The deficit relates to all of Nexus, including staff that TUPE transferred to DBTW on 1<sup>st</sup> April 2010. A significant proportion of this expenditure is therefore attributable to running the Tyne and Wear Metro system

1. Concessionary Travel (Over 60s & Disabled)
2. Concessionary Travel (Child)
3. All Bus Services (commercial and secured services combined)
4. Secured Bus Services
5. Commercial Bus Services
6. Bus Infrastructure

### **Metro Services**

7. Metro Services
8. Concessionary Travel (Over 60s & Disabled)
9. Concessionary Travel (Child)

### **Other Services**

10. Rail Services
11. TaxiCard Services

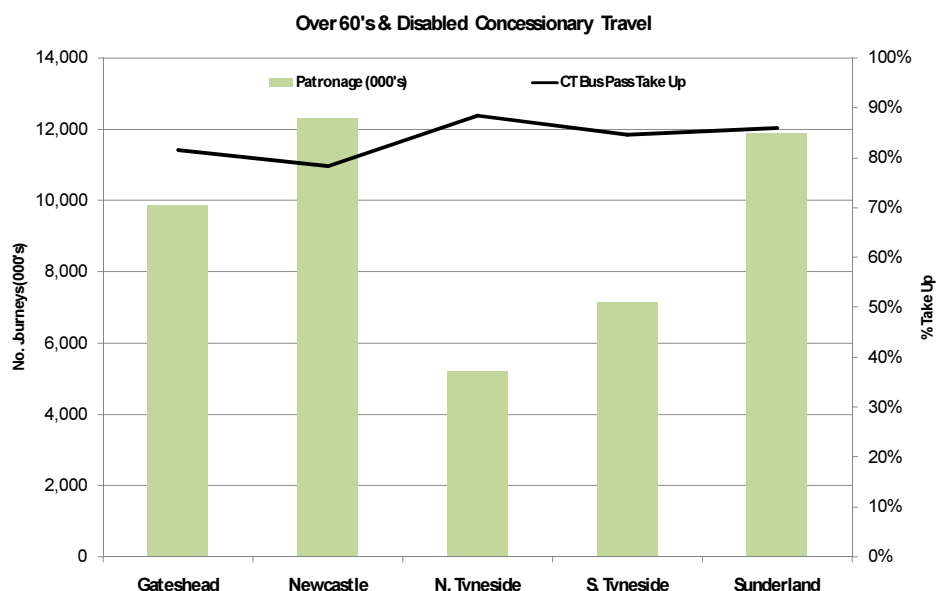
## **1) Concessionary Travel on Bus (Over 60s & Disabled)**

During 2009/10, the over 60s and disabled made 46.5 million journeys on bus in Tyne and Wear. This represents an increase of 3.2% on the previous year. Strong growth in ridership therefore continues as a result of the government's introduction initially of free travel on local bus based around residency in 2006, followed by free travel on local bus throughout England in 2008 for those aged over 60 years and for disabled

people. The table below provides a breakdown of patronage by district, eligible population (over 60s) and the take up rates of the Concessionary bus pass. It shows how the number of bus journeys is largely relative to population, with the exception of North Tyneside where Metro is more prominent. The table also shows how North Tyneside's eligible population has the highest take up rate at 88%, while the average pass take up across all districts is 84%.

<b>Over 60s &amp; Disabled on Bus</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	9,870	12,290	5,203	7,130	11,902
CT Bus Pass (eligible population)	45,700	54,400	46,900	36,000	63,500
CT Bus Pass Take Up	82%	78%	88%	85%	86%
No. of CT Passes Issued	37,258	42,620	41,414	30,438	54,495

The chart below shows how Newcastle, Sunderland and Gateshead collectively account for almost 3 out of every 4 journeys made on bus by the over 60s and disabled, with most journeys originating in Newcastle, which is a result of its position as a major destination as the economic centre of the city region, and therefore also the main employment, leisure and retail centre of Tyne and Wear.



## 2) Concessionary Travel on Bus (Child)

During 2009/10, children made 13.5 million journeys on bus in Tyne and Wear. This represents an increase of 15.6% on the previous year. Strong growth is evident as a

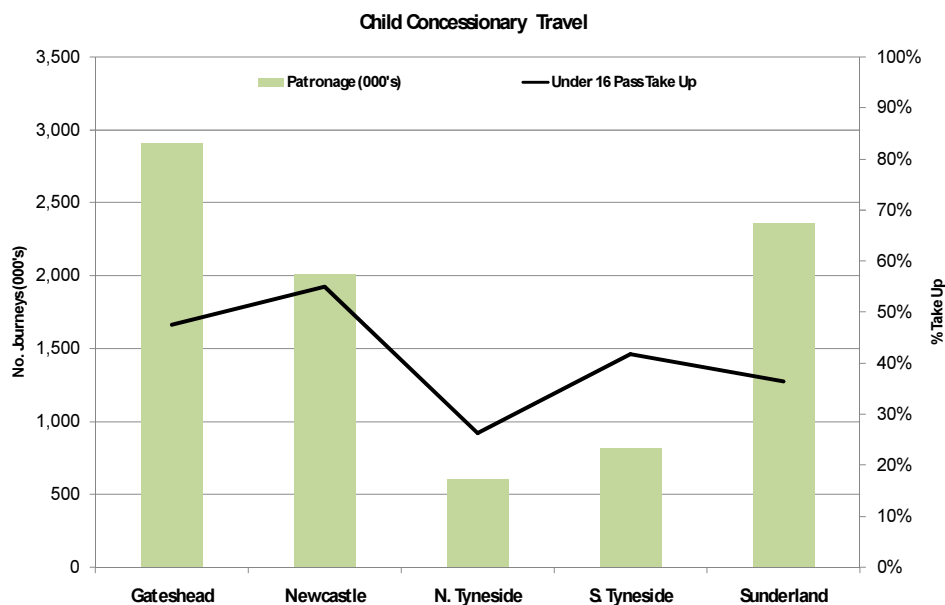


result of the local introduction of a concessionary travel Child All-day Ticket (CAT) in September 2008.

The table below provides a breakdown of child concessionary travel journeys and eligible population in each district. The dominance of Metro travel over Bus in North Tyneside, and to a lesser extent South Tyneside, results in a lower number of Bus journeys relative to population. Conversely the number of Bus journeys in both Sunderland and Gateshead are higher relative to population.

<b>Child CT on Bus</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	2,908	2,010	601	813	2,356
Under 16 Pass (eligible population)	25,700	31,700	25,400	20,000	41,100
Under 16 Pass Take Up	47%	55%	26%	42%	36%
No. of Under 16 Passes Issued	12,189	17,428	6,667	8,325	14,936

The chart below provides a breakdown across the districts and shows that child travel on bus is highest in Gateshead and Sunderland with these districts collectively accounting for more than 60% of journeys. Although Gateshead has some key Metro stations on the core route running from Pelaw to Gateshead, much of Gateshead is predominantly served by bus. Conversely, with all of its main urban centres connected to the Metro system North Tyneside has a significantly lower share of bus journeys, which to a lesser extent is also evident in South Tyneside.

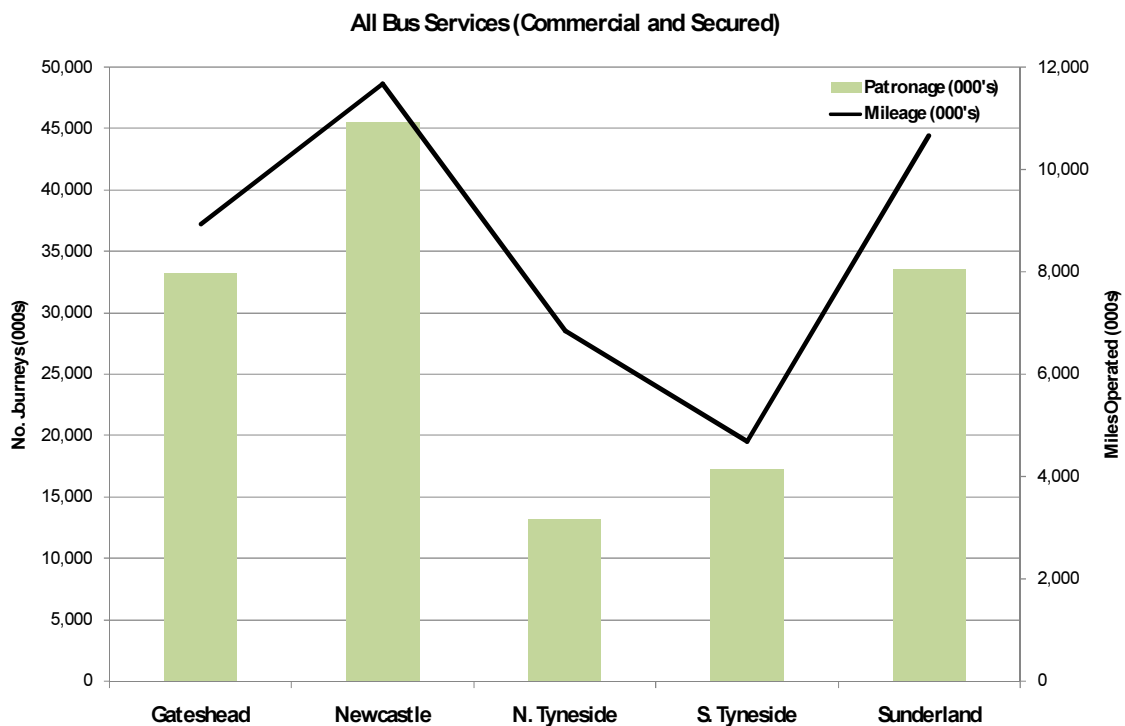


### 3) All Bus Services

In 2009/10 patronage on bus services in Tyne and Wear rose by 1.7% to almost 143 million journeys. This marks the fourth year in succession that bus patronage has increased, which coincides with government's introduction initially of free travel on local bus based around residency in 2006, followed by free travel on local bus throughout England in 2008 for those aged over 60 years and for disabled people<sup>2</sup>. The table below shows a breakdown of bus patronage and bus mileage by district.

<b>Combined Bus Services</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	33,228	45,516	13,140	17,287	33,567
Mileage (000's)	8,934	11,676	6,830	4,687	10,663

The chart below demonstrates how bus service provision is largely aligned to demand across the districts with most journeys originating in Newcastle, which is a result of its position as a major destination and the main employment, leisure and retail centre of Tyne and Wear. The next two sections provide a breakdown of the bus network by commercial and secured services and highlight some of the key points to note.



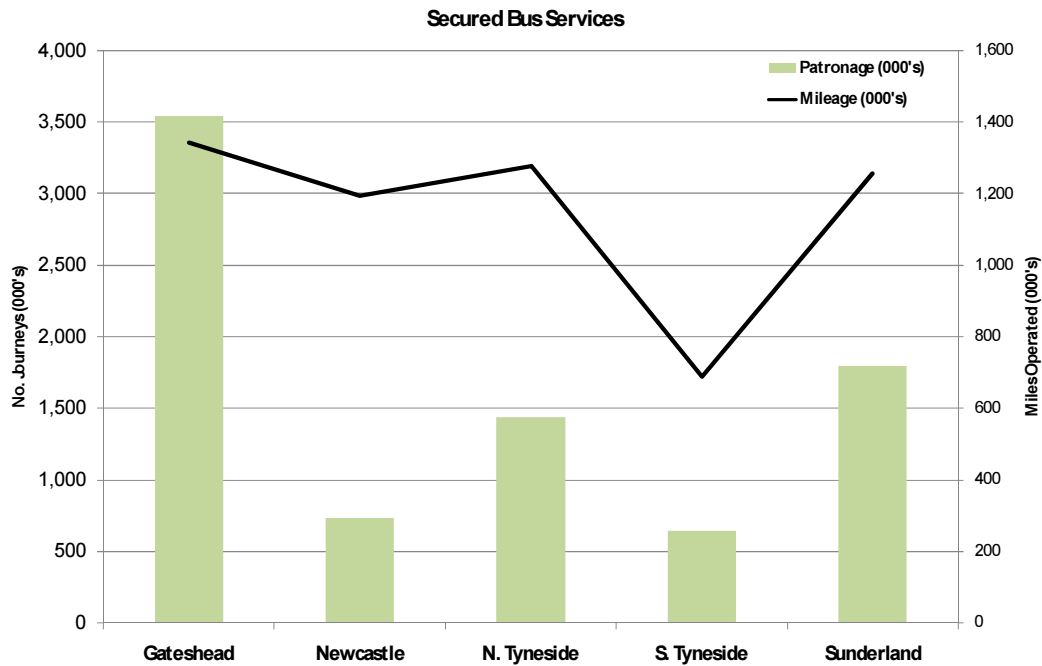
<sup>2</sup> It should also be noted that adult fare paying patronage on bus also increased during 2008/09

#### 4) Secured Bus Services

Patronage on secured bus services declined by 3% in 2009/10. This follows the similar trend in recent years where patronage has increased on services secured on a minimum subsidy contract, where the commercial operator takes the revenue risk; however, the growth has been off set by the decline in patronage on other contract types where Nexus takes the revenue risk. The table below shows the disparity between mileage operated and patronage between Gateshead and Newcastle, which is largely indicative of the nature of secured Bus services with regards to varying levels of demand dependant on the 'social' need for the service. For example, Gateshead covers a much larger geographical area than Newcastle, with many rural areas and has a significantly lower population density. Consequently Gateshead is more reliant on the secured network, to the extent that it becomes part of the 'core' network, which is in sharp contrast to the smaller more urbanised and densely populated Newcastle. Newcastle is served predominantly more by the commercial network and secured services serve to provide more disparate non-core network links.

<b>Secured Bus Services</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	3,539	725	1,432	638	1,790
Mileage (000's)	1,342	1,194	1,275	686	1,255

The chart below demonstrates how Newcastle and South Tyneside have the lowest levels of patronage relative to mileage.

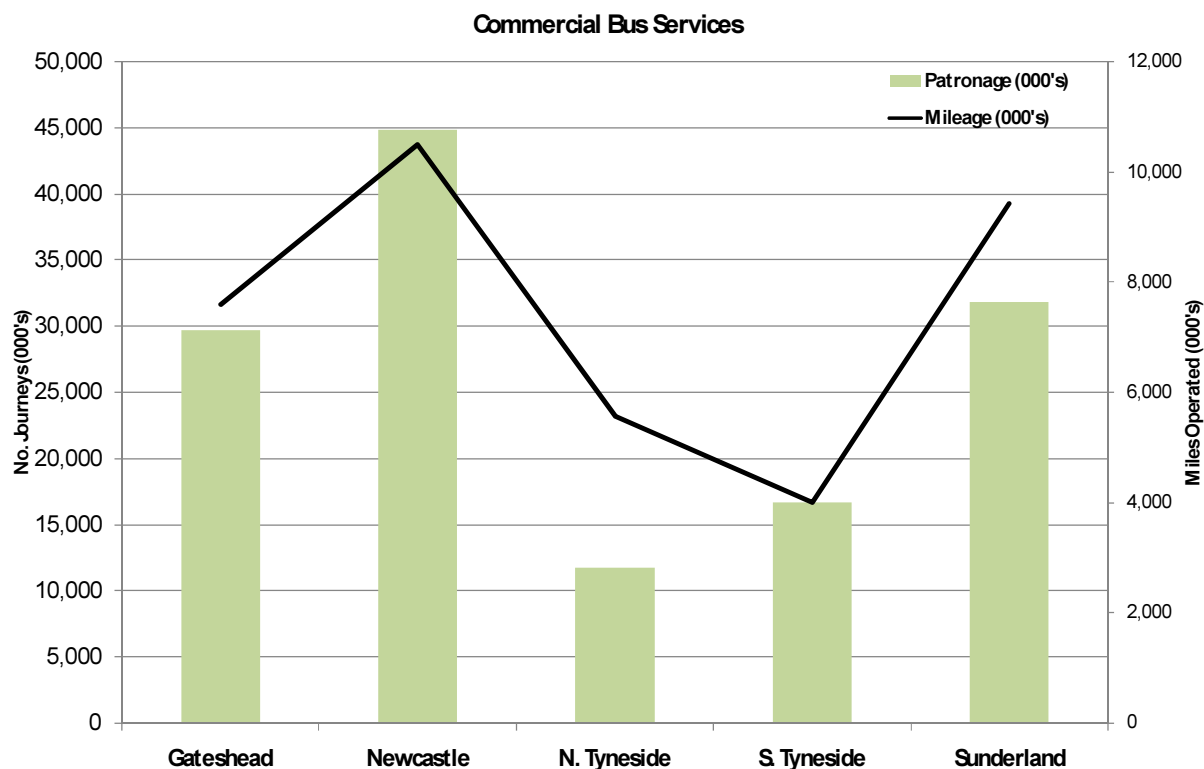


## 5) Commercial Bus Services

Patronage on commercial bus services rose by 2.3% in 2009/10 to 137.7 million journeys. The table below provides a breakdown of commercial bus patronage (boardings) and mileage by district. In most districts, mileage and patronage relate closely to the population with the exceptions of Newcastle and North Tyneside. The dominance of Metro in North Tyneside results in commercial bus boardings in this district at just 9%, whilst 33% of all commercial bus boardings occur in Newcastle, which reflects its position as a major destination as the main employment, leisure and retail centre of Tyne and Wear.

<b>Commercial Bus</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	29,689	44,790	11,709	16,649	31,777
Mileage (000's)	7,593	10,482	5,556	4,000	9,408

With the exception of North Tyneside, the chart below highlights the contrast in the stability of supply and demand in commercial services compared to secured services, as unlike secured services, there is a much clearer correlation between mileage and patronage on commercial services.

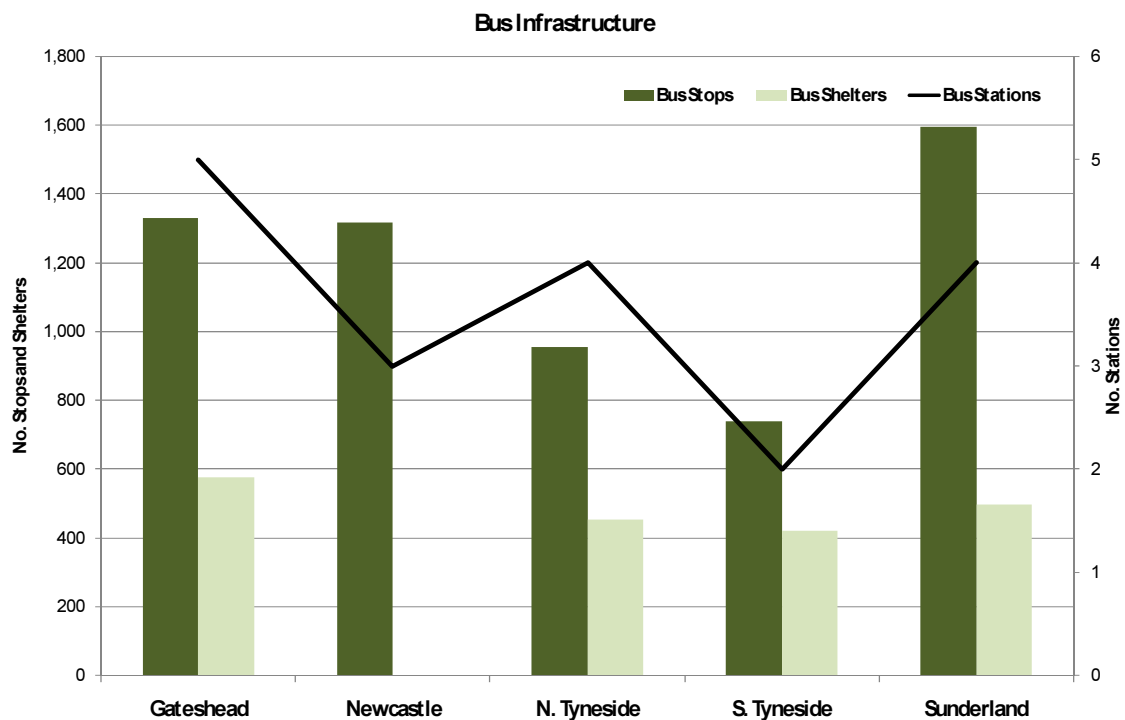


## 6) Bus Infrastructure

Nexus provides almost 6,000 bus stops and manages 2,000 bus shelters across Tyne and Wear. Newcastle provide all of their own bus shelters through an independent commercial contract. Gateshead uses its own budget to provide the majority of new shelters, which Nexus then manages, maintains and cleans. In addition, Nexus also manages 18 bus stations and interchanges across Tyne and Wear. The table below provides a breakdown of bus infrastructure and shows that the provision of bus infrastructure is largely in line with the demand in each district as outlined in previous bus sections. The 'Shelters' figures are based on Nexus managed shelters only, and consequently there is 'zero' value shown for Newcastle.

<b>Bus Infrastructure</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Bus Stops	1,332	1,319	956	741	1,597
Bus Shelters	577	0	454	421	498
Bus Stations & Interchanges	5	3	4	2	4

The chart below provides a breakdown across the districts, however, it should be noted that the 'Station' category only includes formal recognised stations and does not include significant bus stopping areas in the main streets in our city centres such as Fawcett Street in Sunderland and Blckett Street in Newcastle.



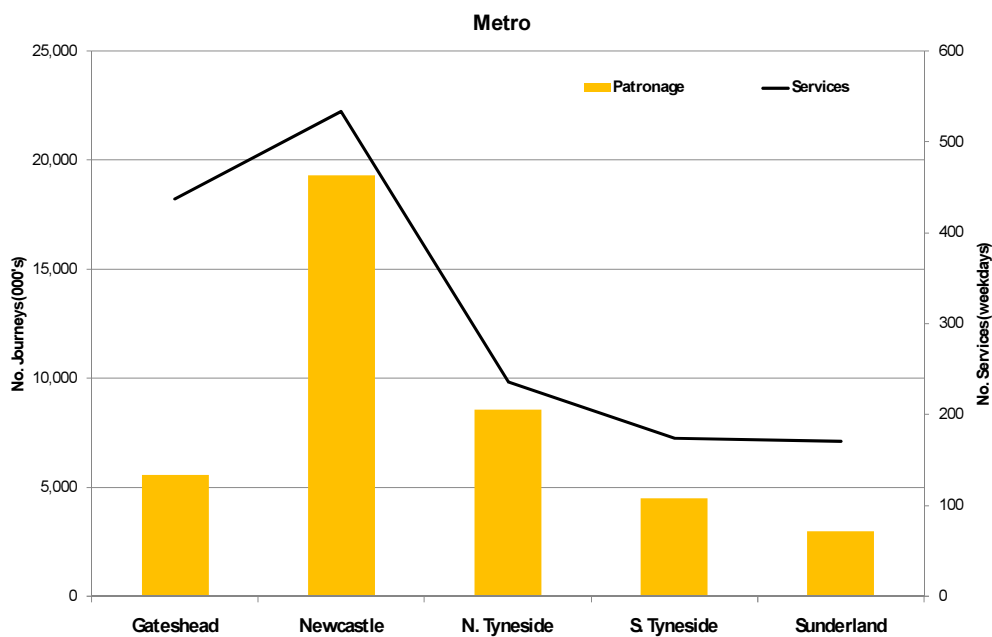
## 7) Metro Services

Patronage on Metro increased for the fourth successive year in 2009/10 and rose by 0.7% to 40.9 million journeys. The table below provides a breakdown of Metro services<sup>3</sup> by district. The figures in the chart demonstrate the prominence of Metro in both Newcastle and North Tyneside. Collectively, Newcastle and North Tyneside have more than 60% of stations and patronage and 55% of track.

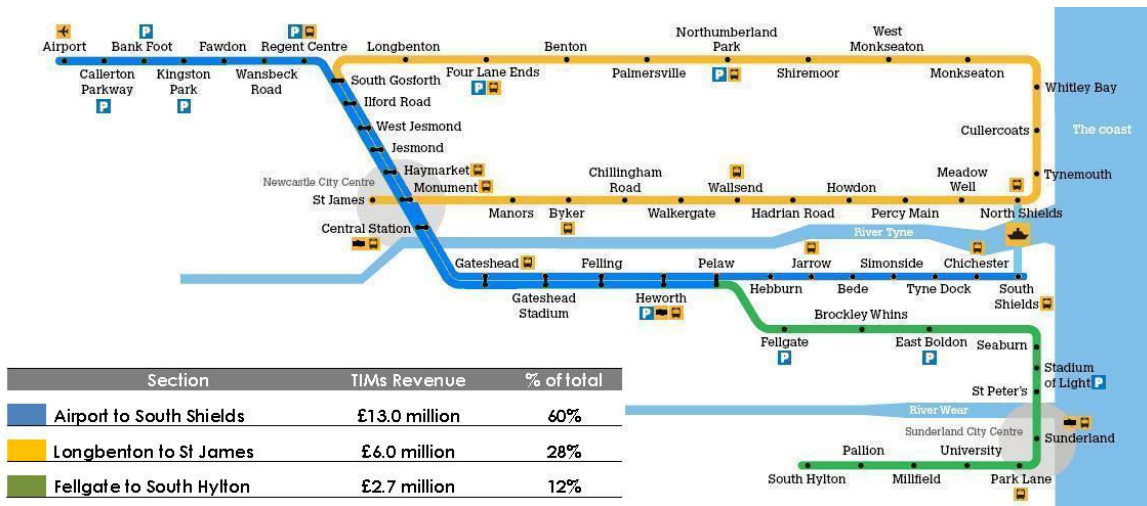
<b>Metro</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Miles of Track	4.5	12.2	13.7	11.6	5.9
Services	438	534	236	173	170
Stations	5	20	17	10	9
Patronage	5,562	19,325	8,546	4,494	2,964

<sup>3</sup> Services relates to the number of trains running through each district on a typical weekday

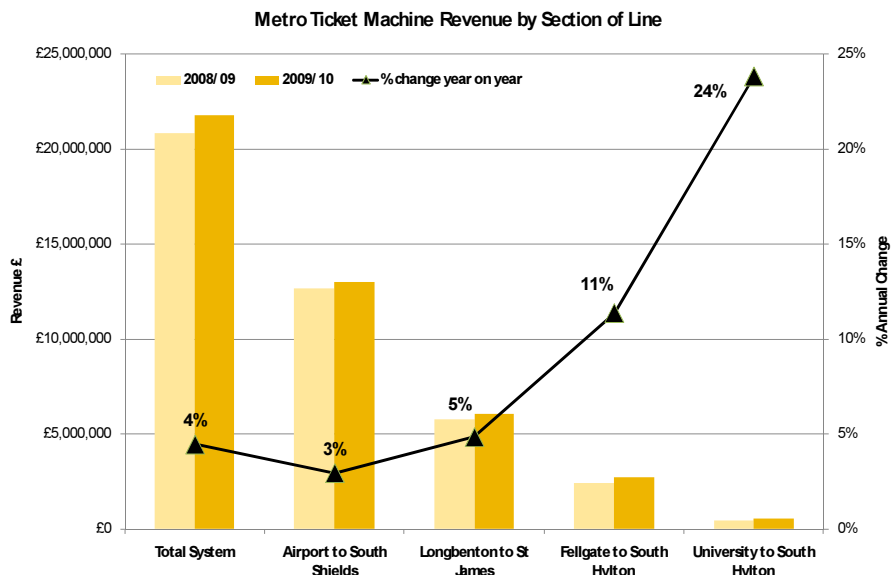
The chart below provides a breakdown of patronage and services and shows that although Sunderland has a similar level of services as South Tyneside, it has the lowest level of patronage. As Newcastle acts as the central hub of the system and is the main employment, leisure and retail centre of Tyne and Wear, it generates almost half of all Metro journeys. The number of services is higher in Gateshead and Newcastle as it is here where the lines converge (see map on next page), and together with the additional trains that run during peak times, results in these districts having a much higher service frequency to provide the required capacity and to avoid overcrowding during peak times.



What is also significant is that most of Metro's commercial revenues are generated on the section of the network running through the central core. In 2009/10 ticket machine revenue generated on the 'Airport to South Shields' section accounted for 60% of total ticket machine revenue, and the 'Longbenton to St James' section accounted for 28%, whilst the 'Fellgate to South Hylton' section accounted for the remaining 12%. The map below illustrates the stations where the ticket machine revenue was generated in 2009/10.



However, it is also relevant to note that whilst ticket machine revenue rose in total by over 4% in 2009/10, ticket machine revenue on the 'Fellgate to South Hylton' section increased by over 11%, and by 24% on the 'South Hylton to University' section, which is a significant and positive reaction to the decision to increase the frequency of services operated on that part of the network in May 2009. The chart below demonstrates how the rate of revenue growth on the Sunderland line was significantly higher than the other sections in 2009/10.



### 8) Concessionary Travel on Metro (Over 60s & Disabled)

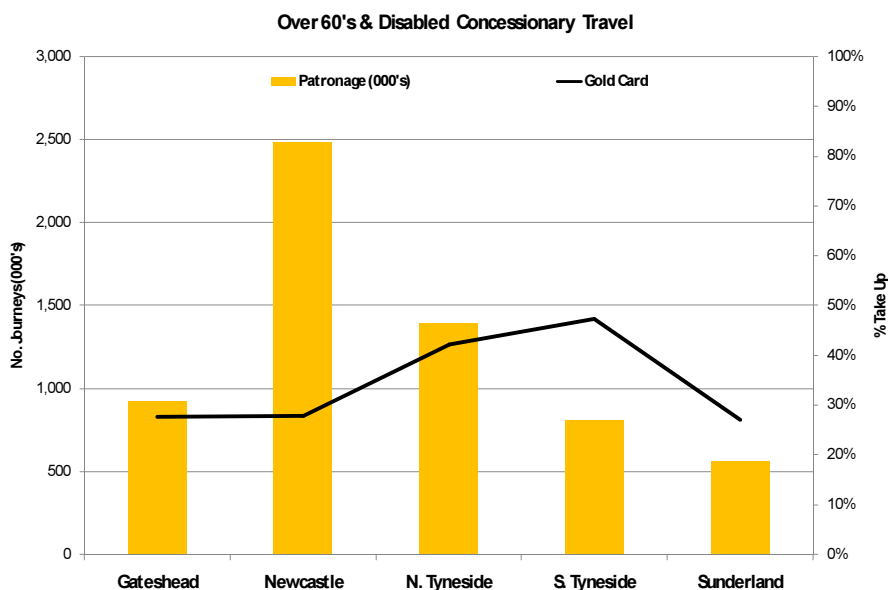
During 2009/10, the over 60s and disabled made 6.2 million journeys on the Metro. This represents an increase of 5.1% on 2008/09. Strong growth in ridership therefore



continues as a result of the introduction of the Metro Gold Card which provides for a local discretion that complements the introduction of free local travel on bus in 2006, followed by free national travel on bus in 2008 for the over 60s and disabled. The price of the Gold Card remains at £12 having been frozen in 2009 and again in 2010. The table below provides a breakdown of patronage, population (over 60s) and take up rate of Gold Card, and shows that Newcastle has a higher number of journeys relative to its position as a major destination and subsequent service provision when compared to the larger districts of Gateshead and Sunderland, which include extensive sub-urban and rural areas without Metro provision.

<b>Over 60s &amp; Disabled on Metro</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	918	2,479	1,392	805	560
Gold Card (eligible population)	45,700	54,400	46,900	36,000	63,500
Gold Card Take Up	28%	28%	42%	47%	27%
No. of Gold Cards Issued	12,610	15,119	19,785	17,018	17,175

The chart below shows that Newcastle generates significantly more patronage than any other district, which is a result of its position as the main employment, leisure and retail centre of Tyne and Wear. This also highlights the contrast in Sunderland, where bus patronage is similar to Newcastle, Metro patronage is significantly lower. However, it should also be noted that the take up rate of the Gold Card in Sunderland is the lowest across all districts.

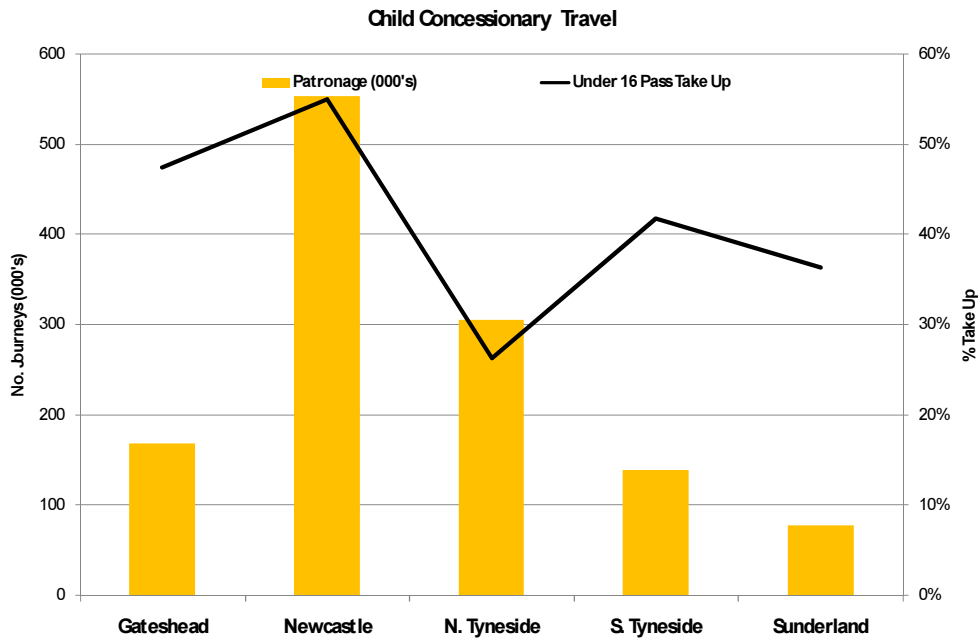


## 9) Concessionary Travel on Metro (Child)

During 2009/10, children made 3.7 million journeys on the Tyne and Wear Metro. This represents a slight reduction on the previous year, therefore in contrast to the strong growth that is evident on bus as a result of the introduction of the child concessionary travel scheme in September 2008. The table below provides a breakdown of child concessionary travel journeys and eligible population in each district and shows how the dominance of Metro travel over Bus in North Tyneside results in a higher number of Metro journeys.

<b>Child CT on Metro</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Patronage (000's)	169	552	305	139	78
Under 16 Pass (eligible population)	25,700	31,700	25,400	20,000	41,100
Under 16 Pass Take Up	47%	55%	26%	42%	36%
No. of Under 16 Passes Issued	12,189	17,428	6,667	8,325	14,936

The chart below provides a breakdown across the districts and highlights the prominence of Metro in Newcastle and North Tyneside. In North Tyneside this results in a significantly lower market share of Bus journeys, however, in contrast Newcastle retains a market share of Bus journeys in line with population, which is reflective of Newcastle's position as the main leisure and retail centre of Tyne and Wear. Similar to the Gold Card journeys, patronage on Metro among the child CT group in Sunderland is significantly lower than its relative population. The take up rate of the under 16 pass in Sunderland is also significantly lower than in Gateshead and Newcastle.



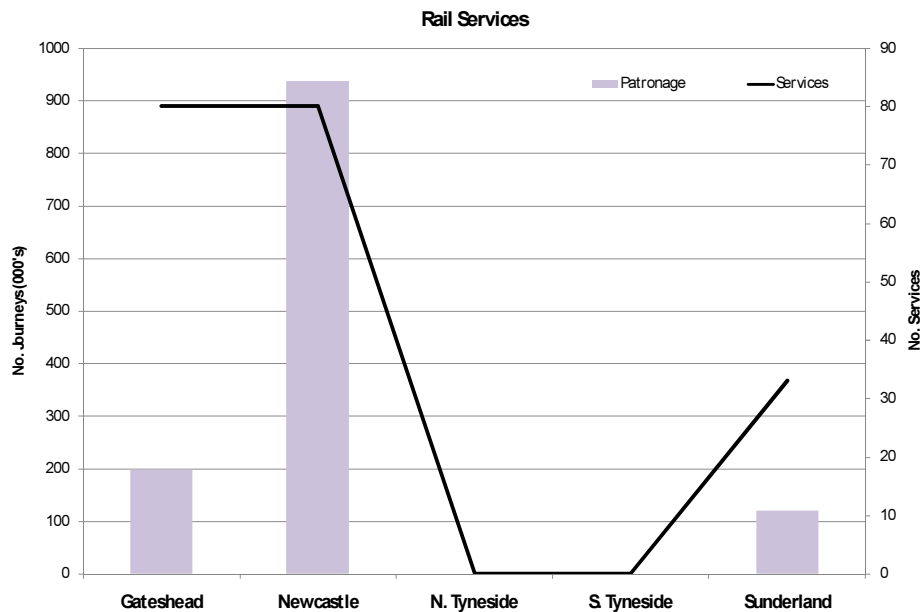
## 10) Rail Services

Patronage on heavy rail services rose very slightly in 2009/10 to 1.8 million journeys<sup>4</sup>. The table below provides a breakdown of local rail provision by district. There are 6 rail stations in Tyne and Wear; operating the Newcastle to Sunderland and Newcastle to Blaydon lines. Newcastle and Gateshead have a higher number of services compared to Sunderland. For clarity the 4 stations in Gateshead are Heworth, Dunston, MetroCentre and Blaydon. Newcastle has only 0.6 miles of track yet 80 services because it only includes the track on the bridges in and out of Newcastle Central station. On a similar note South Tyneside has 5 miles of track with no services or stations as part of the Pelaw to East Boldon section of the Sunderland to Newcastle line runs through South Tyneside.

<b>Rail</b>					
<b>Measure</b>	<b>Gateshead</b>	<b>Newcastle</b>	<b>N. Tyneside</b>	<b>S. Tyneside</b>	<b>Sunderland</b>
Miles of Track	9.8	0.6	0.0	5.0	6.0
Services	80	80	n/a	n/a	33
Stations	4	1	0	0	1
Patronage	198	938	n/a	n/a	120

<sup>4</sup> This figure includes boardings originating outside of Tyne & Wear but travelling on the Tyne & Wear network

The chart below provides a breakdown across the districts and highlights the anomalies outlined above and the zero presence of Rail services in North Tyneside. The number of journeys generated by Newcastle again serves to underline its role as a major destination.



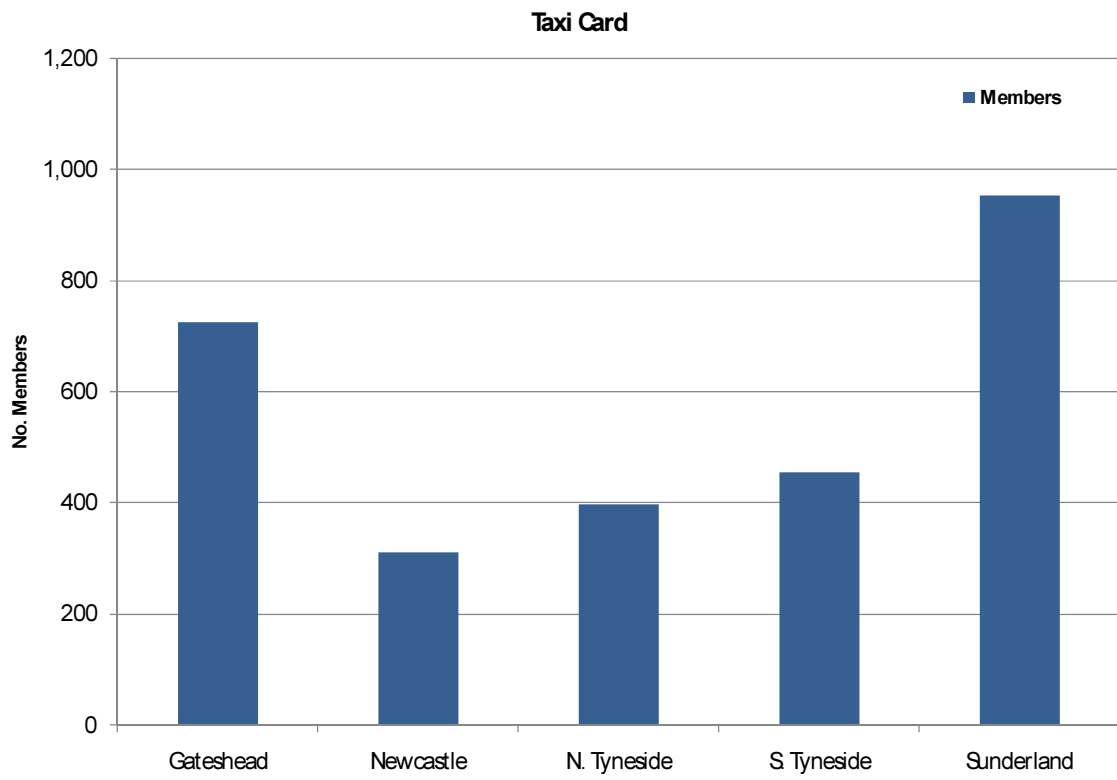
### 11) TaxiCard Services

TaxiCard is a social inclusion transport initiative which is provided for disabled people who have difficulty in accessing mainstream public transport services. At the end of 2009/10 there were almost 3,000 registered members of the scheme.

The table below provides a breakdown of TaxiCard members by district. Sunderland has the highest number of members followed by Gateshead, which is indicative of the larger geographical profiles of these districts as previously outlined in the secured and commercial Bus service sections.

Taxi Card					
Measure	Gateshead	Newcastle	N. Tyneside	S. Tyneside	Sunderland
Members	726	313	399	456	954

The chart below provides a breakdown across the districts and highlights how Sunderland and Gateshead have a much higher number of members compared to the other districts.



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## Tyne and Wear Integrated Transport Authority

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**DATE:** 22<sup>nd</sup> July 2010

**TITLE:** Superoutes

**REPORT OF:** The Clerk to the Authority and the Director General, Nexus

**Not confidential**

**District Implications: All of Tyne and Wear**

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1. **Purpose of Report**

1.1 To discuss the future of the Superoutes partnership.

2. **Recommendations**

2.1 Members are requested to note the contents of this report, and to agree to the discontinuation of the Superoutes partnership.

3. **Background**

3.1 The Tyne and Wear Superoute initiative was established in early 2003 as a voluntary partnership between the three major bus operators, Nexus and the local highway authorities in Tyne and Wear. It sought to establish one common brand for high quality bus services. The partners agreed to focus investment on Superoute services: the bus operators investing in modern low floor buses and a guaranteed level of service; Nexus improving shelters and information on Superoutes; and the local highway authorities seeking to improve bus operations through a programme works to overcome delays to buses and to improve highway infrastructure for buses and passengers on Superoutes.

3.2 Over time the number of routes classified as Superoutes has expanded as the operators have invested in new vehicles. Partnership Superoute Audits and the Tyne and Wear Bus Corridor Improvement Programme have identified infrastructure problems for bus operations and passengers, and funding from the Local Transport Plan and other sources has funded solutions to these problems on Superoutes. Previously the Superoute Board monitored the delivery and outcomes from investment in Superoutes, and more recently the ITA Bus Strategy Working Group agreed to absorb its functions.

#### 4. **New Approach to Improving Bus Services**

- 4.1 Members will be aware that bus partnerships are being developed in a number of places in Tyne and Wear, for example in East Gateshead and more recently in South Tyneside: others are planned.
- 4.2 The creation of the Superoutes in 2003 was, at the time, seen as the most effective collaborative and consistent approach to improve major bus services across Tyne and Wear. However it now in effect it duplicates work going on elsewhere and is a brand which does not reflect the present and emerging situation. It is therefore recommended that the Superoutes partnership be discontinued.
- 4.3 It is intended to keep the good working practices developed for Superoutes in terms of Superoute Audits and continuing to review and progress the Tyne and Wear Bus Corridor Improvement Programme.

#### 5. **Next Steps**

- 5.1 Should this recommendation be adopted, Nexus, Local Authorities and the bus companies will continue to work together to seek the best solution to improve local bus services for bus users. This will recognise that the solution will vary across Tyne and Wear depending on the problem, meeting local objectives and delivering the benefits sought (consistent with the Bus Strategy), the level of partner resources and investment, and local working relationships.
- 5.2 Partners will continue to identify operational problems and solutions to bus operations at a District level through well established (public transport) Local Transport Plan Implementation Groups using some of the tools developed for Superoutes. District schemes will feed into a strategic Tyne and Wear Bus Corridor Improvement Programme, funded through a variety of capital funding sources including the LTP Integrated Transport Block.
- 5.3 Where appropriate improvements to bus travel will be promoted and marketed within the overarching Tyne & Wear “Buses are Getting Better Campaign” replacing Superoute marketing and branding.
- 5.4 The monitoring of Superoute delivery as previously reported to this Working Group will in future be included in the report to this Group on delivery of the Bus Strategy action plans.
- 5.5 The ITA’s Bus Strategy Working Group has considered this matter at its meeting in May, and the other partners have also been consulted in making this recommendation.

#### 4. **Further comments by the:**

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



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

**Background Papers**

5.1

6. **Contact Officer (s)**

6.1 Tobyn Hughes, Director of Strategy, Nexus 0191 203 3246

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 22<sup>nd</sup> July 2010**

**REPORT TITLE: Major Transport Schemes**

**REPORT OF**       **THE CLERK OF THE ITA / DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications: All**

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**1.           Summary / Purpose of Report**

1.1       The purpose of this report is to inform the ITA of the emerging position with regard to local government major transport schemes.

**2.           Recommendations**

2.1       The ITA is recommended to note the contents of this report.

**3.           Introduction / Background**

3.1       On 10<sup>th</sup> June 2010 a statement on local government major transport schemes was made by the Secretary of State for Transport, and at the same time DfT issued new interim guidance in the matter directly reflecting the statement **(Appendix A)**. The statement and the interim guidance make it clear that replacement guidance together with a new framework and process for funding and prioritising future regional and major local transport schemes will not be established until after the government's comprehensive spending review has taken place in the autumn.

3.2       As part of the previous Government's Regional Funding Allocation process, which is now under review, Tyne and Wear had the following major schemes identified:

- A19 Junctions (Coast Road, Moor Farm, Testos and Seaton Burn)

- Northern Gateway
- Sunderland Central Route
- Metro Reinvigoration Phase 1
- Sunderland Strategic Transport Corridor
- Tyne and Wear Bus Corridors Phase 1
- Tyne and Wear Bus Corridor Phase 2

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

#### 4. **Bus Corridor Major Schemes**

4.1 Proposals for Tyne and Wear Bus Corridor Improvement Phase 1 had been developed to the stage of applying for Programme Entry. Correspondence has been received from DfT advising that at least until the conclusion of the government's spending review in the autumn the Department will not be in a position to consider the request (**Appendix B**).

4.2 The ITA has twice considered proposals for Phase 2 of Tyne and Wear Bus Corridor Improvement major scheme business case. There was to have been a report to the Leadership Group seeking guidance regarding prioritisation matters and funding issues: however recent developments referred to above mean that the proposals will have to be reconsidered in the light of any new guidance.

#### 5. **Further Information**

5.1 As soon as the new guidance becomes available, and a new process is in place, it will be necessary to re-examine all of the specific schemes in the Tyne and Wear Bus Corridor Improvement packages, and any other local major scheme proposals. The new guidance will undoubtedly involve some re-appraisal: for example the government's Coalition Agreement talks about ensuring that the benefits of low carbon proposals are fully recognised when deciding on which transport projects to prioritise.

5.2 In the meantime the previous Major Scheme guidance and process is suspended pro tem. The uncertainty that this will inevitably cause is acknowledged by DfT, who also caution against investing time and resource on developing major scheme proposals in the absence of the new guidance and

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process.

- 5.3 The outcome of the spending review and the new guidance may change some of the limits about what constitutes a major scheme e.g. the £5m minimum and the £15m cap resulting from the current RFA allocation may no longer be relevant. It is possible that draft guidance may be issued for consultation, and Nexus through pteg will be making every endeavour to ascertain what shape the new process is likely to take.

## 6. **Next Steps**

- 6.1 The next steps will be to closely monitor ministerial statements and other publications, and to lobby government for more and better information.

## 7. **Further comments by the:**

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

## 8 **Background Papers**

- 8.1 Interim Guidance on Local Authority Major Schemes, June 2010 (Appendix A)
- Letter from DfT to Nexus regarding Tyne and Wear Bus Corridors Major Scheme Phase 1 (Appendix B)

## 9 **Contact Officer (s)**

- 9.1 Tobyn Hughes, Head of Strategy, Nexus
- Roger Gill, ITA Policy Manager

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**INTERIM GUIDANCE ON LOCAL AUTHORITY MAJOR SCHEMES June 2010**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Bob Collins  
Department for Transport  
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76 Marsham Street  
London  
SW1P 4DR  
Direct Line:

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

10 June 2010

Peter Lawson  
Strategic Projects Manager  
Nexus  
Nexus House  
St James Boulevard  
Newcastle upon Tyne  
NE1 4AX

Dear Peter

## **TYNE & WEAR BUS CORRIDOR IMPROVEMENT – PHASE 1**

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

The Government has also made a commitment – as set out in the Coalition Agreement – to reform the way decisions are made on which transport projects are prioritised.

Given the uncertainties which both of these factors create, and in view of the likely budgetary constraints, and the consequent likelihood that not all schemes will be able to proceed on their planned timetable, it would be inappropriate for the Department to continue to invest time and resources on development of schemes at the same rate as before. Local Authorities will also wish to consider carefully whether investing further time and resources in developing such schemes ahead of the Spending Review is justified. They should not assume that schemes prioritised under the previous Government's Regional Funding Allocations (RFA) process will be funded to the previous published levels.



Ministers have therefore decided to suspend the Major Schemes guidance and process at least until the conclusion of the spending review in the autumn. I would like to draw your attention to the attached interim guidance note that is being issued today and which will replace the previous Major Schemes Guidance on the DfT website.

This means that, until the spending review is complete, the Department will not be in a position to make a decision on your request for Programme Entry for the Tyne & Wear Bus Corridor Improvement – Phase 1.

I regret the uncertainty this will cause and we hope to be in a position to provide more clarity later this year.

Yours sincerely,

**Bob Collins**

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## Tyne and Wear Integrated Transport Authority

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**DATE:** 22 July 2010

**TITLE:** ITA Key Output Measures

**REPORT OF:** Joint Report of the Clerk to the ITA and the Director General of Nexus

**Not confidential**

**District Implications:** All of Tyne and Wear

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### 1. Purpose of Report

1.1 The purpose of this report is to inform ITA members of current performance against the Authority's Key Output Measures, which were approved at the ITA meeting on 22 January 2009. It also describes the emerging new national approach to performance monitoring and suggests that a review of local transport indicators is carried out as part of the Local Transport Plan (LTP3) development process.

### 2. Recommendations

2.1 ITA members are recommended to:

- a) Note current progress against the ITA's Key Output Measures; and
- b) Agree to review the set of Tyne and Wear local transport indicators and targets as part of the LTP3 development process.

### 3. Background and policy context

3.1 Members will recall that ITA adopted a set of revised Key Output Measures (KOMs) on the 22<sup>nd</sup> January 2009 and progress was reported in July 2009. These indicators were taken from the Department for Communities and Local Government's National Indicator Set and aligned to those used to monitor Tyne and Wear's Local Transport Plan for 2006 - 2011 (LTP2). These output measures are listed below:

- Congestion (NI 167)

- Access to Services and Facilities (NI 175)
- Access to Employment (NI 176)
- Local bus and light rail patronage levels (NI 177)
- Local bus services running on time (NI 178)
- Planning to Adapt to Climate Change (NI 188)
- Air Quality (NI 194)
- Children travelling to school: mode usually used (NI 198)
- Road Traffic Accidents – People Killed and Seriously Injured (NI 47)

3.2 Since adopting this revised indicator set, work has commenced on developing Tyne and Wear's next Local Transport Plan (LTP3), which will set the long term strategy and shorter term delivery plans for our transport networks from 1 April 2011. A monitoring regime comprising a revised set of indicators and clearly defined priority targets will be developed as part of LTP3, and this will need to be agreed by the ITA in the new year. It is probable that there will be more scope to identify and use local indicators, with less prescription and more choice regarding the use of the national indicator set.

#### 4. Performance against Key Output Measures

4.1 The following provides a summary of Tyne and Wear performance against the KOMs listed in 3.1 above.

#### 4.2 Congestion (NI 167)

This is a measurement of personal journey time (min:secs per mile) on 16 strategic highway corridors during the morning peak period. Targets quoted relate to those set as part of the LTP2 process and were based on a projected increase in congestion over the plan period (2006 - 2011). These targets will clearly need to be reset via LTP3 if this indicator continues to be monitored.

	2005/06	2006/07	2007/08	2008/09
LTP2 Target	03:20	03:20	03:22	03:25
Actual	03:20	03:17	03:09	03:03

Person journey time (min:secs per mile)

It is clear from these figures that personal journey time on our highways networks has been improving year on year since the LTP2 baseline year of 2005/06. The data, however, does not show how our networks have performed since the ITA adopted NI 167 as a KOM in early 2009. This data for 2009/10 is to be published in spring 2011.

#### 4.3 Access to Services and Facilities (NI 175)

This indicator measures the percentage of Tyne and Wear population within a certain time threshold of various services and facilities by non-private modes of transport including walking and cycling. Both the thresholds and

services/facilities are set by the Department for Transport.

Service/Facility	Threshold	% of Tyne and Wear population within threshold		
		2007 (August)	2008 (November)	2009 (November)
Education - Primary	15 mins	99.9%	99.9%	99.1%
Education – Secondary	20 mins	99.8%	99.8%	99.7%
Education - Post 16	30 mins	98.7%	98.7%	99.0%
Food shops	15 mins	99.3%	99.4%	99.2%
Health – GPs	15 mins	99.1%	99.1%	99.1%
Health – Hospitals	30 mins	91.3%	91.0%	90.9%

The data shows that in 2009 there was a slight reduction in the percentage of Tyne and Wear residents within the nominated time threshold for primary and secondary education, food shops and hospitals. A slight improvement (0.3%) was recorded for post-16 education, whilst access to GPs remained static at 99.1%.

Hospitals remain the least accessible facility at 90.9%, with all other facilities being accessible to at least 99% of the population. Whilst further improvements to our public transport networks can help to improve this figure, hospital development locations are a significant contributing factor and ultimately limit the scope to improve the situation through transport interventions alone.

#### 4.4 Access to Employment (NI 176)

This core accessibility national indicator, measures the percentage of Tyne and Wear working age population living within the catchment area of a location with more than 500 jobs by public transport, demand responsive transport, walking and/or cycling.

	2007	2008	2009
Gateshead	81.7%	80.9%	81.2%
Newcastle upon Tyne	85.0%	84.7%	85.0%
North Tyneside	83.7%	82.9%	83.2%
South Tyneside	81.7%	82.0%	81.4%
Sunderland	83.7%	84.0%	83.8%
<b>Tyne and Wear</b>	<b>83.4%</b>	<b>83.2%</b>	<b>83.2%</b>

Overall access to employment in 2009 remained the same as 2008 levels at 83.2%. At a district level, minor improvements were seen in Gateshead, Newcastle and North Tyneside, whilst slight reductions were experienced in South Tyneside and Sunderland.

The Tyne and Wear Bus Strategy is taking a local approach to target improvements in bus access to employment sites so that increasing proportions of households in each district will have access to their closest three employment sites.

Employment site	% Total Population within 40 minutes		
	2007	2008	2009
Baliol Business Park	26.2%	26.1%	32.1%
Baltic Business Quarter	48.3%	45.9%	45.7%
Boldon Business Park	44.8%	40.0%	39.3%
Cobalt Business Park	27.9%	29.1%	25.6%
Doxford	19.8%	23.4%	23.6%
DSS Longbenton	41.7%	42.9%	42.5%
Great Park	22.9%	25.2%	31.3%
Metrocentre	42.8%	39.2%	40.2%
Monkton Business Park	36.1%	26.2%	26.3%
Newburn	35.7%	30.9%	30.9%
Newcastle City Centre	70.3%	69.6%	69.7%
Nissan	24.8%	38.2%	38.6%
Pattinson Industrial	35.5%	32.9%	34.4%
Port of Tyne	21.4%	22.3%	23.5%
South Shields	27.9%	29.6%	32.1%
Sunderland City Centre	36.7%	37.3%	37.5%
Team Valley	37.3%	36.2%	34.4%

#### 4.5 Local bus and light rail patronage levels (NI 177)

This indicator measures the total number of local bus and light rail passenger journeys originating in the ITA area in a given year. The LTP has traditionally reported the total number of bus passenger journeys, including those originating outside Tyne and Wear, and the projections made to establish the LTP2 targets were made prior to the National Concessionary Travel Scheme being introduced. Clearly the targets will need to be reset in the LTP3 formulation process if this indicator is to continue to be used.

	2007/08		2008/09		2009/10	
	LTP2 Target	Actual	LTP2 Target	Actual	Target	LTP2 Target
Total	171,427	<b>170,220</b>	171,164	<b>178,165</b>	170,395	<b>181,030</b>
Bus	134,026	<b>130,391</b>	133,536	<b>137,584</b>	133,049	<b>140,138</b>
Metro	37,401	<b>39,829</b>	37,628	<b>40,581</b>	37,346	<b>40,892</b>

*Measured in thousands of journeys*

Almost 99% of public transport patronage in Tyne and Wear is accounted for by bus and Metro ridership. The bulk of this growth was on bus with increases in the number child journeys plus elderly and disabled people highlighting the continuing success of Concessionary Travel initiatives. The number of journeys made by elderly and disabled people was also a major contributor to the year on year increase in Metro patronage.

For members' information the patronage levels for the Shields Ferry and local heavy rail services, not covered by the National Indicator, are as follows:

Patronage ('000s)	2007/08	2008/09	2009/10
Rail: Sunderland to Newcastle	673	605	560
Rail: Newcastle to Blaydon	1,371	1,140	1,196
Rail: Total	2,044	1,745	1,757
Shields' Ferry Service	480	470	476

Growth in local rail patronage on the line to Blaydon outweighed the trend decline on the Sunderland line (which should be contrasted with a 10% increase in Metro patronage on that element of the system). Rail patronage is dominated by adult fare paying passengers accounting for 95%. Concessionary travel

schemes, including the Child All-day Ticket have also contributed to increases in patronage.

The increase in journeys on the Ferry is a welcome return to the trend increase that was established over the period 2005/06 to 2007/08 with a dip in 2008/09. The growth in 2009/10 was entirely due to an increase in adult fare paying passengers, and this increase actually offset a slight decline in use by other passenger groups.

## 4.6

**Local Bus services running on time (NI 178)**

		2007/08	2008/09	2009/10	2010/11
Non-frequent bus services: % of buses departing 'on time' (01:00 early to 05:59 late) (mins:secs)	<b>Actual</b>	<b>83.4%</b>	<b>83.6%</b>	<b>74.7%</b>	
	LTP2 Target	80.2%	82.3%	84.3%	86.5%
Frequent services: average excess waiting time (mins:secs)	<b>Actual</b>	<b>00:38</b>	<b>00:39</b>	<b>00:48</b>	
	LTP2 Target	< 01:00	< 01:00	< 01:00	< 01:00

This indicator is measured in two different ways: the percentage of non-frequent buses on time and the average excess waiting time for frequent services.

Non-frequent services (fewer than 6 buses per hour) are measured by whether the bus departs within its "on-time" window of 1 minute 0 seconds early to 5 minutes 59 seconds late. Buses that fail to run should be treated as "late" and not ignored in the calculations.

Frequent services (6 or more buses per hour) are measured by the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time.

The percentage of non-frequent bus services departing "on time" fell from 83.6% in 2008/09 to 74.7% in 2009/10. This is significantly below the LTP2 target of 84.3%. The average excess waiting time for frequent services increased from 39 seconds in 2008/09 to 48 seconds in 2009/10.

On further review it is evident that there has been an increase in early running, perhaps associated with the area's success in congestion reduction. Many buses are found to be departing only slightly ahead of their "on-time" window, so a concerted punctuality improvement effort is needed.

## 4.7

**Planning to adapt to climate change (NI 188)**



opportunities over five levels (0 to 4). In 2008/09 the ITA was at 'Level 0', having begun the process of assessing threats and agreeing next steps. In 2009/10 the ITA signed the Nottingham Declaration, thereby making a public commitment, and developing an evidence based action plan has achieved Level 1. This progress is in line with the target levels set out in the last KOM update in July 2009.

	2008/09		2009/10		2010/11	
	Target	Actual	Target	Actual	Target	Actual
NI 188 Level	0	0	1	1	2	

Level 2 will involve implementing the action plan through further embedding consideration of climate change matters into our policies, strategies and improvement plans: and starting to examine and implement climate change adaptation options in priority areas where significant climate threats and opportunities have been identified.

#### 4.8 **Air Quality (NI 194)**

This indicator looks at the reduction of nitrous oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10s</sub>), however, at the time of compiling this report the data is not yet available. Further to NI 194, LTP monitoring arrangements are in place for an Air Quality Management Area (AQMA) in Newcastle, where nitrogen dioxide concentrations increased from 46.6 micrograms per cubic metre in 2007/08 to 54.7 micrograms in 2008/09.

#### 4.9 **Children travelling to school: mode usually used (NO 198)**

This indicator measures the proportion of school aged children in full time education travelling to school by the mode of travel usually used. Information is collected across six modes - cars (including vans and taxi, even if a taxi is carrying more than one child), car share, public transport, walking, cycling and other. Good performance in this indicator is typified by achieving a reduction in the percentage of children aged 5 - 15 who travel to school by car.

	Academic Year			
	2007	2008	2009	2010
% of children (aged 5 to 15) travelling to school by car	22.4	22.8	22.7	23.1

It can be seen that the percentage of children travelling to school by car increased to 23.1% in 2010, from 22.7% in 2009. At a district level, there were

increases in Newcastle, South Tyneside and Sunderland and decreases in Gateshead and North Tyneside.

We still have lower levels of car travel than most of the other urban areas, however, all areas except Leicester and Tyne and Wear seen an improvement between 2009 and 2010.

Urban area	% of children travelling to school by car		
	2008	2009	2010
Nottingham	19.4	17.9	17.6
South Yorkshire	24.0	23.7	22.9
Tyne and Wear	22.8	22.7	23.1
Leicester	24.2	24.1	24.3
Bristol	25.5	25.5	25.2
Greater Manchester	28.6	28.2	27.9
West Midlands	29.6	29.4	28.4
West Yorkshire	30.5	29.8	29.1
Merseyside	30.5	30.4	29.9

#### 4.10

#### **Road traffic accidents: people killed and seriously injured (NI 47)**

This national indicator measures the percentage change in the number of people killed and seriously injured during the calendar year compared to previous years. Good performance is typically measured according to the 3 year rolling average, with a positive % change indicating that the actual rolling average is decreasing.

Figures below show that the actual number of people killed and seriously injured on Tyne and Wear roads increased from 377 in 2008 to 398 in 2009, however, the three-year rolling average has fallen by 0.8% given the improving trend in recent years.

	2007	2008	2009
Target KSI	392	378	364
Actual KSI	408	377	398
3 yr rolling average	397.7	397.3	394.4
change on previous year	0.5%	0.1%	0.8%

## 5. Future indicators and targets

- 5.1 With the move to a new Local Transport Plan for Tyne and Wear it is important that a coherent set of revised local transport indicators is developed. This offers the opportunity to streamline monitoring and performance arrangements at the Tyne and Wear level, with a single monitoring framework reflecting the ITA's

new vision, strategic objectives, LTP policies and interventions.

- 5.2 The identification of key priority objectives and challenges for LTP3 should determine those priority indicators where targets are needed to focus future efforts and drive change. Work continues on LTP3 development and stakeholder engagement to help refine and agree these priorities, and a large amount of evidence (including monitoring and modelling of network performance) is emerging from the Access to Tyne and Wear City Region study being carried out as part of Delivering a Sustainable Transport System (DaSTS). It is also important to note that the Coalition Government has also indicated a transport policy focus on (i) supporting economic regeneration and development; and (ii) to reducing transport's contribution to carbon emissions, although this has not been formally reflected in any amended local guidance or national policy statements to date.

**6. Further comments by the:**

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

**7 Background Papers**

- 7.1 Key Output Measures reports to Tyne and Wear ITA, January and July 2009

**8 Contact Officer (s)**

- 8.1 Roger Gill, ITA Policy Manager, Newcastle City Council - 0191 211 4805

Graham Robinson, Business Planning Officer, Nexus - 0191 203 3296

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## Tyne and Wear Integrated Transport Authority

22 July 2010

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### New Tyne Crossing - Progress Report

#### REPORT OF NTC PROJECT DIRECTOR

District Implications : North Tyneside, South Tyneside

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#### 1. Summary

- 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 TWITA. 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 (Revised to 4 February 2011)
PTU2	3 December 2011
Completion	3 December 2011

#### 4. Progress – Since May 2010

##### 4.1 Programme

The construction programme issued on 2 April 2009, following the special Project Board Meeting on 10 March 2009, was revised to account for significant re-planning and programming of the works. The revised programme was issued on 13 October 2009 and did not affect the key dates. Since then work on SCL2 was deferred by the contractor to January 2010 and was completed in 4 May 2010. A further revision to the programme was made to accommodate the progress on SCL2. This programme does not change the key dates. Overall the project is on programme to meet the key dates set out in para 3.1.

## 4.2 North Approach Works

Works to fitting out the tunnel continues with the installation of the pipe-work to the fixed fire suppression system, the fire hydrant main, the laying of the base courses for the carriageway, kerb-laying and drainage installation are nearing completion. Work has started on the construction of the toll plaza, the steelwork to the canopy is erected and the building envelope of the staff welfare building is complete and fitting out has commenced. Earthworks have started on the formation of the mound on the North Tyneside Council land immediately to the north of the toll plaza and construction of the swale drainage pond to the south of the portal has commenced. The permanent reinstatement of Tyne View Terrace is complete except for the wearing course to the footpaths. Construction of the super-structure to the Howdon Service Building is complete and fitting out has begun. The A19 northbound continues to operate on one lane to allow construction of drainage within the central reserve and bridge pier protection works. Work on the refurbishment of the existing Tyne Tunnel offices is progressing. The installation of new windows and external cladding and signage is complete. Construction of a new single storey extension to the offices and internal refurbishment works is progressing satisfactorily and fitting out is well advanced. TT2 have temporarily moved into the Howdon Supply Base site while this work is done. The exception being that the control room is still functioning in the old offices.

Overall the works in this section are slightly behind programme.

## 4.3 Immersed Tube Works

The internal concreting works to the closure joint between Tubes 3 and 4 is complete and all the bulk heads and ballast tanks have been removed. The ballast concrete layer below the road surface layers is complete and kerbs and verges are being installed. Work to complete the concreting of the shear keys between the various tube sections is ongoing. The rock armour protection to the immersed tubes is in place and the Port of Tyne Authority is content that the levels comply with the Navigation Agreement.

This work is currently on programme.

## 4.5 South Approach Works

Installation work on the roof slabs and internal walls is completed with the exception of one section adjacent to SCL2. The reinforced concrete inner linings and the escape cell walls have been completed in both sections of SCL. The SCL works were completed 2 weeks behind programme.

Backfilling of the tunnel between SCL2 and Salem Street is nearing completion. Work has started on cutting off the top 1 metre of the diaphragm walls and contiguous flight auger piles and capping beam.

High Street was closed to traffic and Salem Street opened to traffic on 14 June 2010. Work on the permanent reinstatement of High Street is progressing.

The existing Howard Street Bridge was demolished on 5/6 June 2010 with a full Tyne Tunnel closure.

Chaytor Street was closed to traffic from 12 June to 20 June 2010 to allow the permanent reinstatement of the road to be built. The diversion route was via Howard Street and Ellison Street.

This section of the works is currently on programme.

#### 4.7 **South Junction Works**

Works to the Howard St/Priory Road roundabout are on-going. Construction of the new South Extract Building including the service gallery linking to the south portal and the inspection garage is substantially complete. The sub-structure of the existing roundabout, which support the southern half of the existing roundabout, have been exposed and concrete repair works have started that will secure their future. Installation of lightweight fill in the central roundabout area is ongoing. The exit lane on the new loop road, providing access to Jarrow, is now open to traffic. Apart from some minor traffic management difficulties on the first day of opening, as motorists adapted to the new layout, it is performing well. This was necessary to remove a turning movement from the roundabout to provide space for construction. The express lane arrangement for tunnel traffic has been removed and traffic lights on the A19 reinstated to cater for the interim loop road development. The revised layout continues to perform well and is maintaining hourly throughput at levels comparable to and even slightly better at times to those achieved prior to the start of construction of the new tunnel.

The construction work to this section is slightly behind programme.

### 5. **Masterplanning**

- 5.1 The final landscape masterplan drawings have been submitted to North and South Tyneside Councils for approval. It is expected that the necessary approvals will be in place by mid-August 2010.

### 6. **Land**

- 6.1 Arrangements relating to hand-back of land continue to be discussed in detail between the relevant parties on the basis of the landscape masterplans submitted for approval. The land occupied by the new tunnel structure itself is being acquired using the General Vesting Declaration powers conferred by the River Tyne (Tunnels) Order 2005. The notices were issued on the 20 May 2010 and the process will be completed on the 21 July 2010.

## **7. Communication**

- 7.1 The web-sites (NTC & TT2) continue to be updated almost daily. Drop-in-sessions continue to be held weekly on both sides of the river and Ward Councillors are given regular 'activity' schedules so that they are briefed on forthcoming events/developments. The Helpline is maintained and staffed 24/7.
- 7.2 There was a comprehensive communication effort associated with the closure of the tunnel on the 5/6 June for the demolition of the old Howard Street Bridge. This included notices on the wider highway network and in the media. Also there was more targeted communication associated with the closure of Chaytor Street – particularly with Rohm & Haas Ltd – and the closure of High Street/opening of Salem Street; all in Jarrow.
- 7.3 The motorcycle protest in May saw approx 80 motorcyclists pass through the tunnel in both directions. The protest caused delays to traffic over a period of 1 hour with journey times increasing to a maximum of 15 minutes as a result. The event attracted media attention.
- 7.4 The construction activity and progress continues to stimulate considerable demand for visits from a wide variety of organisations. TWITA/BYTP (UK)/TT2 share the load on this issue to accommodate requests as much as possible.
- 7.5 A walk through event was held on the 2<sup>nd</sup> July 2010. The event was jointly hosted by the Chair of the Authority, TT2 Ltd and Bouygues TP UK and was attended by the Mayor of North Tyneside, the Leader of South Tyneside Council, local ward councillors and local MPs. The event was widely reported in the media.

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





## Tyne and Wear Integrated Transport Authority

22 July 2010

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### Tyne Pedestrian and Cyclist Tunnels – Investment Proposals

#### REPORT OF NTC PROJECT DIRECTOR

District Implications : North Tyneside, South Tyneside

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#### 1. Summary

- 1.1 This report summarises the work undertaken to develop proposals for the improvement of the Tyne Pedestrian and Cyclist Tunnels (TPCT) in order to secure its future as an important, sustainable link across the River Tyne.
- 1.2 A recommendation is made for the replacement of two of the existing wooden escalators with inclined lifts together with other associated improvement and conservation works.

#### 2. Recommendations

2.1 The Authority is recommended to:

- (i) Approve option 5 to replace an existing, wooden escalator on each side of the river with an inclined lift and other improvement works as described in para 6;
- (ii) Approve the signage and logo design proposals as described in para 6.6;
- (iii) Approve a budget of £6million for the TPCT improvement works to be funded from external grant (if available) and prudential borrowing, with borrowing costs met within a revision to the New Tyne Crossing financial model over a 30 year period as set out in para 8.

#### 3. Background

- 3.1 In 2009 there were nearly 250,000 trips made through these tunnels. These trips were split approximately 50:50 between pedestrians and cyclists. See Appendix 1 for detailed useage figures over the period 2000 to 2009 inclusive.
- 3.2 The TPCT forms a part of the New Tyne Crossing project agreement and is included in the River Tyne (Tunnels) Order 2005
- 3.3 The New Tyne Crossing project team have been working towards establishing the current condition of the TPCT as a part of a review of its long-term future. Because

of the TPCT's Grade 2 Listed Building Status this included developing a detailed Conservation Plan.

- 3.4 During the period of investigation one of the two vertical lifts (Jarrow, south) failed and three of the four escalators have also broken down. This reflects the age of the equipment. In the case of the escalators these are largely the original units that have operated almost continuously for 59 years and as such are operating well beyond their design life.
- 3.5 A phased approach to the repair, and where appropriate, replacement of parts of the TPCT system is proposed.
- 3.6 Funding is already in place for the modernisation of the two vertical lifts and corrosion protection work for the two vertical shafts. A £330,000 budget was approved by TWITA 23 July 2009 for the vertical lifts and an additional £210,000 approved on 2 February 2010 for corrosion protection. These are referred to as the Phase 1 works and are in progress. The Jarrow (south) lift is scheduled to be returned to public use in November 2010. The Howdon (north) lift is expected to be taken out of use in August 2010 for the corrosion protection works and the lift modernisation work will follow. This lift is scheduled to return to public use in February 2011.
- 3.7 Due to the lift works and the escalator breakdowns access to the tunnels is restricted. Therefore arrangements have been made to provide a temporary, free shuttle bus service to transport users from rotunda to rotunda via the vehicle tunnel. The service will be kept under review but may need to operate until both lifts are back in service, by February 2011.
- 3.8 On the basis of the investigations undertaken a second, larger phase of improvement works is recommended.

#### **4. Policy**

- 4.1 There is an excellent match between the proposed works and many ITA, regional and national policies. These include encouraging modal shift (i.e. a move away from trips by car to other forms of transport), encouraging cycling and walking for fitness and health reasons, reduction in energy and carbon use, and sustainable access to areas of proposed regeneration (including North Tyneside's North Bank project).

#### **5. Community and user views**

- 5.1 A significant public consultation exercise has been undertaken with local communities and existing users of the TPCT. A wide range of views have been received including:
  - Widespread ignorance of the existence of the tunnels, especially amongst young people
  - Great affection for the tunnels amongst users, particularly their heritage
  - Great concern expressed about reliability
  - Concerns about personal security – predominantly expressed by women - especially at night
  - Better signage and integration with Metro required

- 5.2 Various methods were used in the consultation process, including:

- Presentations to community groups and groups of riparian council officers
- Presentation to the New Tyne Crossing Cycling forum
- Facebook, Twitter, on-line survey, e-mail and website – over 400 responses in total
- Articles in the local press
- User interviews
- One to one interviews e.g. representatives from tourism, sport and heritage bodies

## 6. Improvement works and options

6.1 Because of the age of the TPCT, the requirements of current legislation (e.g. fire and safety), its Listed Building status and the wish to promote their usage, there are a number of elements of work that are required. A number of these are common to the various options considered in the remainder of this paper. Common elements include;

- i) Promotion and marketing;
- ii) Signage;
- iii) Mechanical and Electrical systems including emergency systems;
- iv) Energy reduction;
- v) Structural repairs including extensive corrosion protection;
- vi) Building and conservation repairs;
- vii) Tiling and paint systems (historic);
- viii) Asbestos removal or encapsulation; and
- ix) Landscaping and approach on north bank

6.2 In two areas a number of potential alternatives have been considered;

- i) Vertical transportation for users, previously provided by a combination of vertical lifts and escalators; and
- ii) Energy supply and carbon reduction

The primary objective has remained to ensure the TPCT remains open for public use in accordance with The River Tyne (Tunnels) Order 2005. In addition, viable options also have to comply with the Grade II Listed Building status of the structure

6.3 Moving users from ground level down to the level of the tunnels beneath the river needs the combination of vertical lifts (under modernisation) and access via the inclined shafts to be addressed. Six options have been considered in some detail;

- i) Option 1 - lifts only i.e. no access via inclined shafts;
- ii) Option 2 - new escalators working with vertical lifts;
- iii) Option 3 - refurbished escalators working with vertical lifts;
- iv) Option 4 - modern escalators designed to look similar to original (materials and regulation make this problematic) working with vertical lifts;
- v) Option 5 - inclined lifts working with vertical lifts (see Appendix 3); and
- vi) Option 6 - stairs with vertical lifts

Further information on the benefits and disadvantages of each option will be available at the meeting. The cost estimates for each option are set out in Appendix 2.

- 6.4 Option 5 (inclined lifts with vertical lifts) is recommended as the appropriate solution and will enable an example of the existing, wooden escalators to be retained, in situ on each side of the river for historic and conservation interest.
- 6.5 Energy and carbon reduction has been considered in some detail with the objective of achieving a zero carbon footprint (energy) for the TPCT system. Energy generation systems that have been considered include;
- i) Option 1, wind turbine; and
  - ii) Option 2, photo-voltaic

Other options have been considered and can be discussed at the meeting.

- 6.6 Current signage for the TPCT is inconsistent with the wider public transport network for which the TWITA sets policy. Integration with the Metro network's stable of signs would be beneficial and its incorporation on 'Metro' maps would largely address a number of issues that came out of the consultation exercise. A new logo has therefore been developed which would address these issues. Nexus has been consulted on its design and use for the TPCT. The logo design is attached at Appendix 4 for approval which would be used to identify routes to the TPCT and to identify the TPCT Rotunda themselves.

## **7. Conservation view – Grade II Listing**

- 7.1 As a consequence of the Grade II (subject to change) Listed Status of the tunnel system a Listed Building Consent (LBC) will be required for further works (one is in place for the current corrosion and lift modernisation works). Proposals have to be approved by South Tyneside and North Tyneside Local Planning Authorities together with English Heritage (proposals considered by these bodies as "demolition"). This places considerable constraints upon the proposals and their delivery.
- 7.2 The Conservation Plan identified a number of elements of the TPCT to be of conservation value, in particular the original wooden escalators. Conservation officers (and more recently English Heritage) have been kept informed of the progress of the investigative work; potential options; and the recommended option.
- 7.3 At a meeting of 21 May 2010 conservation officers and English Heritage officers "cautiously accepted" Option 5 (inclined lifts working with vertical lifts) as the preferred option subject to further information being supplied on the following;
- i) Demonstrate why existing wooden escalators cannot be repaired;
  - ii) Potential for the long-term storage of the two escalators to be removed from the tunnel;
  - iii) Schematic drawings of proposal – refer Appendix 3 for initial sketch drawings;
  - iv) Potential for running the original and remaining escalators on Heritage Open Days; and

- v) Review access issues – TWITA team added this criteria to ensure the needs of all users are identified and incorporated wherever possible

- 7.4 Any application for LBC for the proposals will need to address these and other detailed design issues. The LBC process will have to be taken into account in the delivery programme and any associated costs identified.
- 7.5 In a letter dated 23 June 2010 from English Heritage, TWITA was informed that an application had been received by them for the Listed Building status of the TPCT to be lifted from Grade II to II\*. TWITA will be given an opportunity to comment on this application but the final decision on the matter will be taken by the Secretary of State for Culture, Media and Sport.

## **8. Costs and funding**

- 8.1 Cost estimates for the recommended works and potential alternatives in relation to the escalators are attached, at Appendix 2. A capital programme provision of £6.0 million is anticipated for these works in addition to the provision of £0.61million already made for the lift shaft works. The financing for the works would be met from the Tyne Tunnels Reserves entirely unless contributions from external sources of funding can be identified and secured.
- 8.2 The Deputy Clerk and Treasurer is examining the options for the financing of the expenditure on the Pedestrian & Cyclist Tunnel as part of a review of the financial model for the New Tyne Crossing project. This will include consideration of any potential scope for sources of heritage funding as well changes in the borrowing profile and use of the reserves for the overall project to reduce financing costs. If the £6 million is financed by prudential borrowing the cost would be £201,000 per annum over 30 years to be met from the Tyne Tunnel reserves. The principle of funding the pedestrian and cycle tunnel from the income from the vehicle tunnel is a long standing one which is accommodated within the River Tyne (Tunnels) Order 2005. The timing and the level of potential investment was not reflected in the current financial model, which is why a review of the model is required.

## **9. Programme and flexibility for improvement works**

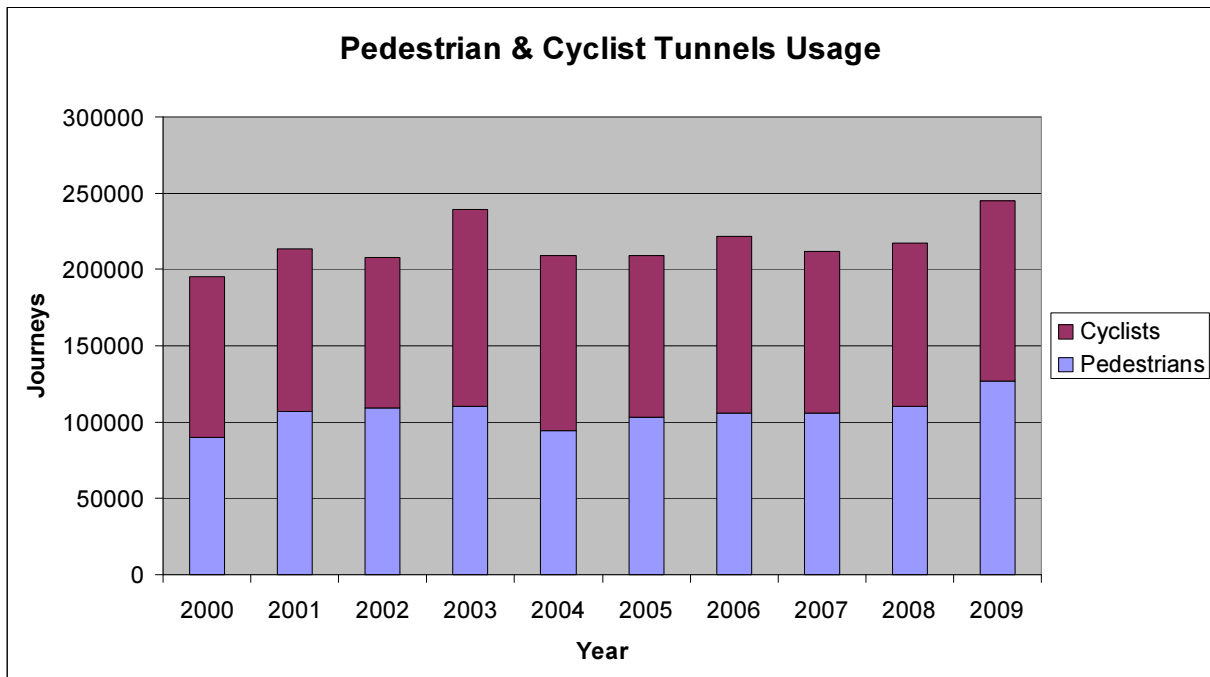
- 9.1 It is proposed that the improvement works be undertaken during 2011 (subject to approval of funding and gaining appropriate LBC). This would mean works would be taking place during the 60<sup>th</sup> Anniversary of the TPCT opening (July 2011) but could, potentially, be completed in time to coincide with any formal ceremony to mark the completion of the main NTC works. However, the conservation element of the work; the wish to maintain public access and the nature of the works (e.g. underground, confined space, repair of existing structure and equipment) may result in a longer programme.
- 9.2 Crucial to delivering the programme will be obtaining Listed Building Consent from the two Local Planning Authorities and English Heritage.
- 9.3 An objective of the improvement process will be to ensure continued public use of the tunnels throughout. This will require careful planning and co-ordination.

**10. Further comments by the:**

- **Clerk** (if any); none
- **Treasurer** (if any); no further comments
- **Legal Advisor** (if any); none

**Contact Officer:** Cliff Jessett, phone: (0191) 278 8561

# Appendix 1 Historic trip data



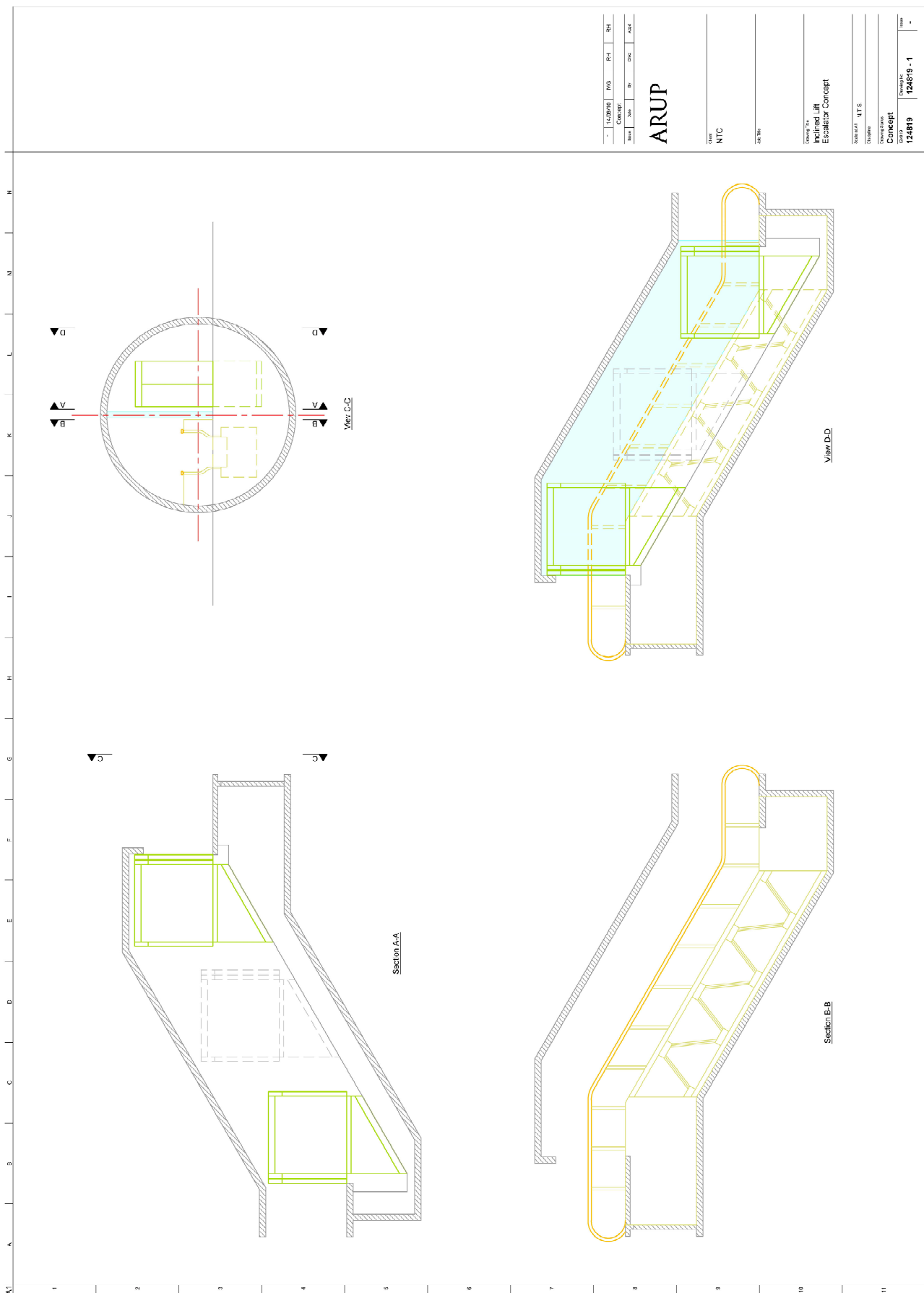
Year	Pedestrians	Cyclists	Total
2000	89830	105140	194970
2001	106782	106688	213470
2002	109372	98795	208167
2003	110214	129131	239345
2004	94229	115049	209278
2005	102984	106243	209227
2006	105954	115891	221845
2007	105838	105816	211654
2008	110178	107281	217459
2009	126791	117824	244615

## Appendix 2 Cost Estimates

Item	Description	Value		Notes
		Recommended option	Alternative options	
1	Promotion and visualisation	£189,817		
2	Signage strategy	£105,000		
3	Mechanical and electrical systems	£910,440		
4	Energy reduction plan	£182,980	£585,000	
5	Refurbish/replace escalators		£450,000	Option 1 - Closure (lift only)
			£2,775,000	Option 2 - Replace with modern equivalent (4No)
			£6,030,000	Option 3 - Refurbish existing escalators (4No)
			£7,005,000	Option 4 - Replace with modern escalators to look like originals (4No)
		£1,550,000		Option 5 - Inclined lifts (2No)
			£1,105,000	Option 6 - stairs only
6	Phase 1 Lift modernisation and shaft repair	£545,000		Previous TWITA approval
		<del>£610,000</del>		
7	Structural repairs to tunnels and shafts	£500,000		
8	Conservation works to buildings	£392,000		
9	Asbestos removal and encapsulation	£140,000		
10	Tiling	£200,000		
11	Paint, historic scheme	£25,000		
12	External works, northern landscape	£380,000		
13	Additional maintenance items	£125,000		
	Sub total	<u>£4,635,237</u>		
	Professional fees and consents, refer detailed schedule	£383,042		
	Contingency (e.g. Listing, underground, confined working, maintain public use 20%)	£927,047		
	<b>Total additional works, inc fees, exc VAT</b>	<u><u>£5,945,327</u></u>		



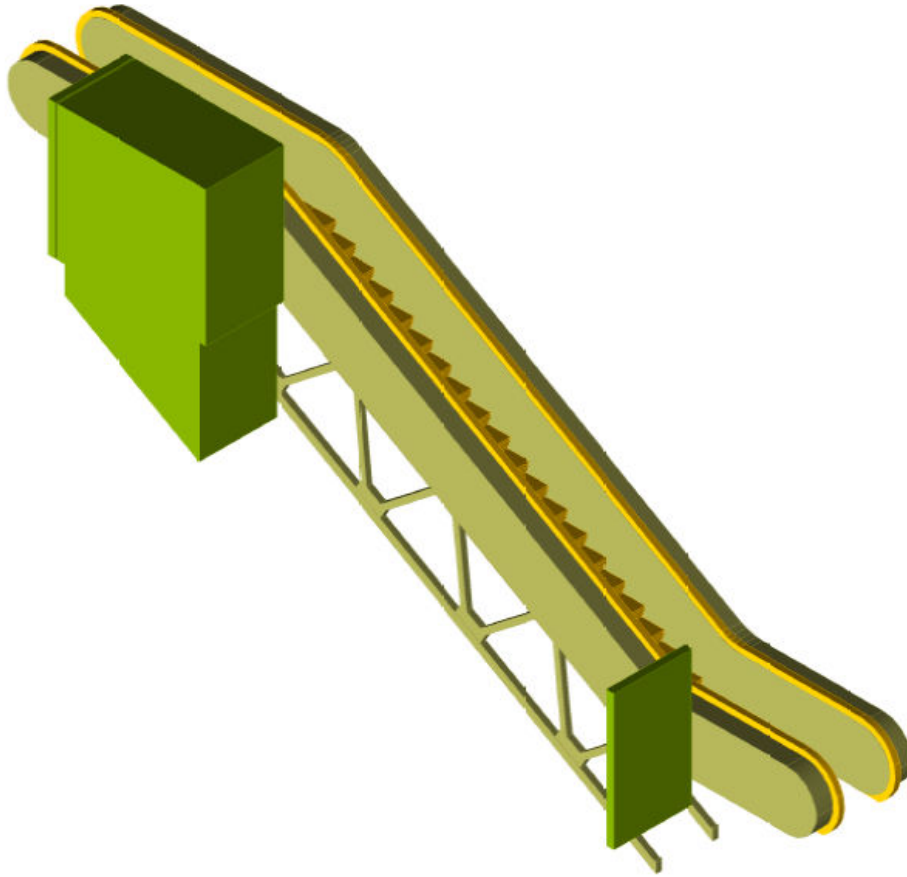
# Appendix 3 Inclined lift and escalator in inclined shafts



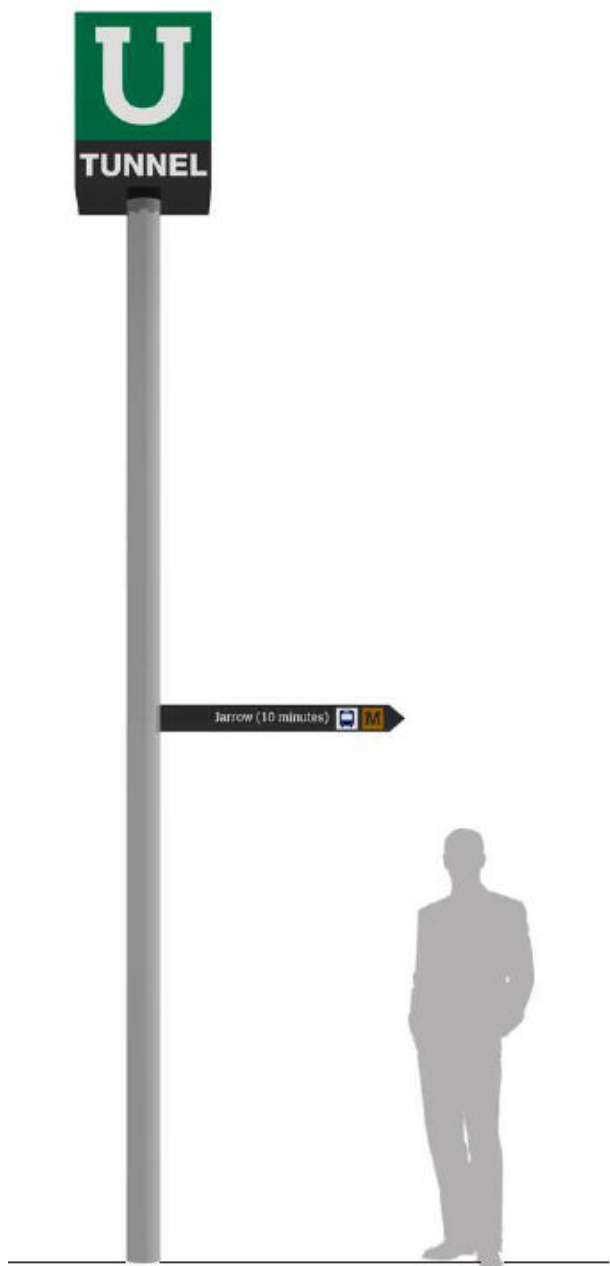
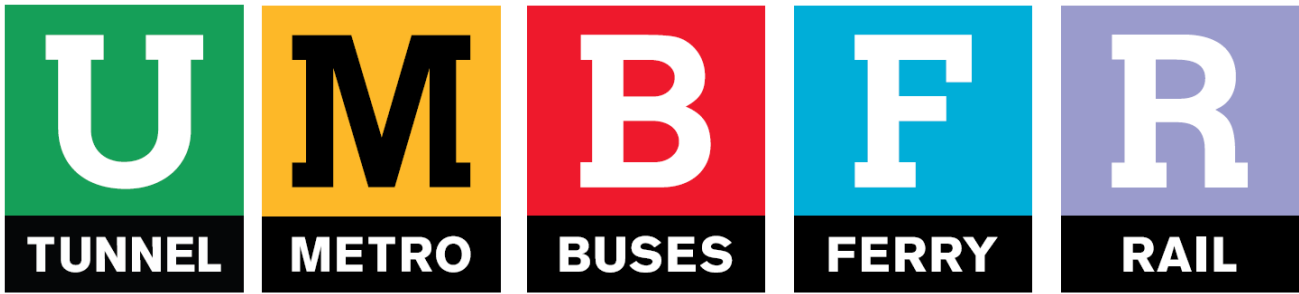
NO.	DESCRIPTION	DATE	BY	CHECKED	DATE
1	Issue for				
2	Issue for				
3	Issue for				
4	Issue for				
5	Issue for				
6	Issue for				
7	Issue for				
8	Issue for				
9	Issue for				
10	Issue for				
11	Issue for				

**ARUP**

Project: NTC  
Drawing No: 124819 - 1  
Drawing Title: Inclined Lift Escalator Concept  
Drawing Date: 12/18/19



Appendix 4  
Proposed logo design



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## Tyne and Wear Integrated Transport Authority

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22 July 2010

**TITLE:** REVENUE BUDGET MONITORING REPORT (APRIL 2010 –JUNE 2010)

**REPORT OF** THE DEPUTY CLERK AND TREASURER (ITA)

**Reasons for confidentiality (if confidential)**

**District Implications-all**

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### 1. Summary / Purpose of Report

- 1.1 The purpose of this report is to provide members with a revenue budget monitor report for the period April 2010 to June 2010
- 1.2 The monitor includes current financial information relating to ITA administration and financing and the Tyne Tunnels.
- 1.3 The report sets out expenditure to date and compares this with the original estimate presented to the Integrated Transport Authority at its meeting of the 28 January 2010. It shows that the likely outturn position is anticipated to be within budget .
- 1.4 The report also provides an update on the level of the ITA's borrowing and lending for information.

### 2. Recommendations

- 2.1 The Committee is recommended to note the financial position as at 30 June 2010 set out in this report and attached appendices 1 and 2.

### 3. Introduction / Background

- 3.1 The budget monitor has been prepared by comparing the actual income and expenditure (analysed into ITA and Tyne Tunnels) from April 2010 to June 2010 with the budget for 2010/11. Appendices 1 and 2 summarise the recorded spending position as at 30 June 2010.

- 3.2 For the ITA, expenditure at £17.42m is 24% of the annual budget for the year, with no unexpected costs incurred to date. There is some variation in the % spending on individual budget items, but this is broadly in line with expectation apart from the following -
- Support Services. – The majority of the costs of officer support activity of the ITA are charged into the revenue account in the second half of the year. Overall costs are expected to be in line with the budget.

It is anticipated that the likely outturn position will be within budget, based on the expenditure to date and the known commitments at this time

- 3.3 2010/11 is the second full year of the contract with TT2 for the operation of the Tyne Tunnels. Payment to TT2 is linked to the tolls income. For the first three months of 2010/11 the position is summarised in Appendix 2, with key bullet points shown below -
- Toll income is collected by TT2 and paid to the ITA within 4 working days of being actually received. The monthly payment to TT2 is paid within 30 working days after the end of the relevant month.
  - Net tolls income (tolls income received less payment to TT2) is within 1% of the budgeted net income for the first three months of 2010/11.
  - Actual traffic is approximately 2% higher than for the first three months of 2009/10 which is reflected in the higher tolls income.

## **Treasury Management Update – Borrowing and Lending**

### Borrowing

- 3.4 The ITA's approved Authorised borrowing limit for the 2010/11 year is £231 million and its Operational borrowing limit is £226 million. The level of external borrowing as at 30 June 2010 is £175.56 million which includes new borrowing of £20 million this year to meet capital payment requirements in 2010/11. This is within the limits agreed by ITA and has been throughout the year to date. This includes the money that the ITA needs to borrow to fund its share of the new Tyne tunnel contract. The average interest rate payable on the ITA's loans this year is estimated at 4.30%.

### Lending

- 3.5 The ITA currently has no external lending .

## 4. **Next Steps**

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

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4.1 The budget and the ITA's treasury management position will continue to be monitored carefully by the Treasurer

5. **Further comments by the:**

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

6 **Background Papers**

6.1 Revenue Monitoring reports to June 2010

7 **Contact Officer (s)**

7.1 Marilyn France 0191 277 7517

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## Appendix 1: ITA Revenue Budget Monitor for the Period April to June

Spend to 30th June 2010 (2010/11)						
ITA	<u>Spend to 30.06.10</u>	<u>Budget</u>	<u>Spend against Budget</u>	<u>Expected Spend (%)</u>	<u>traffic light</u>	<u>Notes</u>
	£	£	%	%		
Revenue Expenditure						
Travel Costs	-	4,000	0%	25%	G	
Supplies & Services	10,083	105,850	10%	25%	G	
Support Services	2,334	403,190	1%	0%	G	
PTA Website Charges	8,500	34,000	25%	25%	G	Primarily year-end expenditure
Pension Costs	127,500	510,000	25%	25%	G	
Grant to Nexus	17,138,683	68,554,730	25%	25%	G	
PGA Subscription	36,000	36,040	100%	100%	G	
Financing Charges	99,769	2,874,370	3%	25%	G	Expenditure flow uneven throughout the year
	<u>17,422,868</u>	<u>72,522,180</u>	<u>24%</u>	<u>25%</u>	<u>G</u>	
Income						
Levy Income	(17,926,425)	(71,705,700)	25%	25%	G	
Interest on Balances	0	(35,000)	0%	0%	G	Primarily year-end expenditure
	<u>(17,926,425)</u>	<u>(71,740,700)</u>	<u>25%</u>	<u>25%</u>		
Contribution from Reserves	-503,557	781,480				

For further information or detail, please contact Marilyn France on 0191 277 7517

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## Appendix 2: Tunnels Revenue Budget Monitor for the Period April to June

Spend to 30th June 2010 (2010/11)					
<u>Type Tunnels</u>	<u>Spend to 30.06.10</u>	<u>Original Budget for Year</u>	<u>Spend as a % of Original Budget</u>	<u>traffic light</u>	<u>Notes</u>
	£	£	%		
<b>TT2 Contract</b>					
Toll Income	(3,115,524)	(13,150,000)		G	
Payments to TT2	484,242	2,962,000		A	
<b>Total</b>	<b>(2,631,283)</b>	<b>(10,188,000)</b>	26%		See paragraph 3.3
<b><u>Other</u></b>					
Employee Costs	8,041	33,310	24%	G	Expenditure on target
Other Expenses	13,953	42,630	33%	G	
Community Fund	5,000	10,000	50%	G	
Pension Costs	147,251	588,410	25%	G	
New Tyne Crossing support services	149	170,810	0%	G	Year-end expenditure
Financing Charges	-	3,594,520	0%	G	Year-end expenditure
Miscellaneous Income	-	-			
Interest on Balances	-	-483,000	0%	G	Year-end expenditure
<b>Total</b>	<b>174,394</b>	<b>3,956,680</b>	4%		
<b>Net Surplus on Existing Tunnels</b>	<b>(2,456,889)</b>	<b>(6,231,320)</b>	39%	G	

For further information or detail, please contact Marilyn France on 0191 277 7517

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## Tyne and Wear Integrated Transport Authority

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**Date: 22 July 2010**

**TITLE: LOCAL TRANSPORT PLAN 3 DEVELOPMENT**

**REPORT OF CLERK TO THE ITA**

**Reasons for confidentiality: Not confidential**

**District Implications: All**

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**1. Summary / purpose of report**

1.1 To advise Members on the progress of LTP3 development

**2. Recommendations**

2.1 Members are asked to note the progress made.

**3. Background**

3.1 .Members will be aware that the current Tyne and Wear Local Transport Plan runs from 2006-11. A new LTP is being developed with Tyne and Wear partners. The strategy will provide a 10 year plan to 2021, with 3 year district implementation plans, which will be reviewed and refreshed annually.

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

A simplified timescale is set out below:

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

#### **4. Progress to Date**

##### **4.1 Vision / Objectives:**

We have developed a discussion paper and draft objectives that have been considered by ITA Officers and Members. We have also discussed these with Members and Senior officers in the districts. We have refined the draft vision and objectives, in line with feedback we have received from Members and Officers.

##### **4.2 Identification of Challenges:**

During April ITA /LTP officers have attended meetings with senior officers from each of the Districts and Nexus to discuss the high level ambitions and challenges of plan partners to inform LTP3 development. A second round of meetings was arranged for June / July at which officers / Members discussed options to address the challenges.

The emerging challenges are being developed under three main headings:

- Economic Development & Regeneration
- Climate Change
- Safe and Sustainable Communities

Further detail will be provided on the day.

##### **4.3 Key Stakeholder Workshop:**

This was held on 13 July. The agenda included:

- Introduction to LTP3 and challenges for Tyne and Wear
- Vision and objectives
- Group discussion to review the challenges and problems
- Group discussion to review transport and non-interventions to tackle key challenges

##### **4.4 Interventions:**

Partners and stakeholders are developing interventions to address the challenges (see para 5.2)

##### **4.5 Statutory Assessments of LTP3 - Strategic Environmental, Health Impact, Habitats Regulation, Equalities Impact:**

Atkins consultants have been commissioned to undertake this work. The consultation period for the combined scoping report ran from 7 June to 12 July. A scoping workshop was held on 15 June.

The next stage of the process is for the development, refinement and appraisal of

the strategic alternatives. An example of a policy choice might be:

Accessible and large amount of parking available in city centres

vs

Park and ride aligned with complimentary parking policies

## **5. Addressing Challenges through LTP3**

- 5.1 LTP3 offers a unique opportunity for the ITA and its partners to develop a coherent transport strategy for Tyne and Wear, building on the successes of previous LTPs and further strengthening the integration of transport planning across the Tyne and Wear authorities. The context in which we develop LTP3 is, however, very different to previous plans:
- The Government's deficit reduction plans will reduce public sector spending on transport, with future local transport budgets likely to be reduced. It is not yet known how these reductions will be split across LTP capital budgets, local maintenance budgets or major scheme funding blocks.
  - Tyne and Wear has committed to a number of significant projects and initiatives, each at differing stages of development and funding status. There is a high level of uncertainty around these projects (although the Government has reiterated its commitment to Metro Reinvigoration), and there will be significant challenges to access funding pots and progress these initiatives within the LTP plan period, particularly in the short term.
  - There is a degree of uncertainty around emerging regional and sub-regional transport policy frameworks and governance structures. The North East of England regional tier of transport policy (via the Regional Spatial Strategy) is to be removed, whilst City Region transport arrangements were strengthened as a result of the recent governance Review. The national Delivering a Sustainable Transport System (DaSTS) programme continues at present, with a number of significant regional studies currently developing their conclusions, but the future of the programme is not yet known.
  - Climate Change is a top priority for Government and Tyne and Wear Authorities, with the Climate Change Act, Covenant of Mayors and Nottingham Declaration all requiring urgent action by local areas and transport needing to play its part.
  - The wider social and local environmental costs of transport are increasingly being highlighted as areas for improvement. The impact of transport policies and schemes on public health, local environmental quality, disadvantaged groups etc will figure more prominently in the assessment of plans and programmes.
- 5.2 The ten year strategy element of LTP3 will need to clearly articulate the challenges faced, and present a coherent policy framework for Tyne and Wear partners to work within when developing their own plans and policies. For the three year delivery plans, there are clear challenges presented by the need to

maintain our networks and deliver against existing commitments in a constrained funding environment. A hierarchical approach currently being considered is based around three broad intervention types (i) reducing demand; (ii) managing and further integrating existing networks; and (iii) targeting new investment at top priority challenges. This approach is illustrated in Appendix A.

**6. Background Papers**

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

**7. Contact Officer (s)**

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





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# Tyne and Wear Integrated Transport Authority

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**Date: 22 July 2010**

**TITLE: TYNE AND WEAR TAXI STUDY UPDATE**

**REPORT OF JOINT TRANSPORT STEERING GROUP**

**Reasons for confidentiality: Not confidential**

**District Implications: All**

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## **1. Introduction**

- 1.1 This report updates the group on the outcome of discussions that took place at the last meeting of the ITA LTP Working Group on 10<sup>th</sup> June regarding a study into the Tyne and Wear hackney carriage and private hire trade that was carried out in 2008.

## **2. Recommendations**

- 2.1 The ITA is recommended to note this report.

## **3. Background**

- 3.1 Taxi operators have (via the Tyne and Wear Taxi and Private Hire Forum) claimed that their industry is not wholly recognised by transport policy makers. For example, the contribution taxis make to local mobility – especially in respect of the night-time economy and users who are unable to access scheduled public transport for particular journeys. In response to these views, in 2008 the Tyne and Wear Joint Transport Working Group commissioned an independent study, examining the role of taxis as part of an integrated transport system in Tyne and Wear.

- 3.2 It was agreed that such a study would be beneficial to all parties as it would provide a valuable contribution to our knowledge base and assist in developing transport policy.

- 3.3 Since the report was completed, members of the Tyne and Wear Taxi and Private Hire Forum have consistently requested that it be drawn to the attention of, and considered by, the ITA. It was felt that having the report discussed by the ITA LTP Working Group, as part of the evidence base for LTP3, was the

most appropriate way of fulfilling this request.

#### **4. Key Findings of the report**

- 4.1 The report provided valuable data about the size and nature of the taxi industry in Tyne and Wear and the markets it served, giving a positive picture of a taxi trade in Tyne and Wear that provides a high standard of service and is well-regarded by the public. The principle finding was that taxis carry the second highest proportion of passenger trips by mode in Tyne and Wear – estimated at up to 84 million per year (only buses carry more passengers).

#### **5. Issues raised at ITA LTP Working Group**

- 5.1 At last month's meeting of ITA LTP Working Group, the report's findings were discussed, with members of the taxi trade in attendance. The main issues raised by the taxi trade were as follows:

- A need for greater consistency in licensing arrangements across Tyne and Wear, recognising that many taxi journeys operate cross-boundary;
- As taxis were a significant public transport provider, they should have access to all priority lanes in the region, as with buses;
- The locations of taxi ranks should be reviewed and new ranks provided where necessary;
- Whilst the study was a useful starting-point, there was a need for further regular surveys;
- Taxis provided the only 24/7 public transport service in the region and that needed to be recognised. Whilst particularly valuable to the night-time economy, they served the public at all times of day;
- Taxis should be given more consideration in transport policy formulation and funding decisions. There was a need for a 'taxi champion' within the policy-making process;

#### **6. Next Steps**

- 6.1 It is suggested that a Members workshop should be set up to enable ITA Members to discuss some of the issues raised in more detail.
- 6.2 Councillor Peter Wood has expressed an interest in becoming the taxi champion on the ITA, and ITA Members are asked to endorse this.

#### **7. Contact Officers**

- 7.1 John Bourn, Tyne and Wear LTP Team, 0191 277 8972

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## Tyne and Wear Integrated Transport Authority

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### **TITLE: SUBSTITUTE MEMBERS FOR THE METRO SUB-COMMITTEE 2010/2011**

**REPORT OF THE CLERK, 22 JULY 2010**

**DISTRICT IMPLICATIONS: ALL DISTRICTS**

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#### **1. SUMMARY/PURPOSE OF REPORT**

The Chair and Vice-Chair of the Authority had requested advice on whether the ITA's Metro Sub-Committee could have substitute members. The Sub-Committee has eight existing members – 5 Labour, 2 Liberal Democrats and 1 Conservative.

The advice is that there are no legal impediments to prevent this Sub-Committee, or any committee of the ITA, from having substitute members to attend in the absence of another member. In order to proceed with this arrangement, the ITA would need to specifically agree this arrangement and appoint the substitutes.

Rather than have a named substitute for each member of the Sub-Committee, it is proposed that the majority political group have four named substitutes but 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. It is proposed that the Liberal Democrats have two named substitutes, again listed in priority order, with the Conservatives having one substitute member, given they only have one other member on the Authority.

This 'priority' arrangement means that each group will have a first substitute member who will be more regularly used, giving more consistency and continuity.

#### **2. RECOMMENDATION**

The Authority is recommended to:

2.1 formally agree that the Metro Sub-Committee have four named substitutes for the majority political group to be listed in priority order, two named substitutes from the Liberal Democrats also in priority order and one substitute member for the Conservative group;

2.2 amend the Sub-Committee's Terms of Reference to reflect this arrangement;

2.3 formally appoint the substitutes on receipt of nominations.

#### **3. BACKGROUND**

The Metro Sub-Committee has the following membership for 2010/2011:

Councillors D Wood, F Lott, J McElroy, T Hanson, J Blackburn, P Maughan, G Stone and E Hodson.

**Contact Officer:** Victoria Demchenko, Democratic Services – Tel: 2115118

**Background Papers:** ITA Standing Orders

## **APPENDIX 1**

### **Metro Sub-Committee**

#### **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 in regard to Nexus Rail in maintaining and making available the Metro network to the Metro Operator.
4. 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.

#### **Membership**

1. Eight members of the ITA, being the Chair and statutory Vice Chair of the ITA together with six other ITA members such that political balance is maintained.
2. The Sub-committee will be assisted by relevant Officers from the ITA and Nexus where appropriate.
3. In addition invitation to attend meetings of the Sub-Committee may be given to a representative from DB Regio Tyne and Wear Limited as and when considered appropriate by the sub-committee.
4. *The Sub-Committee have four named substitutes for the majority political group to be listed in priority order, two named substitutes from the Liberal Democrats also in priority order and one substitute member for the Conservative group.*

#### **Political Balance**

5. Political balance rules will apply to the sub-committee.

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## Tyne and Wear Integrated Transport Authority

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22 July 2010

**TITLE:** Funding for the Metro Reinvigoration Project

**REPORT OF:** DIRECTOR GENERAL OF NEXUS

**Confidential:**

**District Implications: None**

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### 1. Purpose of Report

- 1.1 To advise the ITA of the new government's position with regard to the Metro Reinvigoration project.

### 2. Recommendation

- 2.1 The ITA is recommended to:

- (i) welcome the Chancellor of the Exchequer's specific commitment to Metro Reinvigoration in the Budget statement of 22 June 2010.

### 3. Background

- 3.1 The ITA has previously been advised of the funding agreement for Metro Reinvigoration reached between DfT and Nexus in February 2010. This agreement confirmed the then-government's commitment to Phase II of Metro Reinvigoration through which a major Asset Renewal programme across the whole system over 11 years between 2010 and 2021 is delivered with a maximum contribution from government of £350m and a 10% local contribution. The agreement also provided for revenue support towards the Metro operating deficit of £203m between 2010/11 and 2018/19 index linked.

- 3.2 Agreement to this funding package triggered letting the Metro operating concession to DB Regio and commencement of delivery of the Phase II Asset Renewal Plan via Nexus Rail.
- 3.3 The Coalition Government announced very soon upon taking up office that they would review all spending decisions taken since 1 January 2010. The outcome of this review as announced on 17 June resulted in 12 programmes which would have cost nearly £2bn over their lifetime not going ahead and 12 programmes which would have cost £8.5bn over their lifetime being suspended.
- 3.4 As previously stated final approval for the Metro Reinvigoration project was granted on 2 February 2010 and hence it came within the scope of this review. The Metro Reinvigoration Phase II capital and revenue funding is not one of the programmes to be suspended or cancelled and the Chancellor of the Exchequer made specific reference to government support for this project in his Budget speech on 22 June:
- “As a step towards rebalancing our economy, we are today announcing the support for those regions more dependent on the public sector. **First, even when money is so short, we will commit to the following important regional transport projects: the upgrade of the Tyne and Wear Metro;** the extension of the Manchester Metrolink; the redevelopment of Birmingham New Street Station; and improvements to the rail lines to Sheffield and between Liverpool and Leeds.“
- 3.5 In the light of this reaffirmation of support the previously agreed programme is continuing without amendment.
- 4 **Contact Officer (s)**
- 4.1 Bernard Garner, Director General, Nexus.

BGG/TJH/mreinvingfunding/12.07.10



## Tyne and Wear Integrated Transport Authority

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22 July 2010

**TITLE:** ITA Members' Visit  
**REPORT OF:** DIRECTOR GENERAL OF NEXUS

**District Implications: None**

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1. **Purpose of Report**

1.1 To agree an ITA Members' visit on 26/27 August 2010.

2. **Recommendation**

2.1 That the proposed visit to Wabtec in Doncaster and Nottingham Express Transit in Nottingham be agreed.

3. **Background**

3.1 Members will be aware that the Metro Reinvigoration Asset Renewal Programme has now commenced. Two key elements of this programme are the  $\frac{3}{4}$  life refurbishment of the Metrocars and replacement of ticket machines with machines which offer smartcard technology.

3.2 The first Metrocar to be refurbished is now with specialist contractors and will be returning to Tyne and Wear early in the new year and the first of the replacement ticket machines will be installed in the first quarter of 2011.

3.2 In order that Members of the ITA have full awareness of these two key aspects of the Asset Renewal Programme it is proposed to visit both Wabtec in Doncaster – who are currently undertaking the  $\frac{3}{4}$  life refurbishment – and Nottingham Express Transit in Nottingham to see not only the operation of the light rail system and associated park and ride, but a working multi-operator smartcard system.

3.3 The visit is planned for Thursday 26 and Friday 27 August 2010 with the detailed schedule to be agreed by the Chairman.

4 **Contact Officer (s)**

4.1 Bernard Garner, Director General, Nexus.

BGG/TJH/visitaug2010/12.07.10

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