



Tyne and Wear Integrated Transport Authority Annual Meeting

**Meeting to be held at Newcastle Civic Centre
on Thursday 27 May 2010 at 10.00 am
(Labour Group meeting at 9:00am) (Opposition Group meeting at 9:30am)**

Page

- 1. Appointment of Chairman**
- 2. Apologies for absence**
- 3. Declarations of Interest of Council Members , Co-opted Members or Officers in any matter to be discussed at the meeting**

(If any Member has a personal/prejudicial interest please complete the appropriate form and hand this to the Democratic Services Officer before leaving the meeting. A blank form can be obtained from the DSO at the meeting).

Members are reminded to verbally declare their interest and the nature of it and, if prejudicial , leave where appropriate at the point of the meeting when the item is to be discussed.

- 4. Membership of the Authority**

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

- 5. Appointment of Vice Chairmen**
 - (a) Appointment of Statutory Vice Chairman**
(Previously: Councillor Scott)
 - (b) Appointment of Other Two Vice Chairmen**
(previously: Councillors McElroy & Hanson)
 - (c) Appointment of Lead Members Portfolios**

(previously:

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

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

(previously: Councillor Keating)

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



Tyne and Wear Integrated Transport Authority

TITLE **APPOINTMENTS TO COMMITTEES/WORKING
GROUPS 2010/11**

REPORT OF **THE CLERK, 27 MAY 2010**

DISTRICT IMPLICATIONS: **ALL DISTRICTS**

1. **SUMMARY/PURPOSE OF REPORT**

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

The terms of reference for Committees and Working Groups are attached at Appendix 1.

2. **RECOMMENDATION**

To formally appoint such Committees and working groups as are required for the new municipal year and to appoint their membership.

3. **BACKGROUND**

The following is a list of existing Committees and Working Groups and the appointments made to them during the previous municipal year:-

(a) **Delegated Committee**

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

(Meets as and when required)

(b) **Tyne Tunnels Working Group**

Councillors Hanson (Chair) McMillan, D Wood, Lott, Hodson, Austin and Scott.

(Meets Bi-monthly)

(c) **Standards and Audit Committee**

Councillors: Green, Blackburn, McMillan, Stone and P Wood

Independent Chair: Mr M Scrimshaw

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

Independent Members: 4

ITA Members 5

(Meets quarterly).

(d) **Metro Sub-Committee:**

Councillors: D Wood, Scott, McElroy, Hanson, Blackburn, Maughan, Stone and Austin.

(Meets quarterly)

(e) **ITA Scrutiny Committee**

Nominations to be made by the District Councils.

(Previous membership)

Newcastle:

Councillor Lynch, Councillor Hunter

Sunderland:

Councillor Forbes, Councillor Miller

Gateshead:

Councillor Graham, Councillor Richmond

North Tyneside:

Councillor D Charlton, Councillor J Macaulay

South Tyneside:

Councillor Brady + one vacancy

(Meets bi-monthly)

(f) **ITA Overarching Working Group**

Councillors D Wood, Scott, Blackburn, Hanson, Lott, McElroy and W Taylor

(meets as and when required).

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

ITA Representatives (nominated by ITA)

Chair – Councillor D Wood

Vice Chair – Councillor Scott

Opposition Representative – Councillor P Wood)

District Representatives (Nominated by District Councils)

Councillor Taylor – (Newcastle)

Councillor McElroy – (Gateshead)

Councillor Hodson - (North Tyneside)

Councillor Kerr - (South Tyneside)

Councillor Blackburn – (Sunderland)

(Meets Bi Monthly).

(h) **Equality and Diversity**

ITA Representatives (To be nominated by ITA)

Chair - Councillor D Wood

Vice Chair – Councillor Scott

Opposition Representative – Councillor Maughan

District Representatives (To be nominated by District Councils)

Councillor Faulkner – (Newcastle)

Councillor Anderson – (Sunderland)

Councillor Mearns – (Gateshead)

Councillor Barrie – (North Tyneside)

Councillor Kerr – (South Tyneside)

(Meets Quarterly)

(i) **Bus Strategy Working Group**

ITA Representatives (to be nominated by ITA)

Chair - Councillor D Wood

Vice Chair – Councillor Scott

Opposition – Councillor Keating

District Representatives (To be nominated by District Councils)

Councillor Taylor – (Newcastle)

Councillor Armstrong – (Gateshead)

Councillor Hodson - (North Tyneside)

Councillor Hanson - (South Tyneside)

Councillor Blackburn - (Sunderland).

(Meets as and when required)

(j) **Outside Bodies**

(a) **Local Government Association**

Councillor D Wood, Scott, Blackburn and P Wood

(i) **ITA Special Interest Group**

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

(k) **District Transport Spokesmen (from the ITA)**

Councillor McElroy - (Gateshead),

Councillor Blackburn - (Sunderland)

Councillor D Wood - (Newcastle)

Councillor Hanson - (South Tyneside)

Councillor Lott - (North Tyneside)

Contact Officer: Judith Curran, Democratic Services – Tel: 2115119

Background Papers: ITA Minutes May 2009, ITA Standing Orders

APPENDIX 1

Terms of Reference

Delegated Committee

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

Tyne Tunnels Working Group

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

Standards and Audit Committee

Standards

1. To promote and maintain high standards of conduct by members of the Authority.
2. To assist Members to observe the Authority's Code of Conduct for Members.
3. To advise the Authority on the adoption or revision of the Code of Conduct for Members.
4. To monitor the operation of the Authority's Code of Conduct for Members.
5. To advise, train or arrange to train members on matters relating to the Authority's Code of Conduct for Members.
6. To consider and determine any allegations of misconduct made against individual members of the Authority regarding breaches of the Authority's Code of Conduct (which are referred by the Standards Board for England or which we receive direct under the local assessment regime of the Local Government and Public Involvement in Health Act 2007) and any allegations of misconduct regarding breaches of the Authority's local protocols and to make appropriate recommendations to the Authority.
7. To grant dispensations to Members from requirements relating to interests set out in the Authority's Code of Conduct for Members (in accordance with the Relevant Authorities (Standards Committees) (Dispensations) Regulations 2002) or any amendment thereto).

Audit

8. **Purpose of the Committee**

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

- 8.1 provide independent assurance of the adequacy of the risk management framework and the associated control environment;

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

9. The Committee's roles and responsibilities:

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

10. The Committee's Governance Role

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

10.7 to consider the Authority's compliance with its own and other appropriate published standards and controls and to make recommendations where necessary;

10.8 to consider the Authority's following documents:

- Budget monitoring reports
- Value for Money Self Assessments
- Best Value Performance Plan (BVPP) and associated performance indicators.

11. The Committee's Audit Role

11.1 Internal Audit

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

11.2 External Audit

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

12. Accounts

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

Metro Sub-Committee

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.

ITA Scrutiny Committee

- (i) To make reports or recommendations to the PTA with respect to the discharge of the PTA's functions;
- (ii) To review or scrutinise decisions made, or other action taken, in connection with the discharge of the PTA's functions; and
- (i) To make reports or recommendations to the PTA on matters which affect Tyne and Wear or the inhabitants of Tyne and Wear and which relate to the PTA's functions.

ITA Overarching Working Group

- (i) To identify the relevant changes in legislation provided by the Local Transport Act 2008 which affect the operation of the Tyne and Wear Integrated Transport Authority including in particular the Local Transport Plan, Transport Governance and the well-being powers;
- (ii) To identify the relevant changes in legislation provided by the Local Transport Act 2008 which affect the operation of the Tyne and Wear Integrated Transport Authority including in particular the Local Transport Plan, Transport Governance and the well-being powers;
- (iii) To consider and analyse these changes and identify reasonable ways of dealing with and responding to them; and

- (iv) The Working Group may consider how the ITA might best approach the following issues in light of these legislative changes, particularly the new wide general power given to the ITA of doing anything (subject to certain statutory limits) which it considers likely to promote the economic, social or environmental well being of its area:
- Buses (including the Bus Strategy)
 - Equality and Diversity
 - Metro Reinvigoration
 - Major Schemes
 - Transport in the City Region
 - Climate Change
 - Strengthened district liaison
 - Highway issues
 - Scrutiny
- The Group will produce a series of recommendations to the full ITA, which may include (a) any recommended specialist advisory groups and/or committees of the ITA which it considers the ITA should appoint to further address any of these issues and (b) any recommended officer support which it is considered the ITA may require.

Local Transport Plan working Group

This will be an informal advisory working group of the ITA, to meet bi-monthly, with the following membership and terms of reference:

Terms of Reference:

1. To monitor progress, implementation and delivery of Local Transport Plan 2
2. to offer advice and recommendations to ITA on the preparation, development and implementation of LTP3, including the local transport capital investment programme for Tyne and Wear
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to the LTP, and provide a strategic steer to officers working on behalf of the ITA on LTP3 development
4. To help develop and co-ordinate the working relationships between the ITA, Nexus, the five metropolitan districts, and the two neighbouring unitary authorities needed to deliver LTP2 and prepare LTP3 for Tyne and Wear
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with relevant and appropriate representatives.

Equality and Diversity Working Group

Terms of Reference

1. To monitor implementation, delivery and progress of:
 - The ITAs Single Equality Scheme
 - The ITAs equality impact assessment process
2. To monitor outcomes arising from the above
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to that Scheme or Equality Impact Assessment to better ensure effective outcomes
4. To help develop an understanding of equalities legislation as it pertains to transport in general
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with representatives of the various communities of interest in Tyne and Wear, and with transport operators and other service providers.

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

Bus Strategy Working Group

Terms of Reference

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

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



Tyne and Wear Integrated Transport Authority

THE RE-APPOINTMENT OF INDEPENDENT MEMBERS OF STANDARDS AND AUDIT COMMITTEE

REPORT OF THE CLERK – 27 MAY 2010

1. SUMMARY

- 1.1 This report recommends the re-appointment of the current Members of the Authority's Standards and Audit Committee for a further two year term.

2. RECOMMENDATION

- 2.1 The Authority is recommended to approve the re-appointment of Tony Atkinson, George Clark, Liz Green and Mark Scrimshaw as Independent Members of the Standards and Audit Committee for a further two year term expiring at the Authority's annual meeting in 2012.

3. INTRODUCTION

- 3.1 Following a review in 2008, Tony Atkinson and George Clark were appointed as additional Independent Members of the Standards and Audit Committee, taking the total number of Independent Members to four. Their term of office along with the terms for the two other Independent Members, Liz Green and Mark Scrimshaw, all expire at the Authority's annual meeting in 2010.
- 3.2 The appointment of the Independent Members must be in accordance with Regulations under the Local Government Act 2000. In line with those Regulations, statutory notices were published in the local press inviting applications for these posts. The notices outlined the criteria which applicants would need to fulfil, the closing date being 12 May 2010.
- 3.3 The current Independent Members were the only applicants and it is proposed that they be re-appointed for a further two year term. If the Independent Members are not re-appointed the Standards and Audit Committee will be unable to meet as the Independent Members must comprise at least 25% of the total membership with one of those Independent Members being appointed Chair.

Background Papers

Standards Committee (England) Regulations 2008.

Contact Officer: Ian Poll, telephone (0191) 211 5159

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Agenda Item 9

| TYNE AND WEAR ITA | | |
|--|---|---|
| <u>MEETINGS IN 2010/11</u> | | |
| Pre-Agenda Meetings (for Chair and Vice Chairs only) (all at <u>10.00</u> a.m.) | ITA Meetings 2010/2011 (all at 10.00 a.m.) | ITA Policy Seminars (all at 9.30 a.m.) |
| | 28 June 2010 (Special Meeting for Annual Accounts) | |
| 12 July 2010 | 22 July 2010 | 24 June 2010 |
| 13 September 2010 | 23 September 2010 | 26 August – Annual Tour and Inspection |
| 15 November 2010 | 25 November 2010 | 28 October 2010 |
| 17 January 2011 | 27 January 2011 | |
| 14 March 2011 | 24 March 2011 | 24 February 2011 |
| 16 May 2011 | 26 May 2011-AGM | 28 April 2011 |

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Tyne and Wear Integrated Transport Authority

25 March 2010
(10.00 - 11.45 am)

Present:

Councillor: D Wood (In the Chair)

Councillors: Keating, Stone, Austin, Blackburn, Green, Hanson, Hodson, Lott, McElroy, Scott, and P Wood

5. **IN ATTENDANCE**

City Council:

B Rowland, P Woods, H Wilson, P Fenwick, R Gill, M France, E Goodman, J Curran

Representing Nexus:

B Garner, J Fenwick, T Hughes

6. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Maughan, Taylor and Symonds.

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

Councillor P Wood declared an interest in Item 12 – Secured Services Strategy as Chairman of Compass Community transport and agenda item 15 – Concessionary Travel.

Councillors Scott, Blackburn, Green and Lott also declared interest in agenda item 15 – Concessionary Travel.

8. **MINUTES OF THE MEETING HELD ON 28TH JANUARY 2010**

The minutes of the last meeting held 28 January 2010 were confirmed as a correct record, subject to the following amendments:-

- (i) The members attendance as follows be included – Councillors D Wood, Keating, Stone, Austin, JS Green, Hanson, Hodson, Lott, Maughan, McElroy, Macmillan, Scott, Simmons and P Wood.

The recommendation to Item 16 Part 1 be amended to read RESOLVED – that the decision be delayed until the March meeting whilst clarification be sought on raising money available and to await the outcome of discussions between the leaders of Councils in Tyne and Wear.

Matters Arising:-

Sunderland Station

(Minute 5B refers).

B Garner reported that works were now complete on the first phase and platforms were now open with engineering work being taken forward to the second phase. The latest programme aimed to conclude in the first week of June

Establishment of a Metro Sub-Committee

(Minute 14 refers)

The new Metro Sub-Committee had now been set up and the first meeting was to take place at 10.30 am on Tuesday 6 April.

High Speed Rail Update

(Minute 15 refers)

B Garner reported that the Secretary of State had outlined Government proposals in relation to High Speed Rail in a statement made on 11 March. The proposal was based around a Y-shaped network linking London to Birmingham, Manchester, the East Midlands, Sheffield and Leeds. There would also be an interchange link to Heathrow Airport. The proposal would include using tracks on the West and East Coast mainlines beyond the core “Y” so that high speed services could be extended to other cities (including Newcastle).

There would be a formal public consultation starting in the autumn. B Garner suggested that there should be a briefing at one of the ITA policy seminars so that members could understand the details of the proposal and formulate a response on behalf of the ITA.

9. RATE OF INCREASE OF MEMBERS' ALLOWANCES 2010 - 11

Submitted: A report of the Clerk to the Authority and Report of the Independent Remuneration Panel (copies attached to Official Minutes).

The report outlined the recommendations of the Independent Remuneration Panel regarding the rate of increase in Members Allowances in 2010/11. Recommendations were in line with budget provision.

A member queried the proposed increase in the basic allowance for members which appeared as £3113, this did not represent a 0.5% increase. The Chair asked that the information be looked at again and the information be forwarded to the Member.

It was moved and seconded that there would be no rise in Members Allowances this year.

RESOLVED – That,

- (i) there be no increase in the Members Allowances for 2010/11; and
- (ii) a new scheme be made for 2010/11 reflecting Members decision and the existing scheme be revoked.

10. **2009/10 CAPITAL PROGRAMME - THIRD QUARTERLY REVIEW**

Submitted: A joint report from the Clerk to the Authority and the Director General of Nexus (copies attached to Official Minutes).

The report advised Members of the overall performance of the 2009/10 Capital Programme including delivery to the end of the third quarter (ending 31st December 2009).

Questions/Comments

- Member referred to the Haymarket development and raised concerns in relation to lack of cleaning in the development and further daytime closures.
- B Garner explained that the contractor had put a new treatment on the surface of the Haymarket station and this had been the reason for the recent weekday closure. Overall the contractor was working well and substantial improvements to the station were obvious .
- A query was raised in relation to the Haymarket office accommodation. B Garner explained that this was outside the responsibility of Nexus. The building was owned by a developer and he could not comment on the actions of the developer in letting office space.
- In response to a query, J Fenwick confirmed the list of variations did refer to reductions in road rail vehicles due to manufacturing timescales.

RESOLVED – That:-

- (i) the position with regard to the 2009/10 Capital Programme as per Appendix A, be noted
- (ii) the scheme changes as detailed in Appendix B be approved

- (iii) the variation in the Development Costs of the 2010/11 - 2012/13 Capital Programme, from 4.088million to 3.088million, as detailed in Appendix C be approved and
- (iv) the status and progress of the Metro schemes as detailed in Appendix D be noted.

11. REVENUE BUDGET MONITORING REPORT APRIL TO FEBRUARY 2010

Submitted: Report of the Deputy Clerk and Treasurer ITA (Copies attached to Official Minutes)

P Woods introduced the report which provided Members with a Revenue Budget Monitoring Report for the period April 2009 to February 2010.

RESOLVED – that the financial position as at 28 February 2010 as set out in the report and Appendices 1 and 2 be noted.

12. TREASURY MANAGEMENT STATEMENT

Submitted: A report of the Treasurer and the Deputy Clerk to the ITA (copies attached to the Official Minutes).

The report set out how the Authority's treasury service would support the capital decisions taken, the day to day treasury management, and the limitations on activities through treasury prudential indicators. Producing this type of technical report was a requirement now of all local authorities.

P Woods went on to draw Members attention to the key issues including the agreement on authorities borrowing limits for the year and he drew members attention to the debt investment projections for 2010/11 and 2012/13, which were detailed in the report. He also drew attention to the list of approved institutions for external investments.

RESOLVED – That approval be given to the following six key elements of the report:-

- (i) The Treasury Management Strategy 2010/11-2012/13
- (ii) The Investment Strategy 2010/11 contained in the Treasury Management Strategy (Section 3) in the detailed criteria included in Section 4
- (iii) The Treasury Policy Statement in Section 6
- (iv) Security, liquidity and yield benchmarking Section 7
- (v) Approved Institutions Section 8; and
- (vi) The revision to the Authorities financial regulations in Section 9

13. **TYNE TUNNELS BYELAWS UPDATE**

Submitted: A joint report of the Clerk, ITA Legal Advisor and NTC Project Director (copies attached to Official Minutes).

The report sought approval of minor amendments to the proposed Tyne Tunnel Byelaws 2010 following further consideration and suggestions received from the Department for Transport.

RESOLVED – That:-

- (i) the approval be given to the minor amendments of the Tyne Tunnels Byelaws 2010 as proposed in the report; and
- (ii) confirmation of the Byelaws be sought as so amended.

14. **INTER CITY EAST COAST FRANCHISE CONSULTATION**

Submitted: A report of the Director General of Nexus (copies attached to Official Minutes).

B Garner introduced the report which informed the Members of the consultation process being undertaken by the Department for Transport on the East Coast franchise and included a draft response on behalf of the ITA/ Nexus for Members consideration. The issues included the number of trains per hour between Newcastle and London. In addition, DFT had asked Network Rail to consider managing additional stations along the route (including Newcastle). This would be a significant step forward and would ensure continuity of station management and the provision of better services.

In supporting the draft report at Appendix A, a member queried lack of reference to stations such as Sunderland and Chester-le-Street. A member went on to query the expected lifespan of the current 125 trains which he understood would not be in use for very much longer. He hoped that replacements would mean improved size and internal accommodation.

A member commented on the importance of a non-stop train service from Newcastle to London. There had formerly been a service taking only 2 and a half hours, with only one stop en route, whether this would be introduced was a matter of speculation.

RESOLVED – That:-

- (i) the draft response included at Appendix A be approved; and
- (ii) the DFT Consultation documents Appendix B be noted.

15. **TYNE AND WEAR CITY REGION TRANSPORT GOVERNANCE REVIEW**

Submitted: A report of the Clerk to the Authority (copies attached to the Official Minutes).

R Gill introduced the report which set out the conclusions to the review of transport governance in the Tyne and Wear City region. B Rowland added that in 2008 the Local Authorities in Tyne and Wear, Northumberland and Durham had aspired to create a transport for London model within the region. This had not been achieved in full, but a model had been produced which he felt added value to the transport governance of the City Region.

Questions/Comments

- In response to a members query, R Gill explained that the Department for Transport was the lead body overseeing the Access to Tyne and Wear City Region DaSTS study process.
- In response to a Members concerns about the amount of change in the direction of transport governance, B Rowland clarified that at a North East regional level there currently was an Interim Regional Transport Board (IRTB), which was to be replaced by a new regional transport advisory group, to provide advice to responsible regional authorities on major transport investment decisions. At the Tyne and Wear City Region Level, a City Region Transport Sub Group was to be established, reporting to the City Region Executive Board and overseeing development of the proposed City Region Transport Strategy.

RESOLVED – That the report be received and noted.

16. NEW TYNE CROSSING UPDATE

Submitted: report of the NTC Project Director (copies attached to Official Minutes).

The report gave an overview of progress made on the construction since the last update report to the Authority on 28 January 2010.

It was noted that page 2 of the report was missing and a full copy would be circulated to Members after the meeting.

P Fenwick went on to explain that the project was still meeting all of its key dates and that immersed tubes were in place and it was possible to walk through from north to south. He undertook to arrange a site visit for Members in mid-May. He went on to outline in detail the issue relating to the distribution of surplus toll monies between TWITA and TT2.

RESOLVED – That:-

- (i) the progress on the project be noted;
- (ii) the proposal as set out on paragraph 8 for the distribution of surplus toll, post opening of the new tunnel (PTU1) be approved; and

- (i) the project director, be authorised to make necessary arrangements to effect this distribution of “surplus” toll revenues.

17. SECURED SERVICES STRATEGY

Submitted: A report of the Director General (copies attached to Official Minutes).

T Hughes introduced the report which outlined the development of the Secured Services Strategy which had been developed following public consultation in conjunction with the ITA bus strategy working group.

In response to a query in relation to replacement provisions for Link Up, T Hughes explained that the option of providing replacement fixed-route services through the Accessible Network Design project was a proposal at this stage. If the consultation concluded that demand responsive transport was necessary, then action would be taken accordingly. He stressed that users views would be taken seriously.

In response to a further query, T Hughes confirmed that the Link Up service would not be withdrawn unless alternative services were put in its place, and if it was withdrawn then withdrawal would be phased to minimise the impact on service users. Although there had been a fall in demand for Link Up services in Newcastle, he accepted that there may still be some areas where there would be a need to continue the provision of demand responsive transport.

A Member commented that as the proposal being presented to members was cost neutral, he did not see an option for maintaining provision of the Link Up service.

RESOLVED – That:-

- (i) the contents of the Strategy Document be noted; and
- (ii) the document be adopted as Nexus policy with effect from 1 April 2010.

18. TYNE & WEAR BUS CORRIDOR IMPROVEMENT MAJOR SCHEME

Submitted: A report from the Director General of Nexus (copy attached to Official Minutes).

The report advised Members of the outcome of the process to prioritise schemes for the potential inclusion in Phase 2 in the Tyne and Wear Bus Corridor Improvement Programme Major Scheme Business Case submission to government. This was an update following the queries raised at the January meeting.

Government Office had clarified that the regional funding allocation of £14.9 million could not be increased at this time. Six schemes had been put forward for possible inclusion with a total cost of £37m, and given the limit on available funding of £14.9 million it was necessary for the Authority to prioritise these schemes. The latest exercise undertaken had produced the priority listed in Paragraph 5.4 of the report.

It was considered important to take on the views of the Leaders of the District Councils before progressing.

Questions/Comments

- A Member queried what the deadline for the submission of the schemes was. B Garner explained that there was no formal deadline for submission.
- A Member referred to the Phase 1 Schemes submitted previously, and the lengthy delays in receiving approval from DFT.
- Members were advised that discussions had been held with the DFT, partly in response to discussions held at the Interim Regional Transport Board. Every effort was being made to ensure that all relevant information had been obtained by DfT to progress the Phase 1 scheme.
- In response to a query B Garner commented that the necessary technical exercises now had been completed.
- The Tyne and Wear Leaders Group had not held discussions with Nexus on this matter.
- It was important to get a regional view to establish all relevant information. Workshops have been held locally as part of the Delivering a Sustainable Transport System (DaSTS) process to ascertain regional transport challenges, and the Clerk to the ITA is also in discussion with regional partners to identify and address regional major scheme delivery issues. He hoped the matter would be progressed over the next few months.
- Members were recommended to refer a decision until further consultation could take place with Council Leaders across Tyne and Wear.
- A Member expressed his concern about being recommended yet again to defer a decision, and asked for categorical guarantee that there was no time limit for the submission of these bids to DFT. B Garner confirmed that there was no time limit and this would be recorded for Member's information.

RESOLVED – that a decision on prioritisation of these schemes be deferred until further consultation could take place with Council Leaders across Tyne and Wear. To be arranged through the Clerk.

19. **IMPROVING BUS PASSENGER SERVICES THROUGH THE REGULATORY FRAMEWORK**

Submitted: A report of the Director General of Nexus (copies attached to Official Minutes).

The report summarised the contents of consultation paper issued by the Department for Transport proposing changes to legal framework under which bus services were

operated. T Hughes outlined the four main seams of the consultation paper for Members information.

A Member raised an issue in relation to driver conduct in terms of dealing with anti-social behaviour and referred to a specific incident recently on a bus where there had been racist abuse against a passenger and the driver had been unwilling to get involved.

T Hughes explained that currently regulations currently obliged drivers to have regard to their duty of care and to health and safety requirements, however he undertook to take forward the general theme with local operators.

RESOLVED – that:-

- (i) the report be received and noted.
- (ii) A full response to the consultation document will be submitted to DFT in advance of the closing date for comments which was 1 June 2010.

20. **CONCESSIONARY TRAVEL UPDATE - ELIGIBILITY FOR PASSES & SPECIAL GRANT FUNDING**

Submitted: A report of the Director General of Nexus (copies attached to Official Minutes).

This report advised of a change recently introduced by the DFT which had revised the date at which senior citizens became eligible for national concessionary and the outcome of the previously reported consultation document on specific grant funding.

A Member expressed his concerns which he had also raised at the recent PTEG meeting, that the Government had indicated that the current level of concessionary travel was unaffordable and the way of tackling this was to change the age limits for eligibility. He went on to refer to the previous funding difficulties when teen travel concessions were removed.

In response to these queries, J Fenwick explained that although the introduction of free local travel in 2006 had meant the removal of the teen travel concession, the introduction of specific grant in order to provide funding for free national travel in 2008 had enabled Nexus to accommodate this particular change. J Fenwick acknowledged that the removal of the teen travel concession was regrettable.

The Chair asked that the Appendix to the report be circulated to the five District Councils in Tyne and Wear for the information of Members not on the Authority.

RESOLVED – that the following be noted:-

- (i) The government was introducing changes to the statutory concessionary travel scheme affecting the age in which the senior citizens would become eligible for a national concessionary travel pass. These changes would be effective from 1 April 2010; and

- (ii) The government, following consultation, would redistribute concessionary travel specific grants to travel concession authorities (TCAs) in 2010/11. Nexus would receive an additional £17,000 as a result.

21. METRO REINVIGORATION PHASE 2

Submitted: Report of the Director General of Nexus (copies attached to Official Minutes).

B Garner introduced the report which advised of the final outcome of the funding offer from the Department for Transport for the Metro Reinvigoration Phase 2, progress made with Deutsche Bahn Regio Tyne and Wear Limited (DVTW) in mobilising ready for the commencement of operations on 1 April 2010, also progression on the Asset Renewal Plan 2010/11-2012/13 and the prospects for the future of Metro.

B Garner then went on to give a detailed update and referred particularly to the transfer of 400 staff from Nexus to Deutch Bahn which had progressed well. He wished to record his thanks to the HR staff at Nexus who had facilitated the smooth transition and he added for Members information that the department had achieved a regional award from CIPD (?) He went on to stress that the new arrangements meant an assurance for everyone that Metro would continue for many decades to come and he outlined the benefits of developing the system in this way for Tyne and Wear.

B Garner referred to the setting up of a new Metro Sub-Committee, the first meeting of which was scheduled for 6 April. In response to a Members query, he felt that the Metro Sub-Committee was the best place for discussions of options including non-Metro provision across Tyne and Wear. The Committee would look in detail at how to maximise the benefits of the funding. The Chair added for information that the Committee was essentially advisory in nature and major decisions would continue to be taken by the full Authority.

RESOLVED – that the report be received and noted.

22. NESTI PROGRESS UPDATE

Submitted: A joint report of the Clerk to the Authority and the Director General of Nexus (copies attached to Official Minutes).

The report updated the Authority with the progress on the North East Smart Ticketing Initiative (NESTI) and advised on a Grant Funding Award of £1.1million from the DFT.

Questions/Comments

- A member queried whether the smartcards would have universal application across the region.
- T Hughes explained that Nexus were carrying out a comprehensive programme of works looking at the use of smartcards, it was hoped that this scheme could

become a launch pad for wider use across the region, work was ongoing with a variety of local organisations including ANEC developing the use of smartcard technology. It was hoped eventually it would be able to be used in retail and a range of other facilities.

- P Woods then went on to outline the funding arrangements. Detailed discussions have been held with regional bodies and the ITA was taking the responsibility for coordinating the exercise with the Local Authorities in Tyne and Wear. He referred to the formal collaboration agreement which was being drawn up by the Legal Advisor which would facilitate the processing of funds into the ITA accounts and these would be treated as ring fenced funding. A periodic report would be produced on how the funding is being deployed in each district.

RESOLVED – That:

- (i) the progress made on preparation of the NESTI programme be noted
- (ii) the award of £1.1million of Grant Funding from DFT in 2009/10 to promote the development of smart and integrated ticketing in Tyne and Wear be noted; and
- (iii) the Clerk be authorised to sign the collaboration agreement referred to in 3.2 of the report on behalf of the ITA, after consultation with its Chair, Legal Advisor and Treasurer, in the event that its detailed terms could be finalised and agreed by all partner Authorities in advance of the May meeting of the ITA.

23. **URBAN CHALLENGE FUND**

Submitted: A joint report of the Clerk to the Authority and the Director General of Nexus (copies attached to the Official Minutes).

B Garner introduced the report which outlined the proposals for the Department of Transport ‘Supporting Cities; a discussion paper on plans for an Urban Challenge Fund’.

RESOLVED – that the report be received and noted and a response to the discussion paper be received at the May meeting of the ITA.

24. **SUPPORT FOR THE LOCAL ECONOMY: PROGRESS UPDATE**

Submitted: Joint report of the Clerk to the Authority and the Director General of Nexus (copies attached to the Official Minutes).

The report gave an update on progress against the plans to allow the ITA/Nexus to play their part in supporting the economy of Tyne and Wear during the economic downturn. T Hughes outlined the key areas of activity.

RESOLVED – that the report be noted and the activities being progressed by Nexus be endorsed.

25. **EXCLUSION OF PRESS AND PUBLIC**

RESOLVED – that the press and public be excluded from the meeting during the consideration of the Confidential Minutes of meetings held on 28 January and the 22 February and the following items on the grounds indicated.

| Business | Paragraph of Schedule 12A to the Local Government Act |
|---|--|
| Negotiated concessionary travel settlement with Operators | 3 |
| Nexus Board Membership | 1 |



Tyne and Wear Integrated Transport Authority

ANNUAL MEETING – 27 May 2010

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

1. Summary

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

2. Recommendations

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

3. Background

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

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

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

3.3 Officers consider that the Standing Orders, Delegations and Terms of Reference for Standards and Audit Committee remain satisfactory and no amendments are required.

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

4. Financial Regulations

4.1 The Authority's Financial Regulations have also been reviewed and no changes

are considered necessary.

5. **Next Steps**

5.1 The Standing Orders, Scheme of Delegations and the Terms of Reference of the Standards and Audit Committee will be reviewed again in 2011.

6. **Further comments by the:**

- **Clerk** (if any)

None

- **Treasurer** (if any)

None

- **Legal Advisor** (if any)

The Legal Advisor has no further comments to make.

- **Director General** (if any)

None

7. **Background Papers**

7.1 Held by Legal Adviser and Monitoring Officer on file XPA00041

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

8. **Contact Officer**

8.1 Helen Wilson (ext 25110)



Tyne and Wear Integrated Transport Authority

Date: 27th May 2010

TITLE: SCRUTINY COMMITTEE ANNUAL REPORT

REPORT OF CHAIR, SCRUTINY COMMITTEE

District Implications: All Tyne and Wear

1. Summary / Purpose of Report

1.1 To advise the ITA of the work of the Scrutiny Committee in 2009/10.

2. Recommendations

2.1 The ITA is invited to comment, suggesting key issues for 2010/11.

3. Introduction / Background

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

4. Meetings

4.1 Four meetings of the committee were held in 2009/10 at venues across Tyne & Wear; reflecting the shared interest of the five Districts involved. Unfortunately, attendance was an issue with three Councillors not attending any of the meetings. This is of concern, particularly as the ITA agreed that Council's could appoint substitutes.

5. Work Programme

5.1 To maximise the scrutiny contribution to policy debate the committee agreed, at the start of 2009/10, to base its meetings on the five national ambitions for transport planning. This new approach also recognised the enhanced role of the ITA from The Transport Act 2008. The committee's new approach aims to deliver a sharper focus on key issues. Activity against national priorities is as follows:

| National Goal ¹ | Work of the Scrutiny Committee 2009/10 |
|--|--|
| Support national economic competitiveness and growth by delivering reliable and efficient transport networks | <ul style="list-style-type: none"> • Scrutinising the Tyne & Wear Traffic and Accident Data Unit. TADU manages traffic flow data • Understanding the contribution of the ITA to regional transport strategy, with a watching brief on the review of governance arrangements. Also what was available under new 'well-being' powers |
| Reduce transport's emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change | <ul style="list-style-type: none"> • Walking the site of the new Tyne Tunnel • Monitoring representations being made to press the case for high speed rail to the North East • Understanding changing national priority for improvements to A19 junctions • Scrutinising ITA and Nexus Action Plans following their signing of the Nottingham Declaration on climate change • Understanding investment in the Tyne Foot Tunnel, suggesting opportunities to promote its use as part of cycling and walking networks |
| Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health | <ul style="list-style-type: none"> • Writing to the DVLA requesting more use of the tax disc reminder to promote safe driving • Writing to Nexus to suggest a more formalised dialogue with local NHS Trusts • Understand the work of TADU in supporting Road Safety officers across Tyne & Wear • Commenting, as part of national review, on the safety of mobility scooters and powered wheel chairs • Understanding the ITA's approach to recording risk |
| Promoting greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society | <ul style="list-style-type: none"> • Promoting the Nexus 'Bridge' card developed to help those with limited mobility take a seat on local buses • Understanding the take up/promotion of concessionary fares • Commenting on consultation proposals on a developing vision for transport in Tyne and Wear • Commenting on how the ITA is addressing equalities |
| Improving quality of life for transport users and non transport users and to promote a healthy natural environment | <ul style="list-style-type: none"> • Understanding the North East Smart Ticketing initiative • Commenting on public consultation proposals to support a review by the ITA of its subsidy to local bus services |

¹ 'Delivering a Sustainable Transport System'

5.2 Members will also recall that in 2009/10 the ITA considered, but did not support, a suggestion that co-optees be appointed to the Scrutiny Committee.

6. Further comments by the:

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

7. Background Papers

7.1 www.twita.gov.uk

www.dft.gov.uk/about/strategy/transportstrategy/dasts

Agenda and Minutes (ITA) 24th September, 2010

Agenda and Minutes (Scrutiny Committee) 2009/10

8. Contact Officer (s)

8.1 Paul Staines, Scrutiny Manager, 0191 277 7524 paul.staines@newcastle.gov.uk

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Tyne and Wear Integrated Transport Authority

27 May 2010

TITLE: METRO CAPITAL PROGRAMME 2010/11 to 2012/13

REPORT OF THE DIRECTOR GENERAL OF NEXUS

District Implications

1. Summary / Purpose of Report

1.1 The purpose of this report is to seek approval for the Metro Capital Programme for 2010/11 to 2012/13.

2. Recommendations

2.1 The ITA is recommended to approve the Metro Capital Programme for 2010/11 to 2012/13 as summarised in paragraph 4.8 and detailed in the appendices, totalling £146.95m.

3. Introduction / Background

3.1 The Metro Capital Programme for 2010/11 to 2012/13 has been revised to reflect the DfT funding award and its allocation over 11 years rather than the previously contemplated 9 years.

3.2 Most of the schemes included within the Metro Asset Renewal Plan (ARP) element of the capital programme as detailed in Appendix A. are at phase 3 of the project stage gate process and therefore include risk contingency accordingly.

3.2 The Metro Capital Programme for 2010/11 to 2012/13 also includes a provision for Capital Maintenance Projects and Capital Slippage from 2009/10. The amount of slippage reflects the financial status prior to 31st March 2010 as advised by the Project Managers and consequently the slippage will be updated once the impact of the 2009/10 outturn is known.

4. Information

4.1 The Metro Capital Programme for 2010/11 to 2012/13 has been re-profiled in accordance with the DfT funding letter dated 5 February 2010 and schemes re-prioritised to reflect the funding allocation over 11 years instead of the originally contemplated 9 years.

The overall work bank for 2010/11 to 2012/13 has been kept within the programme, but the overall programme duration has been extended beyond 3 years. i.e. spend has been transferred to year 2013/14.

The ARP Schemes that were moved outside of 2010/11 to 2012/13 include: -

- Approx £1.5m of bridge work
- All works in the South Gosforth to Jesmond area including drainage and track renewal
- All track work Jesmond to Gateshead Stadium
- Ilford Road Station refurbishment
- Barriers at Kingston Park and other level crossing deck replacements
- The PTI cost has been partly moved into year 4 due to delays in initiating the replacement strategy
- Purchase of a new Tamper has been rescheduled into year 4
- Escalators at Monument rescheduled partly into year 4

4.2 The programme and supporting documentation including possession strategy cash flow histogram, programme initiation document (PID) and the summary programme for delivery of the Metro ARP Capital Programme for 2010/11 to 2012/13 has been issued and accepted by DfT on 31 March 2010.

4.3 The Metro ARP Capital Programme for 2010/11 to 2012/13 as detailed in Appendix A is based on reasonable assumptions. Most of the schemes are at phase 3 of the stage gate process, i.e. they have successfully passed through feasibility and preliminary design phases. A number of the schemes are at phase 4 which is detailed design and are therefore ready to commence the procurement process. However, these assumptions are subject to risk and therefore the overall programme will continue to be subject to continuous review to ensure all commitments are met within the DfT funding requirements and in compliance with Nexus standing orders.

4.4 The Capital Maintenance budget and slippage which are incorporated within Appendix A were evaluated in conjunction with Section Heads and Project Manager's forecasts prior to 31 March 2010. The actual amount of capital slippage may vary upon completion of the final accounts and therefore any adjustment to the Metro Capital Programme for 2010/11 will be reported separately as part of the 2009/10 Out-turn report. At this point in time, it should

be noted that less over-programming has been built into the 2010/11 planning totals in order to accommodate further slippage from the previous year 2009/10. Ultimately, it may be necessary to further review elements of the programme, depending upon the scale of the variance between what was previously forecast and actual outturn.

- 4.5. In addition to the schemes included within the Asset Renewal Plan there are a number of major projects and other schemes which are included within Appendix B for completeness.

Financial Implications

- 4.6 The Metro Capital Programme for the next 3 years is as follows:-

| | <u>2010-11</u> | <u>2011-12</u> | <u>2012-13</u> | <u>Total</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| | £'m | £'m | £'m | £'m |
| Asset Renewal Plan | 41.896 | 42.576 | 43.681 | 128.154 |
| Major Projects & other schemes | 9.065 | 8.856 | 0.872 | 18.793 |
| Total Programme | 50.961 | 51.432 | 44.553 | 146.947 |

- 4.8 The funding of the programme is primarily from the DfT through Metro Rail Grant with 10% local funding, the majority of which is to be provided from the LTP integrated transport block. In addition to this third party resources and other resources are used to fund major schemes and other projects.

- 4.9 To ensure that resources are maximised the planning total below includes over-programming of between 10.6% and 13.5% for the 3 years, to allow for any additional slippage as a result of the 2009/10 outturn. If the programme were to be delivered to this level then the balance will need to be found from within reserves, although experience would suggest that this is unlikely. The funding of the programme is as follows:-

| | <u>2010-11</u> | <u>2011-12</u> | <u>2012-13</u> | <u>Total</u> |
|---|----------------|----------------|----------------|----------------|
| | £'m | £'m | £'m | £'m |
| Metro Rail Grant | 34.000 | 35.000 | 35.000 | 104.000 |
| LTP | 2.655 | 2.705 | 2.640 | 8.000 |
| Reserves (held with ITA) | 0.745 | 0.795 | 0.860 | 2.400 |
| General Funding | 37.400 | 38.500 | 38.500 | 114.400 |
| over - programming | 4.496 | 4.076 | 5.181 | 13.754 |
| Planning target for Main programme | 41.896 | 42.576 | 43.681 | 128.154 |
| Other funding for major & other projects | 9.065 | 8.856 | 0.872 | 18.793 |
| Total Programme | 50.961 | 51.432 | 44.553 | 146.947 |

- 4.10 If there is greater than expected slippage from the 2009/10 Capital Programme

this will put pressure on the programme.

- 4.11 The Metro Capital Programme for 2010/2011 to 2012/13 is based on the Asset Renewal Plan which has been subject to considerable refinement to arrive at a plan which is aligned to asset condition and which is designed to best manage business risk as well as determine an effective mode of delivery.
- 4.12 The assumed level of programming risk is an estimate and the schemes may need to be re-profiled to match available funding.
- 4.13 Failure to deliver the Metro Capital Programme imposes a significant risk (as referenced in the DfT terms of funding) in loss of funding of up to a total of £100m between 2013/14 and 2020/21

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**

7.1 Diane Scott, Capital Accountant, Nexus 0191 203 3410

8 **Contact Officer (s)**

8.1 Graham Campbell, Head of Renewals, Nexus 0191 203 3216

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

ASSET RENEWAL PLAN

APPENDIX A

| Code | Title | 2010-13 Total £ | FY 2010 £ | FY 2011 £ | FY 2012 £ |
|-------|--|--------------------|--------------|--------------|--------------|
| | Civil | 21,224,554 | 8,461,050 | 8,951,535 | 3,811,969 |
| | Earthwork | 4,108,839 | 1,222,093 | 2,789,270 | 97,476 |
| BC200 | Ground Investigation - Tynemouth to Chillingham Road | 301,618 | 301,618 | - | - |
| BC201 | Earthworks - North Shields to Howdon | 1,995,868 | 507,771 | 1,488,097 | - |
| BC202 | Earthworks - Howdon to Wallsend | 1,005,298 | 281,927 | 723,371 | - |
| BC203 | Earthworks - Wallsend to Chillingham Road | 598,281 | 122,138 | 476,142 | - |
| BC204 | Earthworks - South Gosforth to Jesmond | 92,815 | - | - | 92,815 |
| BC289 | Ground Investigation - South Gosforth to Jesmond | 98,814 | 7,444 | 91,370 | - |
| BC290 | Ground Investigation - Rest of System | 16,145 | 1,194 | 10,290 | 4,661 |
| | Bridges/Structures | 9,136,477 | 4,364,598 | 2,065,117 | 2,706,763 |
| BC205 | Bridges - Tynemouth to North Shields (1154 1170) | 430,390 | 430,390 | - | - |
| BC206 | Bridges - Percy Main to Wallsend (1185 1186 1179) | 796,967 | 55,124 | 741,843 | - |
| BC207 | Bridges - Howdon to Percy Main (1181 1183 1196 1202) | 556,301 | 38,478 | 517,823 | - |
| BC208 | Bridges - Meadow Well to Walkergate (1175 1176 1195) | 272,541 | - | 272,541 | - |
| BC209 | Bridges - Tynemouth to Meadow Well (1157 1156 1168 1171) | 511,245 | - | 93,196 | 418,049 |
| BC210 | Bridges - Percy Main to Hadrian Road (1187 1191 1193) | 314,151 | - | 21,593 | 292,558 |
| BC211 | Bridges - Hadrian Road to Walkergate (1197 1198 1200) | 431,049 | - | 17,432 | 413,617 |
| BC212 | Bridges - Wallsend to Walkergate (1201 1203 1204 1206) | 656,120 | - | 6,647 | 649,473 |
| BC213 | Retaining Walls | 410,301 | 28,818 | 289,195 | 92,288 |
| BC214 | Culverts | 198,143 | 2,791 | 54,846 | 140,506 |
| BC214 | Bridges - Monkseaton, Cullercoats (11214 1137 1144) | 579,110 | - | - | 579,110 |
| BC215 | Bridges - Benton (1114 1115B) | 22,738 | - | - | 22,738 |
| BC216 | Bridges - Gateshead (1059 1062) | 44,634 | - | - | 44,634 |
| BC217 | Bridges - Bede, Shiremoor (1024 1024A) | 3,790 | - | - | 3,790 |
| BC217 | Benton Lane (1107) | 136,995 | 136,995 | - | - |
| BC543 | Qe11 Bridge Refurbishment | 5,000 | 5,000 | - | - |
| BC545 | Depot Refurbishment | 140,000 | 40,000 | 50,000 | 50,000 |
| BC799 | Monkseaton Station Ramp | 502,000 | 502,000 | - | - |
| BC811 | Benton Station Footbridge | 662,000 | 662,000 | - | - |
| BC851 | Management Of Incursions Of Road Vehicles | 58,000 | 58,000 | - | - |
| BC854 | Sgf Office Works | 10,000 | 10,000 | - | - |
| BC855 | Mog Remodelling | 365,000 | 365,000 | - | - |
| BC866 | Arch Bridges Ilford Road To South Gosforth | 5,000 | 5,000 | - | - |
| BC883 | Depot Lighting Upgrade | 96,000 | 96,000 | - | - |
| BC887 | Earsdon Road Bridge Repair | 6,000 | 6,000 | - | - |

| Code | Title | 2010-13 Total £ | FY 2010 £ | FY 2011 £ | FY 2012 £ |
|-------|---|--------------------|-------------------|-------------------|------------------|
| BC891 | Control Room | 500,000 | 500,000 | - | - |
| BC892 | Depot Heating Upgrade | 295,000 | 295,000 | - | - |
| BC928 | N Shields Tunnels Refurbishment | 917,000 | 917,000 | - | - |
| BC930 | Operations Building Miscellaneous | 94,000 | 94,000 | - | - |
| BC952 | Depot Fire Alarm Systems | 117,000 | 117,000 | - | - |
| | Drainage | 131,833 | 88,316 | - | 43,518 |
| BC218 | Drainage - Tynemouth (Knotts Flats) | 88,316 | 88,316 | - | - |
| BC219 | Drainage - South Gosforth to Jesmond | 43,518 | - | - | 43,518 |
| | Duct Route | 7,847,404 | 2,786,044 | 4,097,148 | 964,213 |
| BC222 | Duct Route - Wallsend to Manors | 699,697 | 566,790 | 132,907 | - |
| BC223 | Duct Route - Howdon to Wallsend | 325,224 | 263,448 | 61,776 | - |
| BC224 | Duct Route - North Shields to Howdon | 398,598 | - | 192,277 | 206,321 |
| BC225 | Duct Route - Tynemouth to North Shields | 824,799 | - | 379,270 | 445,529 |
| BC226 | Duct Route - South Gosforth to Jesmond | 323,489 | - | 11,127 | 312,362 |
| BC227 | Duct Route - South Gosforth to Airport | 1,019,359 | 2,748 | 1,016,611 | - |
| BC228 | Duct Route - Jesmond to Gateshead Stadium and Manors to St. James (tunnels) | 644,802 | 39,013 | 605,790 | - |
| BC229 | Duct Route - Gateshead Stadium to South Shields | 1,806,696 | 109,307 | 1,697,390 | - |
| BC230 | Duct Route - South Gosforth to Tynemouth | 1,804,739 | 1,804,739 | - | - |
| | Permanent Way | 32,108,982 | 10,118,437 | 12,664,762 | 9,325,783 |
| | Plain Line | 26,163,234 | 8,952,798 | 9,742,269 | 7,468,167 |
| BC231 | Plain Line - Tynemouth to Chillingham Road | 19,998,281 | 7,049,798 | 7,792,947 | 5,155,536 |
| BC232 | Plain Line - South Gosforth to Jesmond | 293,109 | - | 33,804 | 259,306 |
| BC233 | Plain Line - Jesmond to Gateshead Stadium | 85,204 | - | 15,519 | 69,684 |
| tbc10 | Level Crossing Deck Replacement | 83,640 | - | - | 83,640 |
| BC550 | Rail Grinding | 900,000 | 300,000 | 300,000 | 300,000 |
| BC558 | Security Fencing | 317,000 | 117,000 | 100,000 | 100,000 |
| BC703 | Plain Line Renewal | 3,454,000 | 1,454,000 | 1,000,000 | 1,000,000 |
| BC708 | Treadle Replacement - Manors | 12,000 | 12,000 | - | - |
| BC714 | Tamper Trainstop | 20,000 | 20,000 | - | - |
| TBA | Battery Locos | 1,000,000 | - | 500,000 | 500,000 |
| | Switches and Crossing | 5,945,748 | 1,165,639 | 2,922,493 | 1,857,616 |
| BC234 | Switches & Crossings - Hylton Street | 962,596 | 962,596 | - | - |
| BC235 | Switches & Crossings - North Shields | 1,499,942 | 26,257 | 690,890 | 782,795 |
| BC236 | Switches & Crossings - South Gosforth | 1,144,035 | 75,671 | 1,068,364 | - |
| BC237 | Switches & Crossings - Benton | 1,171,498 | 75,672 | 1,095,826 | - |
| BC238 | Switches & Crossings - St James | 1,098,692 | 25,442 | 48,063 | 1,025,187 |
| BC239 | Switches & Crossings - Prudhoe Street | 68,985 | - | 19,350 | 49,635 |
| | Station Framework | 19,044,358 | 3,694,957 | 6,510,073 | 8,839,328 |

| Code | Title | 2010-13 Total £ | FY 2010 £ | FY 2011 £ | FY 2012 £ |
|-------|--|--------------------|------------------|------------------|------------------|
| BC242 | Station - North Shields | 3,468,096 | 582,137 | 2,885,960 | - |
| BC243 | Station - Meadow Well, Percy Main and Howdon | 2,451,593 | 1,745,611 | - | 705,982 |
| BC244 | Station - Hadrian Road and Wallsend | 1,728,316 | 119,540 | 1,608,776 | - |
| BC245 | Station - Walkergate and Chillingham Road | 1,683,740 | 901,897 | 781,843 | - |
| BC246 | Station - South Gosforth | 874,683 | 303,771 | 570,911 | - |
| BC247 | Station - Ilford Road | 53,499 | - | - | 53,499 |
| BC248 | Station - West Jesmond | 809,682 | - | 57,189 | 752,492 |
| BC249 | Station - Central Station | 7,932,749 | - | 605,394 | 7,327,354 |
| BC723 | Station Roof & Gutter Renewals | 42,000 | 42,000 | - | - |
| | Communications | 5,686,016 | 677,621 | 2,175,911 | 2,832,484 |
| BC250 | Cable Pulling - Tynemouth to Manors | 845,576 | 92,578 | 587,371 | 165,626 |
| BC251 | Cable Pulling - South Gosforth to Jesmond | 79,065 | - | 4,002 | 75,063 |
| BC252 | Cable Pulling - South Gosforth to Airport | 533,307 | 7,140 | 500,289 | 25,878 |
| BC253 | Cable Pulling - Jesmond to Gateshead Stadium and Manors to St. James (tunnels) | 338,629 | 27,721 | 310,909 | - |
| BC254 | Cable Pulling - Gateshead Stadium to South Shields | 892,622 | 77,677 | - | 814,945 |
| BC255 | Cable Pulling - South Gosforth Junction to Tynemouth | 941,819 | 328,505 | 613,313 | - |
| BC256 | Radio | 808,698 | - | 67,592 | 741,106 |
| BC257 | Telephony | 391,355 | - | 33,009 | 358,345 |
| BC258 | Station network connections | 710,946 | - | 59,425 | 651,521 |
| BC259 | Help Points | 13,000 | 13,000 | - | - |
| BC260 | Cctv On Metro Cars | 45,000 | 45,000 | - | - |
| BC798 | Replacement Scada Control Equipment | 29,000 | 29,000 | - | - |
| BC840 | Cctv/Pa Access | 47,000 | 47,000 | - | - |
| BC863 | Pid Indicators | 10,000 | 10,000 | - | - |
| | Signalling | 13,405,547 | 3,913,690 | 4,287,175 | 5,204,682 |
| BC260 | Signalling - Bankfoot Interlocking Area | 680,602 | - | 275,793 | 404,809 |
| BC261 | Signalling - South Gosforth Interlocking Area | 708,519 | - | 708,519 | - |
| BC262 | Signalling - Benton Interlocking Area | 740,459 | 740,459 | - | - |
| BC263 | Signalling - Monkseaton Interlocking Area | 740,458 | 740,458 | - | - |
| BC264 | Signalling - North Shields Interlocking Area | 740,459 | 740,459 | - | - |
| BC265 | Signalling - Wallsend Interlocking Area | 740,459 | 740,459 | - | - |
| BC266 | Signalling - Jesmond Interlocking Area | 662,807 | - | - | 662,807 |
| BC267 | Signalling - Manors Interlocking Area | 662,807 | - | - | 662,807 |
| BC268 | Signalling - Heworth Interlocking Area | 711,030 | 58,210 | 652,820 | - |
| BC269 | Signalling - Pelaw Interlocking Area | 711,029 | 58,210 | 652,819 | - |
| BC270 | Signalling - Jarrow Interlocking Area | 708,518 | - | 708,518 | - |
| BC271 | Signalling - South Shields Interlocking Area | 708,519 | - | 708,519 | - |
| BC272 | Signalling - Depot Interlocking Area | 740,091 | 731,931 | 8,160 | - |

| Code | Title | 2010-13 Total £ | FY 2010 £ | FY 2011 £ | FY 2012 £ |
|-------|---|--------------------|------------------|------------------|------------------|
| BC273 | Signalling - PTI | 3,266,585 | - | 506,858 | 2,759,727 |
| BC274 | Future Signalling System | 779,702 | - | 65,169 | 714,533 |
| BC291 | Train Stop Relay Box | 60,505 | 60,505 | - | - |
| BC915 | Berth Display In Signalling Panels | 2,000 | 2,000 | - | - |
| BC934 | Reed Track Circuits | 1,000 | 1,000 | - | - |
| BC946 | Manors Enhancement Works | 40,000 | 40,000 | - | - |
| | Level Crossing | 1,984,969 | 124,886 | 172,790 | 1,687,293 |
| BC275 | Barriers - Kingston Park | 110,073 | - | - | 110,073 |
| BC276 | Barriers - Fawdon | 1,665,795 | - | 117,664 | 1,548,131 |
| BC277 | Level Crossings - Highway works - Howdon, Fawdon, Kingston Park, Bank Foot, Callerton Parkway | 89,101 | 4,886 | 55,126 | 29,089 |
| BC539 | Level Crossing Refurbishment | 20,000 | 20,000 | - | - |
| BC800 | LX Road Monitoring | 100,000 | 100,000 | - | - |
| | Depot Equipments | 3,790,677 | 2,640,902 | 1,149,775 | - |
| BC278 | Train Wash | 949,797 | 926,643 | 23,154 | - |
| BC279 | Wheel Lathe | 2,840,880 | 1,714,259 | 1,126,621 | - |
| | Plants | 1,687,458 | 400,483 | - | 1,286,974 |
| BC280 | Tamper | 1,286,974 | - | - | 1,286,974 |
| BC287 | Road/Rail Vehicles | 342,483 | 342,483 | - | - |
| tba | Ballast Hoppers | 58,000 | 58,000 | - | - |
| | M&E | 8,250,021 | 1,362,000 | 1,771,103 | 5,116,918 |
| | Escalators | | | | |
| BC281 | Escalator - Central | 1,458,867 | - | 544,415 | 914,452 |
| BC282 | Escalator - Monument | 2,498,588 | - | 901,189 | 1,597,399 |
| BC284 | Lift - Four Lane Ends | 583,521 | - | 36,061 | 547,460 |
| BC285 | Lift - Heworth | 583,521 | - | 36,061 | 547,460 |
| BC286 | Fire Alarm | 1,463,523 | - | 103,376 | 1,360,147 |
| BC532 | Stations Refurb - Esc Imps/Major Items | 140,000 | 40,000 | 50,000 | 50,000 |
| BC617 | Lifts Refurbishment/Major Items | 235,000 | 35,000 | 100,000 | 100,000 |
| BC720 | Lighting Upgrade | 80,000 | 80,000 | - | - |
| BC805 | Otn-Ups Support Power Supply | 366,000 | 366,000 | - | - |
| BC807 | Lift Renewal | 107,000 | 107,000 | - | - |
| BC878 | Vent Fan Emergency Lighting Upgrade | 191,000 | 191,000 | - | - |
| BC920 | Cen Solids Diverter | 37,000 | 37,000 | - | - |
| BC938 | Sub Surface Vent System | 450,000 | 450,000 | - | - |
| BC950 | Uninterrupted Power Supply | 56,000 | 56,000 | - | - |
| | Power | 1,815,574 | 943,697 | 771,877 | 100,000 |
| BC287 | Power - Depot Stray Currents | 944,574 | 272,697 | 671,877 | - |
| BC858 | Inter-Tripping Equipment | 16,000 | 16,000 | - | - |

| Code | Title | 2010-13 Total £ | FY 2010 £ | FY 2011 £ | FY 2012 £ |
|-------|---|--------------------|-------------------|-------------------|-------------------|
| BC929 | Ohle Network | 855,000 | 655,000 | 100,000 | 100,000 |
| | Misc. | 2,631,873 | 1,865,619 | 666,253 | 100,000 |
| BB001 | Removal of Asbestos from Tunnels | 1,707,873 | 1,141,619 | 566,253 | - |
| BC587 | Vehicle Replacement Programme | 299,000 | 99,000 | 100,000 | 100,000 |
| BC849 | Digitising And Approving Engineering Drawings | 48,000 | 48,000 | - | - |
| BC894 | Security Review | 400,000 | 400,000 | - | - |
| TBA | Autocad | 6,000 | 6,000 | - | - |
| TBA | It Hardware (Wasp) | 171,000 | 171,000 | - | - |
| | Metro Cars | 15,091,000 | 6,260,000 | 3,455,000 | 5,376,000 |
| BC288 | 3/4 Life Refurbishment 20010-2013 | 12,301,000 | 4,785,000 | 2,823,000 | 4,693,000 |
| BC874 | On-Train PA | 200,000 | 200,000 | - | - |
| tba | Metro Cars Capital Maintenance | 2,154,000 | 839,000 | 632,000 | 683,000 |
| tba | Metro Cars Window Enhancements | 436,000 | 436,000 | - | - |
| | ARP TOTAL | 126,721,027 | 40,463,343 | 42,576,254 | 43,681,431 |
| | Major Schemes | 1,433,000 | 1,433,000 | - | - |
| BB007 | Haymarket | 40,000 | 40,000 | - | - |
| BB006 | Ticketing and Gating | 1,353,000 | 1,353,000 | - | - |
| BB008 | Maintenance Management System | 40,000 | 40,000 | - | - |
| | TOTAL INCLUDING MAJOR PROJECTS | 128,154,027 | 41,896,343 | 42,576,254 | 43,681,431 |

MAJOR AND OTHER PROJECTS**APPENDIX B**

| | Project Manager | 2010-11 | 2011-12 | 2012-13 |
|--------------------------------|-----------------|----------------|----------------|----------------|
| Sunderland Station | G. Campbell | 1,631 | 0 | 0 |
| Ticket and Gating | G. Campbell | 7,270 | 8,856 | 872 |
| Maintenance Management System | R. Fish | 164 | 0 | 0 |
| Total of Major Projects | | 9,065 | 8,856 | 872 |

Please note that the above excludes any resources already included in the main programme in Appendix A.



Tyne and Wear Integrated Transport Authority

Date: 27th May 2010

TITLE: Tyne and Wear Local Transport Plan – Non Metro Programme 2010/11

REPORT OF Director General of Nexus

Not confidential

District Implications - All

1. Purpose of Report

1.1 The purpose of this report is to seek approval of the revised LTP Public Transport Programme (Non Metro) for 2010/11 and note the revised funding allocations.

2. Recommendations

2.1 To approve the revised LTP Public Transport Programme for 2010/11 as detailed in Appendix A.

3. Information

3.1 A report was presented to the ITA in January 2010 asking members to note the LTP (S31) Public Transport District Schemes. These schemes were agreed in 2008/09 when partners agreed a three year programme based on best knowledge at that time.

3.2 Previously, in May 2009, the ITA agreed that the Non Metro Public Transport Programme for 2010/11 be top-sliced by £780,000 for the development of Smart Ticketing. The effect of this top-slice had not been factored into the LTP (S31) Public Transport District Schemes that had been presented to the ITA in January 2010 and since that time, the Joint Transport Steering Group has now considered its implications alongside the need to reduce the level of over programming in the 2010/11 public transport programme from 21.64% (£749,292) as in previous years to 15% (£402,380), particularly since this is the final year of LTP2

3.3 The impact of top-slicing the 2010/11 programme by £780,000 and reducing the level of over programming to 15% results in a total allocation for the districts of £1,989,770 and a revised Nexus allocation of £1,095,145. The revised LTP Public Transport Non Metro Programme therefore totals £3,084,915.

3.5 The LTP partners, in liaison with Bus Operators have reviewed the 2010/11 programme in line with this reduction in available resource and have agreed a revised programme of works which is detailed in Appendix A.

The table below sets out how the total LTP integrated transport block is being utilised in 2010/11:-

| 3.6 | £000 | £000 |
|-----------------------------------|----------------|------------------|
| Total Allocation | | 6,426,000 |
| Metro Capital Maintenance Schemes | 2,655,018 | |
| Top-slice for administration | 308,448 | |
| Top-slice for Smart Ticketing | <u>780,000</u> | <u>3,743,466</u> |
| | | 2,682,534 |
| Over Programming | | <u>402,381</u> |
| Non-Metro Schemes | | 3,084,915 |

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)** Tobyn Hughes, Director of Strategy, 0191 203 3246

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

Appendix A

| LTP Programme 2010/11 Public Transport Programme | |
|--|---------------------------|
| | Revised Allocation |
| Districts | 2010/11 |
| | LTP |
| North Tyneside | |
| | |
| A19 Corridor/Balliol | 200,000 |
| Superoutes/Clearways | 80,000 |
| Superoutes Audits | 10,000 |
| Coach Lane/Whitley Road | 33,916 |
| | |
| TOTAL | 323,916 |
| South Tyneside | |
| | |
| Bus Stop Improvements | 15,000 |
| Bus Stop Clearway Improvements | 3,067 |
| McAnany Avenue Access Improvements | 25,000 |
| Superoute Development (Sth Shields to Gateshead) | 75,000 |
| Lukes Lane Estate Public Transport Accessibility | 100,000 |
| Superoute Development (Sth Shields to Sunderland) | 75,000 |
| | |
| TOTAL | 293,067 |
| Gateshead | |
| | |
| Superoute Infrastructure | 20,000 |
| Taxi Facilities | 14,341 |
| Saltwell Rd/Station Lane | 30,000 |
| Durham Road Superoute BRT | 20,000 |
| A694 (Swalwell - Rowlands Gill) | 150,000 |
| Superoute Audits | 5,000 |
| Wrekenton Centre | 100,000 |
| | |
| TOTAL | 339,341 |
| Sunderland | |
| | |
| Durham Road/Premier Rd Junction | 100,000 |
| Ryhope Road Corridor Improvements | 256,567 |
| Rolling Programme Bus Stop Upgrades | 60,000 |
| Londonderry Triangle | 40,000 |
| | |
| TOTAL | 456,567 |
| Newcastle | |
| | |
| Haymarket Bus Station | 100,000 |

| | |
|---|------------------|
| Bus Stop Clearways | 15,000 |
| Shields Road, Byker Bridge Bus Corridor Improvements | 210,000 |
| Superoutes | 193,590 |
| Benwell Scotswood AAP | 38,289 |
| Other Bus Priority Schemes | 20,000 |
| | |
| TOTAL | 576,879 |
| Nexus | |
| | |
| Bus Shelter New Build | 140,000 |
| Bus Station Refurbishment | 244,000 |
| Shelter Refurbishment Programme | 337,000 |
| Superoute Shelters | 50,000 |
| Replacement Bus Shelters | 160,000 |
| Bus Shelter Lighting Supply | 150,000 |
| Bus Station Signing | 14,145 |
| | |
| TOTAL | 1,095,145 |
| | |

Total Revised Programme £3,084,915



Tyne and Wear Integrated Transport Authority

27 May 2010

New Tyne Crossing - Update

Report of NTC Project Director

For Information

District Implications : North Tyneside, South Tyneside

1. **Synopsis**

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

2. **Recommendations**

- 2.1 The Authority is commended to note progress made on the project.

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 February 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 the Sprayed Concrete Lining section of tunnel south of Chaytor Street in Jarrow (SCL2) was deferred by the contractor to January 2010 and was completed on 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 and is currently under review. 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 has started with the installation of the pipe-work to the fixed fire suppression system, the laying of the base courses for the carriageway, kerb-laying and drainage installation. The permanent reinstatement of Tyne View Terrace is advanced and trafficked. Construction of the super-structure to the Howdon service building is nearing completion. The A19 northbound has been reduced to one lane and the southbound carriageway moved over to allow construction of; the southbound toll plaza, highway drainage within the central reserve and bridge pier protection works. Work on the refurbishment of the existing Tyne Tunnel offices is progressing with stripping of services, removal of asbestos and installation of new windows. TT2 have temporarily moved into the Howdon Supply Base site while this work is done. The exception being that the control room and reception area is still functioning in the old offices.

Overall the works in this section are currently on programme.

4.3 Immersed Tube Works

Flotation and immersion of the 4 units took place as follows:-

Tube 1 – 3 January 2010 and 14 January 2010

Tube 2 – 17 January 2010 and 26 January 2010

Tube 3 – 1 February 2010 and 9 February 2010

Tube 4 – 16 February 2010 and 23 February 2010

The closure joint between Tubes 3 and 4 was made water-tight on 4 March 2010 – this was the first time that it was possible for a person to pass from one bank of the Tyne to the other through the new tunnel.

This work was completed to programme.

4.4 Backfilling (Dredging)

The suction dredger – the Alexander von Humboldt – arrived in the Tyne on 9 March 2010, to start backfilling the trench around the tunnel units. The operation was completed in April 2010. The material for this was taken from the mouth of the Tyne that otherwise would have been dredged by the Port of Tyne for navigation purposes and disposed of at sea. Howdon Basin was also partially back-filled at the same time. In addition, during April 2010 rock armour has been carefully placed over the tunnel to provide for future protection of the immersed tube elements.

4.6 South Approach Works

Installation work on the top slabs and internal walls is completed with the exception of areas required to allow access to the two sections of Sprayed Concrete Lining tunnel (SCL). The first section, north of Chaytor Street in Jarrow (SCL1), has

received its reinforced concrete inner lining and work on the escape cell wall has begun. Works on the excavation for SCL2 was completed on 4 May 2010. The operation was undertaken with no complaints from adjacent residents/ land-owners/occupiers. Work on the reinforced concrete lining for SCL2 commenced on 6 May 2010. The SCL works are currently 2 weeks behind programme

The new Howard Street Bridge structure is substantially complete and was opened to traffic on 11 February 2010. The existing Howard Street Bridge will be demolished on 5/6 June 2010 and will require a full Tyne Tunnel closure to allow the work to be carried safely.

Overall this section of the works is slightly behind programme.

4.7 **South Junction Works**

Works to the Howard St/Priory Road roundabout is on-going. Construction of the new ventilation building, including the service gallery linking to the south portal and the inspection garage is on-going. The underside voids to the structures supporting the southern half of the existing roundabout have been exposed for investigatory works to determine their future. The express lane arrangement for tunnel traffic is performing well and maintaining hourly throughput at levels comparable and even slightly better at times to those achieved prior to the construction of the new tunnel.

The construction work to this section is generally on programme.

5. **Masterplanning**

- 5.1 The final landscape masterplan drawings have now been submitted to North and South Tyneside Councils for approval. It is expected that the planning applications will be considered by the relevant Planning Committees by the end of June 2010.

6. **Land**

- 6.1 Arrangements relating to hand-back of land have now been initiated and are being discussed in detail between the relevant parties on the basis of the landscape masterplans submitted for approval. Arrangements are now in hand for the land occupied by the new tunnel structure itself to be acquired using the General Vesting Declaration (GVD) powers conferred by The River Tyne (Tunnels) Order 2005.

7. **Communication**

- 7.1 A Newsletter was issued in April 2010. A full set of progress brochures are now ready for printing – they will then be issued to public buildings for public reference. The web-sites (NTC & TT2) are 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 by TT2 Ltd. The 3D virtual reality model has been further developed by BYTP (UK).

- 7.2 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.
- 7.3 The site has been visited by the President of the Institution of Civil Engineers (29 April 2010).

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



Tyne and Wear Integrated Transport Authority

DATE: 27th May 2010

TITLE: Response to the Urban Challenge Fund discussion paper

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

Not confidential

District Implications: All of Tyne and Wear

1. Purpose of Report

- 1.1 The report sets out the main proposals in the Department for Transport's discussion paper on plans for an Urban Challenge Fund, along with a draft response from the ITA and Nexus for review and comment.

2. Recommendations

- 2.1 Members are recommended to agree the proposed response to the discussion paper provided at Appendix A.

3. Background

- 3.1 On 2nd March 2010, the then Minister of State for Transport announced plans for a new Urban Challenge Fund designed to support local authorities in delivering economic growth and improving the health and environment for local communities in urban areas. On 3rd March 2010 DfT published a discussion document to encourage debate on the issues around meeting the future transport needs of cities and urban areas through the use of the proposed new fund.
- 3.2 The deadline for comments on the discussion document is the 4th June 2010. At the March 2010 meeting of the ITA, members were advised that officers would prepare a proposed response to the paper for consideration at the May 2010 ITA meeting.

4. Summary of Discussion Document

- 4.1 The discussion paper suggests that the new Urban Challenge Fund will provide urban areas and their authorities with an additional incentive to deliver "triple win outcomes" that simultaneously achieve economic, health and environmental

improvements. The underlying aim of the proposed fund is to deliver clear benefits in terms of:

- Enhanced mobility through wider choices for journeys;
- Reduced congestion and increased journey time reliability;
- Better health through improved safety and more cycling and walking;
- Better streets and public spaces transforming quality of life;
- Improved safety; and
- Reduced level of carbon emission from transport.

These benefits should be consistent with ambitions set out in emerging Local Transport Plans, but the Fund will allow faster progress for high quality proposals.

4.2 Bids for the Urban Challenge Fund will need to include a package of mutually supporting measures such as:

- Sustainable travel measures – such as the promotion of walking and cycling, travel plans and travel awareness campaigns
- Encourage modal shift – such as improvements to local bus markets, smartcard ticketing, better information and personalised travel planning
- Traffic management – such as improving information about journey times and routes, reallocating road space from cars to more sustainable modes, and Urban Traffic Management Control
- Demand management measures – such as using parking policies, park and ride and low emission zones

It will also be important to demonstrate how transport measures and land use policies are fully integrated and aligned.

4.3 The proposals anticipate those urban areas and authorities seeking to access this fund will put in place stronger decision making and delivery arrangements across boundaries. Proposals from cities or urban areas will be judged against a set of criteria which could include:

- How challenging proposed outcomes and targets are;
- Mutually supporting measures to deliver value for money outcomes;
- Realistic delivery plan;
- Prospects from leveraging in funding from other sources e.g. PCT;
- Credible governance arrangements for efficient decision making;
- How far proposals are integrated with wider policies.

5. Implications for Tyne and Wear

5.1 The discussion paper explicitly references that bids for support from the Urban Challenge Fund will have to be consistent with emerging strategy from the development of the next Local Transport Plan. It is not clear at this stage how much funding will be available through this mechanism. This will become clear

after the next Spending Review when it is suggested that a top-slice from the DfT's overall funding allocation will be used to provide the necessary financial resource.

5.2 A clear vision and effective governance arrangements are highlighted in the discussion paper as key criteria for funding eligibility. The ITA has already made progress with its governance arrangements as set out in the Tyne and Wear City Region Transport Governance Review, and a new vision for transport in Tyne and Wear is currently being developed as part of the ITA Policy Statement review and LTP3 development process.

5.3 A draft response letter to the DfT is provided at Appendix A for Member consideration and comment. If agreed by the ITA the response will be submitted to DfT in advance of the 4th June 2010 deadline.

6. Further comments by the:

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

7. Background Papers

7.1 *The Future of Urban Transport*. Available at:
www.dft.gov.uk/pgr/regional/policy/urbantransport/

Supporting Cities : A discussion paper on plans for an urban challenge fund.
 Available at

<http://www.dft.gov.uk/pgr/regional/localauthorities/funding/fundingstreams/urbanchallengefund/>

Urban Challenge Fund report to Tyne and Wear Integrated Transport Authority meeting, 25 March 2010.

8. Contact Officer (s)

8.1 Roger Gill, ITA Policy Manager, 0191 211 4805

Tobyn Hughes, Director of Strategy, Nexus 0191 203 3246

Appendix A

Daniel Barrett
Department for Transport
Regional and Local Transport Delivery
Zone 3/27
Great Minster House
76 Marsham Street
LONDON
SW1P 4DR

Dear Mr Barrett,

RESPONSE TO THE DEPARTMENT FOR TRANSPORT'S DISCUSSION PAPER ON PLANS FOR AN URBAN CHALLENGE FUND

I write on behalf of the Tyne and Wear Integrated Transport Authority (ITA) and Nexus, the Passenger Transport Executive, in response to the Department's discussion paper on plans for an Urban Challenge Fund (UCF).

The ITA welcomes these plans for the establishment of a new fund, aimed at delivering 'triple win' outcomes for transport challenges in urban areas. Tyne and Wear is well placed to respond positively to any future UCF initiative, given the comprehensive work previously carried out as part of the Transport Innovation Fund (TIF) process and more recently in developing our shortlisted Sustainable Travel Cities (STC) bid. Work is well underway on the development of Tyne and Wear's next Local Transport Plan (LTP), and the Access to Tyne and Wear City Region DaSTS study is also providing valuable evidence to underpin future transport strategies and delivery plans.

In discussing our key transport challenges with local partners, it is clear that many of the urban transport issues identified in the work of the Prime Minister's Strategy Unit (PMSU) and the Department's paper on *The Future of Urban Transport* are of particular local importance and need to be addressed through our local transport strategies and delivery plans. Only through a combination of complementary measures will we be able to deliver our desired outcomes of enhanced personal mobility and accessibility, productive and dynamic core urban areas, high quality urban environments, reductions in crime and perceptions of crime, as well as sustained improvements in road safety.

The discussion paper refers to UCF proposals as clear strategies, building on LTP3 with ambitious targets, local leadership and tight governance. Whilst we welcome the renewed focus on urban transport challenges and the opportunities presented by this potential new funding, care needs to be taken not to further complicate an already complex local transport strategy environment. In the interests of avoiding confusion and duplication, the relationship between Local Transport Plans and UCF initiatives must be clearly defined.

It is also noted that the UCF will allow "much faster progress for high quality proposals". This is welcomed by the ITA and its partners, particularly given the lengthy and sometimes frustrating assessment processes associated with major scheme bids and other initiatives

(e.g. Sustainable Travel City bids). In this sense, a straightforward set of criteria and streamlined appraisal framework is essential, along with strict timeframes for the assessment and approval of submissions.

As acknowledged in *The Future of Urban Transport*, it is extremely difficult to quantify the benefits of some of the policy measures and interventions suggested, particularly improvements to the public realm and urban environment. We would be interested to hear how the Department intends to account for this in any UCF appraisal frameworks, particularly given the increased focus on value for money following the Eddington Review and in light of foreseen reductions in public spending.

The measures outlined in the UCF paper are intended to have wider benefits beyond transport (i.e. health), and this presents a significant opportunity to strengthen the alignment between transport and other funding streams and policy areas. In this regard, there is a clear opportunity to involve other Government departments to help identify complementary initiatives and potentially lever in additional funding.

The importance of a strong vision and local leadership, and the need to make wider connections to other policy areas is strongly emphasised in *The Future of Urban Transport* and reiterated in the UCF discussion paper. There is a clear expectation that cities and authorities are to put in place strengthened decision-making and delivery arrangements, as well as showing how transport and land use planning policies are more effectively integrated.

Across Tyne and Wear and the wider city region, we have made significant progress in improving the leadership and decision making arrangements for transport, and are committed to further strengthening the alignment of transport with wider economic, housing and planning policies. The ITA has expanded its remit following the Local Transport Act 2008, setting up new theme oriented working groups focusing on LTP development, local bus services and equalities issues. Furthermore, as an outcome of the review of transport governance in the Tyne and Wear City Region, work is now underway to develop a City Region Transport Strategy to ensure strengthened alignment of high level economic and transport priorities.

I hope the comments provided above are helpful to the DfT as it continues to develop its plans for and Urban Challenge Fund. The ITA and its partners would be pleased to discuss these ideas further and work closely with the Department to help deliver the best possible outcomes for urban transport in Tyne and Wear.

Yours sincerely

Cllr David Wood
Chair of the Tyne and Wear Integrated Transport Authority

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Tyne and Wear Integrated Transport Authority

27 May 2010

TITLE: Metro Sub-Committee – Terms of Reference

REPORT OF: DIRECTOR GENERAL OF NEXUS

Confidential:

District Implications: None

1. Purpose of Report

1.1 To seek an amendment to the Terms of Reference for the Metro Sub-Committee.

2. Recommendation

2.1 It is recommended 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.”

3. Background

3.1 The Authority agreed to establish the Metro Sub-Committee at its meeting on 25 March 2010 with the Terms of Reference set out in Appendix A.

3.2 At the first meeting of the Sub-Committee members considered these Terms of Reference and agreed that a further role for the Sub-Committee would be to lead on consultation with strategic partners on potential developments of the Metro system.

3.3 Whilst this was agreed by the Sub-Committee, formal approval from the Authority is required to implement.

4. Contact Officer (s)

4.1 Bernard Garner, Director General, Nexus.

BGG/TJH/msctoramend/06.05.10

APPENDIX A

Tyne and Wear Integrated Transport Authority

Metro Sub-Committee

This will be an advisory Sub-Committee of the ITA, to meet quarterly, with the following terms of reference and membership:-

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

7. 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.
8. The Sub-committee will be assisted by relevant Officers from the ITA and Nexus where appropriate.
9. 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.

Political Balance

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.

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



Tyne and Wear Integrated Transport Authority

Date: 27 May 2010

**TITLE: PRIORITY LANES STRATEGY:
Position Statement and Delivery Mechanism**

REPORT OF JOINT TRANSPORT STEERING GROUP

Reasons for confidentiality: Not confidential

District Implications: All

1. Purpose of Report

1.1 The report sets out an approach to developing a Priority Lanes Strategy across Tyne and Wear.

2. Recommendations

2.1 Members are asked to recommend the following:

- **Hours of Operation**

All priority lanes to operate for 24 hours or 12 hours (7am – 7pm)

- **Types of Lane**

There should be two standard types of priority lane –

- Bus Lanes (which may also permit use by cycles/taxis)
- No Car Lanes
- Where there is more than one priority lane along a particular length of road or within the same geographical area, partners will seek to ensure wherever possible that the type of priority lane, the permitted exemptions and the time of operation are consistent.

- **Surface Treatment of Lane**

No obligation to provide in local authorities but if a coloured surface is to

be used it should be red.

- **Exemptions**

Each local authority will retain autonomy to determine the need for exemptions, such cases being determined by the Traffic Manager or other appropriate officer(s).

- **Signing**

All future signing strategies associated with priority routes will conform to currently recommended national guidelines as set out in the Traffic Signs manual.

- **Guidelines**

A consistent approach between partners will be informed by reference to agreed protocols and guidelines relating to time of operation (as set out in appendix 1), vehicle type (appendix 2) and introduction of No Car lanes (appendix 3).

3. Background

- 3.1 Further to discussions at the ITA in January 2010, a paper was taken to the ITA LTP Working Group in April regarding priority lanes. The report recognised that the standardisation of priority lanes had been an issue for Tyne and Wear partners for a few years. The paper also set out the complexities involved in trying to reach a consistent position which is set out later in this report.
- 3.2 The issue of priority lanes was highlighted through discussions regarding the Multi Area Agreement and also that the Department for Transport has indicated that it is looking for urban areas to provide a stronger, more strategic role in developing transport strategy and implementation, as set out in their Future for Urban Transport paper. Due to the apparent inconsistencies across the conurbation, Northumbria Police had also indicated that they found enforcement more difficult than it needed to be across Tyne and Wear.
- 3.3 In 2007, a report was agreed by the Joint Lead Members for Transport which proposed that each local authority in Tyne and Wear should examine their own priority lanes and set out a timescale for review and an associated modification programme. The preparation of separate reports by local officers would then be submitted to each local authority's Cabinet/Executive – the report seeking agreement to a programme of measures set out in accordance with the approved strategy. However, due to apparent legal and operational issues associated with the proposed framework, the initiative has stalled.

4. The Way Forward

- 4.1 The main point of contention has proved to be the requirement that all priority lanes operate 24 hour - at all times (whilst accepting that specific exemptions

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may occasionally apply). The requirement is not supported by all Tyne and Wear partners however as some feel that there are particular locations where a 24 hour restriction would prove to be inflexible and may be detrimental to traffic circulation and the local economy.

- 4.2 In Newcastle City for example there are many No Car Lanes on the immediate approaches to and within the City centre. The lanes are operational over 12 hours (7am until 7pm). Beyond that time commercial and servicing traffic is relatively light and extended hours of lane restriction would make little use of road space.
- 4.3 A transparent, deliverable and consistent outcome to the review, agreed by all partners, is essential. If a 24 hour restriction (with exemption) is considered to be too prescriptive then it may be appropriate to adopt a hierarchical framework within which '24 hours' is the first option to be considered but if that is not felt to be the best fit for local conditions then an alternative 12 hour (7am until 7pm) restriction may be accepted.
- 4.4 Guidelines which inform the decision making process are set out in Appendix 1. Each partner would still need to retain autonomy to determine the need for further site specific exemption although it is anticipated that this would be a rare occurrence. One example where such exemption would be appropriate is present at Fowler Street in South Tyneside where a bus lane is required during hours of bus operation but the route is made available to all traffic after 11:30pm.
- 4.5 The recommendation that there should be two standard types of priority lane is generally agreed by the partners subject to certain caveats.
- 4.6 Although the bus lane standard may permit use by cycles and/or taxis, the selection of which vehicle type is permitted to use a bus lane should be based on a consistent approach throughout Tyne and Wear. It is suggested that an agreed protocol be prepared which will encompass a view on coaches. It will also review the emerging motor cycle issue, will seek to establish a definitive and legally defensible recognition of the rights of private hire vehicles in relation to taxis and will make reference to high occupancy vehicle (HOV) lanes. The protocol has been prepared by Gateshead Council in consultation with partners and is set out in Appendix 2.
- 4.7 Issues surrounding 'no car lane' introduction, operation and legality and associated enforcement considerations are complex and potentially site specific. There is a need for greater understanding across Tyne and Wear in respect of how 'no car lanes' can be developed and introduced and their associated enforcement protocols. A guidance note has been prepared on behalf of the partners by Newcastle City Council and is set out in Appendix 3.
- 4.8 All partners are in agreement with the recommendation concerning surface treatment of lanes.
- 4.9 All future signing strategies associated with priority routes will conform to currently recommended national guidelines as set out in the Traffic Signs

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manual. Any anomalies will be rectified as future work streams are developed.

- 4.10 Where there is more than one priority lane along a particular length of road or within the same geographical area, the type of priority lane, the permitted exemptions and the time of operation should be consistent, where possible, to avoid driver confusion. Partners have sought and will continue to seek to achieve such consistency and minimise any exemption to this good practice.

5. Further comments by the:

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

6.. Contact Officer (s)

- 6.1 Nick Clennet, Chair of the Joint Transport Steering Group, 0191 433 2526
Ian Gibson, Traffic Planning Manager, Gateshead Council, 0191 433 3100
Harvey Emms, Director of Strategic Housing, Planning & Transportation,
Newcastle City Council, 0191 211 6036

7. Background Papers

- 7.1 ITA LTP Working Group Papers 8 April 2010

Appendix 1

Priority Lanes – Hours of Operation

The implications and issues relating to the imposition of 24 hour operation or the alternative 7 to 7 operation are set down below for consideration.

24 Hour Operation

- A clear and unequivocal message which is readily understood would be presented to road users. It is believed that there would be a greater level of compliance. Enforcement would be more straightforward. There would be less potential for conflict and therefore greater potential for road safety.
- There would be a safer environment for cyclists as the priority lane would remain in place at all times.
- Contra flow bus lanes, bus gates and bus only streets are required to be 24 hour operation. The establishment of 24 hour operation results in a more consistent approach.
- 24 hour operation allows easier integration with bus gates and signalised exits from priority lanes.
- Signage associated with 24 hour operation is smaller in area and therefore less intrusive than signs indicating a specific time of operation.
- A priority lane order should always prohibit waiting during the operational period. 24 hour operation therefore removes an ability to provide parking facility during the evening.
- 24 hour operation continues to restrict use of the full width of a road even at times when traffic flows within the lanes would otherwise be light and there are arguably no operational or strategic reasons for maintaining a restriction. Conversely of course the full width of the road is not needed at times when traffic flows are light.

7am to 7pm Operation

- It is likely that fewer exemptions from 7am to 7pm operation would be sought when compared with a 24 hour operational standard
- A more flexible and accessible approach allows additional parking facility to be provided during the evening
- 7 to 7 operation allows the full width of the road to be used when traffic flows within the lanes would otherwise be light.

General

- Loading will normally be banned although there may be occasions where it needs to be allowed, such as off peak loading facility in certain areas.
- It is acknowledged that 'one size does not fit all' and exemptions to a standard approach will be permitted subject to adherence to an agreed protocol.

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Bus Lane Exemption Protocol

Tyne and Wear standard priority lane

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

Exemptions

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

Use of bus lane by other vehicles

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

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

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

Pedal cycles

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

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

Motorcycles

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

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

Taxis

Taxis are an important part of the public transport system.

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

Private Hire Vehicles

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

Goods Vehicles

Goods vehicles carrying high valued goods, or goods which are important to the national economy could, it is agreed, benefit from using bus lanes. However, the value of time of an average goods vehicle is no higher than that of other traffic, and the benefits to goods vehicles of using a bus lane are thus likely to be offset by delays to other traffic. There are, of course, some types of time sensitive traffic where a case for priority could be made, but these would be almost impossible to identify clearly for signing and enforcement purposes. In some situations where bus flows are too low to justify a lane exclusively for buses it may be that a combined bus and heavy goods vehicle lane would be worthwhile. In such circumstances introduction of the alternative 'no car' option would be the

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preferred way forward.

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

Dial-A-Ride

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

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

Coaches

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

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

High Occupancy Vehicles

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

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

There is concern that during peak periods the presence of HOV's may cause problems for bus operation and may result in an average increase in delay for commuters. The implications of introduction of an HOV lane should be rigorously assessed prior to any introduction.

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

No Car Lane Guidance Note

Synopsis

This guidance note is intended for those Local Authorities considering the introduction of No Car Lanes as a means of prioritizing traffic movements on their Public Highways. It will provide some background to the development of this type of Priority Lane, the mechanisms for their introduction and their enforcement.

Background

No Car Lanes evolved from a requirement to provide priority to a range of traffic types in line with Newcastle City Council's current UDP. This created a hierarchy of priority based upon need and included public transport, essential servicing traffic and cycling.

The Country's first "Priority Vehicle Lane" was introduced in Barras Bridge in 1995 and provided a dedicated lane for Buses, Heavy Goods Vehicles and Cycles.

Following this it was agreed to extend the concept to include additional categories of traffic, particularly taxis (including Private Hire Vehicles) and other servicing traffic (light goods). Subsequent discussions with DfT over the design of appropriate signs led to the concept of the "No Car Lane", which effectively allows anything other than private cars to use them.

Legal Orders

No Car Lanes are created through the introduction of a Traffic Regulation Order.

The legal order enabling the introduction of a No Car Lane is based around defining what is not allowed to use the lane rather than what is allowed. It defines cars as "*a mechanically propelled vehicle, not being a motor cycle or an invalid carriage or a licensed hackney carriage or private hire vehicle or being constructed or adapted for use for the conveyance of goods or burden of any description, which is constructed itself to carry not more than seven passengers and their effects and of which the weight unladen does not exceed 3050 kilograms.*"

There are other specific definitions regarding hackney carriages and private hire vehicles, but in all other respects it is a standard traffic regulation order and follows the same statutory implementation procedures. Copies of orders executed by Newcastle City Council are available if required.

Signing and Lining

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The signing and lining associated with any No car Lane must be specially authorised by the Department for Transport. There are no plans at present to formalise the specially authorized signs used in Newcastle and any authority seeking to introduce such measures should seek their own authorization prior to making the legal orders.

In Newcastle, authorisation was given to use the signs and lines as necessary within the boundaries of the Local Authority area, which meant there was no necessity to seek individual approvals for every length of lane or subsequent proposals. If other Authority's propose to use this type of priority lane it is suggested that a similar authorisation is sought.

The "No Cars" sign used to give effect to the restriction is an authorised variant of TSR&GD Sign Ref 622.4 (No Articulated Vehicles).

A copy of the Department for Transport's Authorisation and approved signing and lining arrangements is available from Newcastle City Council.

Times of Operation

In most cases No Car Lanes have been introduced to operate between 7.00am and 7.00pm. There are specific sites where it is necessary to maintain an all day restriction, however these are currently very limited.

Enforcement

Recent changes in legislation have made it possible for the civil enforcement of Bus Lanes by those Authorities who have adopted Civilianised Parking Enforcement powers.

However legal advice is that this option of civil enforcement does not apply to No Car Lanes. Consequently until legislation changes to enable the civil enforcement of all moving traffic offences, enforcement of No Car Lanes can only be undertaken by the Police.

In Newcastle, the experience has been that there is a low level of abuse of No Car Lanes, particularly where they extend over a reasonable length of carriageway. There are also clear indications that, despite the restrictions only operating 7.00am to 7.00pm, cars tend to stay out of the No Car Lane at all times.

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Tyne and Wear Integrated Transport Authority

Date: 27 May 2010

TITLE: LOCAL TRANSPORT PLAN 3 DEVELOPMENT

REPORT OF CLERK TO THE ITA

Reasons for confidentiality: Not confidential

District Implications: All

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 are refining the draft vision and objectives, in line with feedback we have received from Members and Officers.

The draft vision / objectives will be subject to further discussion by officers / Members during the 2nd round of partner meetings.

4.2 Identification of Challenges – 1st round of partner meetings

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. Whilst not going into the specifics of all that was discussed, some common themes have emerged. These are summarised below:

- The need to make best use of existing networks and deliver on existing commitments given the uncertainty around future transport funding;
- The need to use a combination of measures, both “stick and carrot”, to deliver maximum benefits and improve the integration of our networks;
- The increasing importance of climate change, not only as a significant challenge, but also as a stimulus for new low carbon industries in Tyne and Wear;
- The need to identify and support key development/regeneration sites;
- Whilst the economy and climate change are important issues, partners continue to reiterate significant local issues including road safety and perceptions of safety/crime.

4.3 Confirmation of Challenges / Generation of Options – 2nd round of partner meetings

A second round of meetings is being arranged for late May / early June at which officers / Members will begin to discuss options to address the challenges

4.4 Statutory Assessments of LTP3 - Strategic Environmental, Health Impact, Habitats Regulation, Equalities Impact

Atkins consultants have been commissioned to undertake this work. A combined scoping report is due before the end of May and a scoping workshop is planned for 15 June.

5. Background Papers

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

6. Contact Officer (s)

6.1 Jessica Anderson, LTP Core Team Leader, 0191 211 6139

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Tyne and Wear Integrated Transport Authority

25 March 2010
(10.00 - 11.45 am)

CONFIDENTIAL MINUTES

26. **25 MARCH 2010 CONFIDENTIAL MINUTES**

(a) **Tyne & Wear ITA - 28th January 2010**

The Confidential Minutes of the meeting held on 28 January 2010 were confirmed as a correct record.

(b) **Tyne & Wear ITA - 2nd February 2010**

The Minutes of the Tyne and Wear ITA on 2 February were confirmed as a correct record.

27. **NEGOTIATED CONCESSIONARY TRAVEL SETTLEMENT WITH OPERATORS**

Submitted: A report of the Director General of Nexus (copies attached to Official Minutes).

The report detailed the negotiations which were close to being agreed with Operators for reimbursement of concessionary travel in 2010/11.

RESOLVED – That the fact that a negotiated agreement was close to being agreed with Arriva, Go North East and Stagecoach for the payment of concessionary travel in 2010/11 (section 3.2 of the report refers) be noted.

28. **TABLED REPORT: CONCESSIONARY TRAVEL FUNDING - UPDATE**

Submitted: An urgent tabled report of the Treasurer and the Deputy Clerk to the ITA (copies attached to the Official Minutes).

P Woods tabled this report which gave an update to the ITA on the progress of national discussions about the changes to the funding of concessionary travel from 2011/12. He also went on to outline the background to the concessionary travel scheme, which had been a contentious issue for the Authority since its introduction in 2006/7. He then went on to refer in detail to the government's proposed changes to the concessionary grant funding from 2011/12 onwards. He outlined the funding options which gave the opportunity to correct base underfunding for Tyne and Wear and other Councils however, he went on to refer in detail to the difficulties in bringing about an achievement that represented a real benefit in cash terms.

B Rowland added that the issues had been discussed by the Chief Executives and this had been raised in a conference call held earlier on today.

In response to Members concerns about the proposed formula, P Woods explained there was a possibility of a small loss if specific grant was subsumed into the main funding formula although there could be variations across Tyne and Wear at an individual authority level. P Woods explained that there was an opportunity to work with central government to ensure a more appropriate distribution mechanism was adopted and that he had already produced a report for discussion at the CLG's Settlement Working Group, with assistance from J Fenwick.

A member went on to comment on the complications of the basis on which calculations were made. Whilst he felt it was correct that the focus was on the number of boardings, the problem was the relationship to the number of pensioners, relating to the number of boardings. These concerns had been drawn to the attention of the Secretary of State for Transport. He was also concerned about another postponement on announcing a decision on this matter.

Members were advised that the next few months would be critical in terms of shaping the proposals which would be consulted upon during the summer. The Chair went on to stress the importance of the Members in their various roles, lobbying for a fairer distribution of resources.

RESOLVED – that the report be received and noted and to the approach being taken by the Treasurer and Deputy Clerk and supported.

29. **NEXUS BOARD MEMBERSHIP**

Submitted: A joint report of the Clerk to the Authority and the Director General of the Board of Nexus (copies attached to Official Minutes).

B Garner introduced the report which sought Members agreement to the appointment to Nexus Board of one (external/remunerated) non-executive director. He outlined the current position in relation to the non-executive director.

Questions/Comments

- In response to a Members query, B Garner confirmed that the post had been previously advertised at a salary of £6000 per annum in 2002.
- He felt that the current proposed increase of £7500 per annum represented good value for money.
- A member went on to express concern in light of the recent Metro concession letting exercise at Nexus which had culminated in the transfer of staff to a private company and the possible governance changes regionally and nationally which suggested which that this not be a good time for an appointment of a non-executive director.

- B Garner added on a point of clarification that the number of staff transferred was 400 out from 1100 and he felt that the appointment of one further non-executive director would add much needed expertise to the management of the organisation for the reasons outlined in detail in the report. He rejected the suggestion that Nexus had 'lost control' of part of the operation. This was an arrangement whereby a Contractor delivered a service to a set of quality standards set by Nexus.
- B Rowland added for information that the Nexus board was concerned in the efficient delivery of a large commercial operation and that it was important to achieve the right balance in management of the operations. He explained that the Board was not a pre-meeting for the ITA, but was more concerned with business strategy and operational matters.

RESOLVED – That

- (i) the appointment of Philip Ashmore as Non-Executive Director of Nexus for a further 2 year period i.e. until 31 March 2012 be approved; and
- (ii) the search for one further Non-Executive Director as outlined in Paragraph 3.5 in the report be noted.

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