



Tyne and Wear Integrated Transport Authority Scrutiny Committee

**Meeting to be held: New Crossing House, Tyne View Terrace, Wallsend, NE28 6SG
on Thursday 16 September 2010 at 1.00 pm
(Labour Group meeting at 9:00am) (Opposition Group meeting at 9:30am)**

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The agenda and minutes are also available on the ITA website at www.twita.gov.uk

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



Tyne and Wear Integrated Transport Authority Scrutiny Committee

Tyne and Wear Integrated Transport Authority Scrutiny Committee

15 July 2010
(1.00 pm – 2.30 pm)

Present:

Councillor: G Miller (In the Chair)

Councillors: Tate, Lynch, Hunter, Charlton and M Graham.

IN ATTENDANCE:

Paul Woods - ITA Deputy Clerk and Treasurer, Newcastle City Council
Paul Staines - Newcastle Scrutiny Team
Graham Robinson - Nexus
John Fenwick - Nexus
Jessica Anderson - Tyne and Wear LTP Core Team Leader
Scott Vincent - ITA Senior Policy Officer
Ian Stearman - Democratic Services, Newcastle City Council

12. WELCOME AND INTRODUCTIONS

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

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Tom Graham, Richard Porthouse and Bob Watters.

14. DECLARATIONS OF INTEREST

There were no declarations of interest.

15. MINUTES OF MEETING HELD ON 3 JUNE 2010

The minutes of the meeting held on 3 June 2010 were approved as a correct record and signed by the Chair.

16. **OUTCOME OF NATIONAL BUDGET REVIEW - IMPLICATIONS AND RESPONSE OF ITA**

P Woods gave a presentation of the implications for ITA of the Government's spending plans and some of the salient points included:

- Following the new Government's initial announcement to tackle the deficit with immediate 6.2 billion reductions more details were announced in June 2010. This included a reduction in Tyne and Wear LTP funding of £1.607 million from £6.426m to £4.819m.
- In July 2010 Government announced the results of its review of suspended capital improvements. This included confirmation that the Metro Reinvigoration funding would continue with the Government's support.
- The next key stages would be the Government's Autumn spending review announcement and new grant settlement at the end of the year.
- In relation to the Tyne and Wear LTP, major capital schemes including the A19, Sunderland Bridge and Bus Corridors had been suspended. Other announcements could be made in the Autumn spending review. Districts had seen a net reduction of £3.926m in highway allocations.
- Looking to the future, 2011/12 would present major challenges for transport authorities with further reductions in grant expected, a freeze in Council Tax and changes in Government was looking at serious reductions in public expenditure and discretionary schemes such as local concessionary travel fares would need to be closely examined. Budget projections and national debt were discussed.
- To mitigate the impact of the reductions and protect as many projects as possible a lobbying campaign was being launched. Lobbying issues were set out.

The following issues were highlighted by members:-

- It was pleasing to see measures being taken to protect and roll out the NESTI card. The Committee would be interested to hear if Government's e-mail commitments were not as stated in final approvals.
- The need to press the case for the North East in any changes to funding formulae.

Highlighted were long-standing deprivation issues and an ageing population. These had particular relevance when thinking about concessionary fares. It was hoped that these factors would be considered in Government's promised 'premium' payments.

RESOLVED - That this Committee is kept fully up to date on the emerging ITA budget for 2011/12 and beyond.

17. HIGH SPEED RAIL UPDATE

Submitted: Report of the ITA Senior Policy Officer (previously circulated and copy attached to Official Minutes).

Scott Vincent introduced the report which updated Members on the plans for the development of High Speed Rail in the UK, including the summary of regional lobbying activities making the case for a network serving Tyne and Wear. He explained that the Coalition Government had set out its commitment to High Speed Rail in its programme for Government confirming that it would establish a High Speed Rail network for the UK, although given financial constraints this would need to be carried out in phases. The preferred approach set out by the previous Government was, however, to be reviewed. The exact timing and next steps regarding an overall strategy and timetable for High Speed Rail network development was not yet clear, but it was understood that the Government hoped to be in a position to consult on the preferred London - West Midlands route, proposals by early in 2011. In the meantime officers would continue to monitor emerging High Speed Rail proposals and bring updates to the Committee.

The meeting made a number of comments:

- The Chair expressed his disappointment that nothing tangible had been achieved over recent weeks to promote the extension of the line to the North East. He proposed that the ITA ask local MPs to lobby accordingly.
- Councillor Malcolm Graham emphasised the disadvantages to the area if the scheme was not extended to the North East. It was crucial that the scheme was extended north of Leeds and Manchester, particularly in addressing the needs of business.
- Paul Woods pointed out that lobbying was currently taking place, but this needed to be made more visible, including the specific role being played by the ITA in Regional Development Agency led representations. Scott Vincent also highlighted the report prepared by eastern ITAs/PTEs that had been presented to the previous Government.
- It was proposed that this matter be referred back to the ITA requesting that the lobbying campaign be intensified and Paul Woods and John Fenwick agreed to refer this matter.

RESOLVED – That

- (i) the report be received and a report be presented to the next meeting giving an insight into the specific benefits of ITA involvement in H-S-R;
- (ii) the need for intensive lobbying be referred to the ITA Clerk and Nexus Director General by the Deputy Clerk;
- (iii) future reporting indicators, more explicitly, to this Committee, precise ITA involvement.

18. **TYNE AND WEAR MAJOR SCHEMES**

Submitted: Report of the ITA Senior Policy Officer (previously circulated and copy attached to Official Minutes).

Scott Vincent spoke of a report which set out the emerging position with regard to local government major transport schemes in Tyne and Wear, including junction improvement schemes on the A19 which had been the request for an update at this meeting. He also summarised outcomes of a recent visit by Andy Braithwaite from the Department of Transport (DFT) National Networks Division. As indicated by Paul Woods earlier in the meeting, with the exception of Metro Reinvigoration, work on the remainder on the Tyne and Wear major transport schemes has been suspended, pending the result of the Government's Comprehensive Spending Review.

The uncertainty caused by the suspension of the major scheme programme was acknowledged by the DFT, who cautioned against investing time and resources on developing major scheme proposals in the absence of revised Regional Funding Allocation (RFA) guidance. Officers were committed to the delivery of the major schemes at some stage, possibly as part of the future LTP programme. In the meantime officers would continue to monitor the position and keep the Committee informed.

The Chair emphasised the importance to the region of good transport links especially in attracting businesses. He asked that an update report be brought to a future meeting including the worst case scenario should the schemes not receive government approval earlier in the year. The Committee agreed that this raised an interesting issue of how economic risks and impacts were assessed by the ITA. Paul Woods indicated that an economic assessment could be useful for scheme prioritisation given the new financial climate/North East lobbying.

RESOLVED - That the report be received and a report be brought to a future meeting explaining how the ITA considered fully the economic risks associated with non-delivery of major capital schemes.

19. **LOCAL TRANSPORT PLAN 3 DEVELOPMENT**

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

Jessica Anderson spoke to the report which summarised progress and achievements that had been made since the last report to the Committee in June 2010.

Some of the salient points included:

- The LTP3 was currently being developed by partners with the draft to undergo a formal 12 week consultation period starting in September 2010 with final amendments and sign off processes to take place between December 2010 and March 2011.

- It emerged from initial consultation with stakeholders that economic regeneration and climate change were key issues.
- Clearly the Government deficit reduction plans would reduce public sector spending on transport, with future local transport budgets likely to be reduced. Although a global sum of £1.607m reductions in LTP3 funding had been announced by the Government, it was not yet known how these would be split across LTP capital budgets, local maintenance budgets, or major scheme funding blocks.
- Tyne and Wear had committed to a number of significant projects and initiatives, each at different stages of development and funding status. There was a high level of uncertainty around these projects (although the Government had reiterated its commitment to Metro Reinvigoration) and there would be significant challenges to access funding pots and progress on these initiatives within the first LTP3 delivery plan period, particularly in the short term.
- The wider social and local environmental costs and benefits of transport were increasingly being highlighted as areas for improvement. The impact of transport policies and schemes on public health, local environmental quality disadvantaged groups etc would figure more prominently in the assessment of plans and programmes.

The Committee made a number of comments as follows:

- Councillor Lawrence Hunter asked if as part of the ongoing consultation process local Council Ward Committees, Area Forums, etc. would be visited again. Jessica Anderson indicated that this was being investigated.
- Councillor Mike Lynch commented that there was no mention within the draft LTP3 of utilising rivers for transportation purposes. Paul Woods said that this might be an issue to be taken up with the Port of Tyne. It was agreed that a representative from the Port of Tyne be invited to attend a future meeting of this Committee to discuss this proposal. It was also recognised the relationship to the ITA also needed investigation.
- Councillor Dave Tate asked what effects the Government planned reductions would have on the plans recent Accessible Bus Network Project. John Fenwick said that clearly this along with other projects would have to be reviewed in the light of expected reductions. Paul Woods added the fact that the contributing local authorities have to make decisions on monies that would be contributed and priorities as part of the Levy. The Chair asked that an INA process take place (equality impact needs assessment).
- The Chair pointed out that this Committee had indicated some areas of priority including accessibility of transport costs for the low waged. He also emphasised that policing needed to be anchored in public feedback.

RESOLVED - That the report be received and the Port of Tyne be invited to attend a future meeting.

20. SUMMARY OF DECISIONS OF ITA ON 27 MAY 2010

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

Paul Staines highlighted several of the business issues considered at the above meeting. John Fenwick promised to keep the Committee up to date on discussions around capital schemes given debate at this meeting.

RESOLVED – That the report be received.

21. WORK PROGRAMME 2010/11

Submitted: Report of Scrutiny Manager, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes).

The meeting identified the following issues for inclusion in the Committee's Work Programme:

- Non Metro capital issues
- Meeting with a representative from the Port of Tyne on the possible use of river transport
- LTP3 progress
- High Speed Rail north of Leeds
- ITA response to Government's funding reductions

RESOLVED – That the draft Work Programme be confirmed, including updates on the issues identified above.



Tyne and Wear Integrated Transport Authority

DATE: 23 September 2010
TITLE: High Speed Rail – Remit from Scrutiny Committee
REPORT OF: DIRECTOR GENERAL OF NEXUS

Confidential:

District Implications: None

1. Purpose of Report

- 1.1 To advise the Authority of a concern raised at the Scrutiny Committee relating to progress with the promotion of the extension of the high speed line to the North East.

2. Recommendation

- 2.1 The Authority is recommended to:

2.1.1 note the concern raised at the Scrutiny Committee;

2.1.2 note the establishment of the All Party Parliamentary Rail in the North Group;

2.1.3 agree, through the Director General, to provide regular briefings to Ian Mearns MP on rail issues in Tyne and Wear.

3. Background

- 3.1 The Scrutiny Committee on 15 July received a report updating the Committee on the plans for the development of High Speed Rail in the UK. The report explained that the Coalition Government had confirmed that it would promote a high speed network for the UK, although given financial constraints this would need to be carried out in phases commencing from the London terminal. It was also noted that at this point in time there is no commitment to extend any High Speed Rail proposal to the North East.

- 3.2 During discussion on the report, members of the Scrutiny Committee expressed the view that the ITA should lobby MPs making the case for ensuring that plans for High Speed Rail included the North East.
- 3.3 The Committee was not aware that an All Party Parliamentary Rail in the North Group was established in July 2010 precisely to lobby for rail improvements in the North. The Group is chaired by Angela Smith, MP for Penistone & Stockbridge and Ian Mearns, MP for Gateshead is one of the vice-chairs of the Group.
- 3.4 The work of the Group is sponsored by the five northern PTEs, the Northern Way, North West Rail Campaign and Network Rail.
- 3.5 The Terms of Reference of this new Group includes support for “High Speed Rail to the north and connections to London” and therefore will offer the ITA, through Ian Mearns MP, the opportunity to promote the importance of including the North East within future High Speed Rail development plans.
- 4 **Contact Officer (s)**
- 4.1 Bernard Garner, Director General, Nexus.

BGG/TJH/highspeedrail/09.09.10



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

16th September, 2010

TITLE: NEW TYNE CROSSING PROJECT: UPDATE

**REPORT SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE
OF:**

1. Summary / Purpose of Report

1.1 To walk a length of the new Tyne Tunnel.

2. Recommendation

2.1 Members are asked to comment, to the Project Director, on progress being made.

3. Background

3.1 Paul Fenwick, Project Director, will update on the current phase of development, highlighting progress since the last visit in November, 2009.

3.2 The existing vehicle tunnel has been operating since 1967. It was designed for daily flows of 24,000 vehicles daily but currently serves 38,000 customers per day during peak periods. In order to meet demand, the ITA proposed a second tunnel. The New Tyne Crossing Project comprises:

- Construction of a second vehicle tunnel under the River Tyne
- Full refurbishment of the existing vehicle tunnel
- Redesigned southern interchange at the entrance to the existing vehicle tunnel
- Development of a new tolls plaza on the new northern approach

TT2 was appointed in November 2007 as Concessionaire to design, build, part finance and operate the tunnels. The agreement lasts to 2037.

4. Opportunities/Risks

4.1 There is an opportunity, at this meeting, to discuss progress in delivering this infrastructure project of significant importance to the ITA.

5. Background Papers

5.1 Committee agenda and minutes November, 2009

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

16th September, 2010

TITLE: LOCAL TRANSPORT PLAN 3 - DEVELOPMENT

REPORT OF JOINT TRANSPORT STEERING GROUP

1. Summary / purpose of report

1.1 This report identifies proposals for developing Local Transport Plan (LTP) 3 September - October 2010 including consultation to date and planned

1.2 LTP3 is being drafted in separate documents:

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

2. Recommendations

2.1 The committee is asked to comment to the ITA on revisions to timescale set out and the robustness of consultation proposed.

3. Revised Timescales

3.1 Since the report to committee in July, when it was noted the draft LTP would undergo a 12 week public consultation period starting September, the newly-formed Tyne and Wear Senior Officer Group met to discuss the City Region Strategy and LTP3 (28th July 2010). The Group agreed Council Leaders should be given at least 2-3 opportunities to review and influence the LTP between now and 1st April, 2011.

3.2 The implication of this decision is, before being made available for public consultation, a draft is to be considered by Chief Executives on 30th September and Leaders on 7th October. Keeping to the same programme for finalising LTP3 (December 2010, January 2011) and approvals (February, March 2011) means a period of 8 rather than 12 weeks public consultation as originally programmed.

- 3.3 Advice from Government Office for North East is that although 12 weeks is best practice, it is permissible to shorten the period if necessity dictates. Key is that people have the chance to contribute and influence. A revised timetable is:
- 9th September 2010 – ITA LTP Working Group
 - 16th September 2010 – ITA Scrutiny Committee
 - 23rd September 2010 – full ITA
 - 30th September 2010 – T&W Chief Executives
 - 7th October 2010 – T&W Leaders
 - 18th October 2010 – start of public consultation for 8 weeks
- 3.4 Members will, no doubt, be pleased to see scrutiny is built into the process at an early stage.
- 4. Approach to Consultation**
- 4.1 A number of specific areas of consultation are set out below.
- 5. Stakeholder Workshop**
- 5.1 A stakeholder workshop was held in the Mansion House, Newcastle-upon-Tyne on 13th July. Over 40 people attended representing, amongst others:
- Partner organisations
 - Community groups and charities
 - Universities
 - The health sector
 - Newcastle Youth Parliament
 - Government Office for the North East
 - Association for North East Councils
 - Taxi operators
- 5.2 Each of the five Delivering Sustainable Transport System goals were discussed in turn under the three main headings of:
1. Economic development and regeneration
 2. Climate change commitments
 3. Safe and sustainable communities
- 5.3 Participants were encouraged to highlight possible solutions to each challenge.
- 6. Public Consultation**
- 6.1 To avoid confusion around different transport consultation underway (LTP3, City Region Transport Strategy, DaSTS etc) communications officers from constituent LTP Districts have been be tasked with developing a set of common messages. Admiral PR have been appointed to assist. Together with WSP and JMP, Admiral is helping develop the Tyne & Wear City Region Transport Strategy.
- 6.2 Admiral recommends the majority of consultation is undertaken online and that promotion should therefore focus on pointing people to the LTP website.
- 6.3 The importance of engaging with those not 'on-line' is fully recognised. Articles are

being placed in council magazines to advertise the process and material will be provided in hard copy upon request.

6.4 The following channels are recommended for core marketing activity:

6.4.1 **Marketing materials:** Two items are suggested to promote the consultation period:

- 4-page A5 leaflet for public and stakeholders. Distribution from mid-September to coincide with Area Forums, 'Go Smarter' Week
- c12 page A4 consultation summary (including questions) of the LTP for stakeholders and distribution in public places (from 18th October when statutory consultation begins)

6.4.2 **Website:** A new LTP website has been set up. The LTP site will link to the official 'Limehouse' consultation site and contain contextual information. Limehouse software is used by over 250 public sector organisations and provides a shared place to bring together users, contributors, etc in real time. Panel members can access the relevant web site at <http://tyneandwearltp-consult.limehouse.co.uk/portal>

6.4.3 **Social network optimisation:** Admiral will establish pages on social networking sites such as Facebook and Twitter. A campaign phrase such as "Keep Tyne and Wear moving" will be used. Subscribers will be directed to the LTP website to make formal comment.

6.4.4 **Regional media:** Admiral will run an editorial campaign in partnership with local press, namely The Journal/Chronicle, South Shields Gazette and Sunderland Echo. The Comprehensive Spending Review will be announced early in the consultation process, and this will provide a natural opportunity to engage media on the subject of transport and its relationship to social mobility, health and the environment.

6.5 Stakeholders will be advised of the process by distribution of a covering letter and consultation summary.

7. Statutory Assessments

7.1 Following a scoping exercise (shared with the committee earlier this year), Atkins have been appointed to undertake:

- Strategic Environmental Assessment
- Habitats Regulation Assessment
- Health Impact Assessment
- Equalities Impact Assessment

7.2 The combined Scoping Report was made available for the statutory 5 week consultation period 7th June - 12th July 2010. A workshop was also held on 15th June. Representatives included: Councillors, Natural England, English Heritage, Environment Agency, Primary Care Trusts, transport, planning, equalities officers. Feedback is being used in drafting reports. These will be available for public consultation at the same time as the draft LTP3.

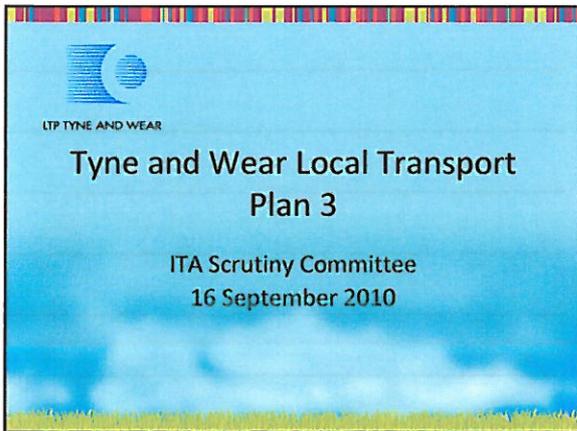
8. Background Papers

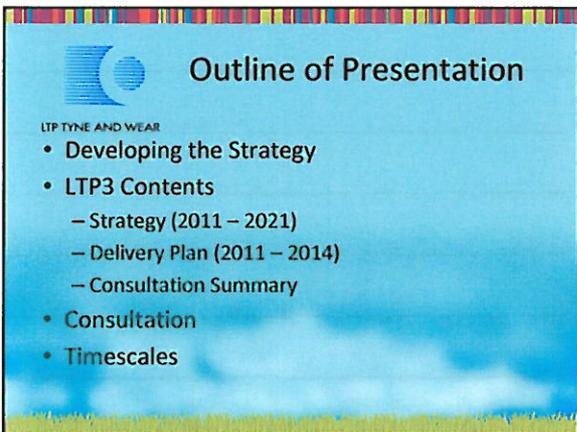
8.1 Guidance on Local Transport Plans, DfT, July 2009. Available from <http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportplans>

9. Contact Officer (s)

9.1 Jessica Anderson, LTP Core Team Leader:

0191 211 6139 jessica.anderson@newcastle.gov.uk







Developing the Strategy (2)

LTP TYNE AND WEAR

- Engagement with officers, Members, key stakeholders (including workshop in July)
- Three main challenges for Tyne and Wear
 - Economic growth
 - Climate Change
 - Safe and Sustainable Communities
- 3 scenarios defined for assessment
 - Do Minimum
 - Realistic
 - Economy-biased Optimistic

Draft strategy 2011-2021

LTP TYNE AND WEAR

- Foreword by ITA
- Executive Summary
- Part 1: Context
- Part 2: Vision, objectives, challenges
- Part 3: Interventions
- Part 4: Next steps

**Draft strategy 2011-2021:
Part 1**

LTP TYNE AND WEAR

- Introduction
 - About this document
 - Role of the local transport plan strategy
 - Integration with other strategies
 - Statutory assessments
- Context
 - Transport geography of Tyne and Wear
 - Trends and forecast to 2021
 - Public satisfaction with our transport system



**Draft strategy 2011-2021:
Part 2**

LTP TYNE AND WEAR

- The Vision
- Challenge of economic development and regeneration
- Challenge of climate change
- Challenge of delivering safe and sustainable communities
 - Equality of opportunity
 - Better safety, security and health
 - Quality of life



**Draft strategy 2011-2021:
Part 3**

LTP TYNE AND WEAR

- Underlying principles
 - Information
 - Safe travel
- Maintain existing network quality and deliver on priority commitments
- Manage travel demand
- Manage and integrate existing networks
- Target new infrastructure



**Draft delivery plan 2011-
2014**

LTP TYNE AND WEAR

- Part 1: Introduction
- Part 2: Resources
- Part 3: Programme management
- Part 4: Next steps



Draft delivery plan 2011-2014: Part 1

LTP TYNE AND WEAR

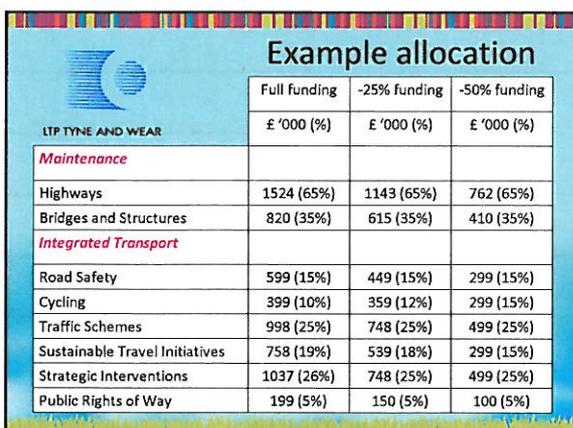
- Introduction
- District priorities
- Significant T&W schemes
 - TT2
 - Metro Reinvigoration
 - Smart Ticketing
 - UTMC
 - Plugged in Places
 - SSTC and Central Route



Draft delivery plan 2011-2014: Part 2

LTP TYNE AND WEAR

- Level of resources
- Delivery to meet objectives and priorities
- Outline allocation of resources
 - Two scenarios for resource allocation presented
 - -25% and -50% of previously indicated allocation
 - Maintenance and integrated transport blocks reduced equally
- Partner plans



Example allocation

LTP TYNE AND WEAR

	Full funding	-25% funding	-50% funding
	£ '000 (%)	£ '000 (%)	£ '000 (%)
<i>Maintenance</i>			
Highways	1524 (65%)	1143 (65%)	762 (65%)
Bridges and Structures	820 (35%)	615 (35%)	410 (35%)
<i>Integrated Transport</i>			
Road Safety	599 (15%)	449 (15%)	299 (15%)
Cycling	399 (10%)	359 (12%)	299 (15%)
Traffic Schemes	998 (25%)	748 (25%)	499 (25%)
Sustainable Travel Initiatives	758 (19%)	539 (18%)	299 (15%)
Strategic Interventions	1037 (26%)	748 (25%)	499 (25%)
Public Rights of Way	199 (5%)	150 (5%)	100 (5%)



Draft delivery plan 2011-2014: Part 3

LTP TYNE AND WEAR

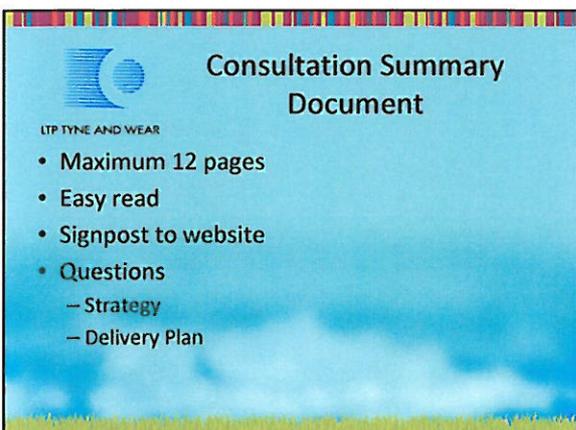
- Risk management
- Performance management
 - Indicators
 - Targets (to be set in final version)
- Evaluation of policies and measures



Consultation

LTP TYNE AND WEAR

- Articles in Council magazines
- Councillor briefing
- Summary document
- Letter to be issued to key stakeholders
- Further information available upon request
- Website



Consultation Summary Document

LTP TYNE AND WEAR

- Maximum 12 pages
- Easy read
- Signpost to website
- Questions
 - Strategy
 - Delivery Plan



Timescales

LTP TYNE AND WEAR

- Update reports to:
 - ITA 23 September
 - T&W CX 30 September
 - T&W Leaders 7 October
- Public Consultation
 - 18 October to 10 December
 - To include Environmental / Health / Equality Impact Reports



Timescales (2)

LTP TYNE AND WEAR

- Comprehensive Spending Review 20 October 2010
- Local government settlement expected mid December 2010
- Report on consultation 24 December 2010
- Draft final LTP3 13 January 2011
- Final LTP3 25 February 2011
- Approval by ITA 24 March 2011



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

16th September, 2010

TITLE: DRAFT ITA WORK PROGRAMME

**REPORT ITA SENIOR TRANSPORT PRACTITIONER
OF:**

1. Summary / Purpose of Report

1.1 To discuss an outline work programme for the ITA for the remainder of 2010/11.

2. Recommendation

2.1 The committee is asked to comment on a draft work programme.

3. Background

3.1 Attached is a **draft** ITA work programme for the remainder of 2010/11. Whilst the programme is still subject to change, feedback would be appreciated. It is also recognised that reports to ITA meetings also impact on the work of this committee.

4. Opportunities/Risks

4.1 There is an opportunity to comment on reports to be considered by the ITA.

5. Background Papers

5.1 None

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Tyne and Wear ITA - Forward Programme for remainder of 2010/11

*Note: All items listed are indicative and subject to change

ITA Meeting Date	Report title	Report by
23 September 2010 (Chair's Pre 13 September)	Priority Lanes	ITA Policy Manager (?) / Chair of Joint Transport Steering Group
	Local Transport Plan	LTP Team Leader
	ITA Strategic Risk update	ITA Risk Advisor / ITA Senior Policy Officer
	DaSTS / City Region transport update	ITA Policy Manager
	Smart Ticketing	Nexus
	Bus quality contracts feasibility (?)	Nexus
	Nexus Strategies (?)	Nexus
	ITA Accounts (?)	ITA Treasurer
	Annual Governance Report (Post - Audit)	Audit Commission
	Annual Accounts (Audited)	ITA Treasurer
	Revenue Budget Report	ITA Treasurer
	Budget Timetable and Progress	ITA Treasurer
	Capital Programme quarterly review (?)	Nexus
New Tyne Crossing update	NTC Project Director	

	DfT Local Transport Funding Consultation	ITA Treasurer / ITA Policy Manager (?)
	ITA Forward Programme 2010/11	ITA Policy Manager (?)
	Revised Protocol for Dealing with Complaints against Councillors	ITA Legal Adviser and Monitoring Officer
	Other reports?	?
25 November 2010 (Chair's Pre 15 November)	Comprehensive Spending Review 2010 (?)	ITA Treasurer (?)
	Local Transport Plan	LTP Team Leader
	City Region transport update	ITA Policy Manager
	Nexus Strategies (?)	Nexus
	Local Economic Partnerships / Regional Growth Fund (?)	?
	Rail / High Speed Rail update (?)	Nexus / ITA Policy Manager
	New Tyne Crossing update	NTC Project Director
	Other reports?	?
27 January 2011 (Chair's Pre 17 January)	Local transport funding (looking at outcomes of Departmental spending decisions and implications for IT Block, Maintenance, Major schemes etc)	ITA Treasurer
	Local Transport Plan	LTP Team Leader
	City Region transport update	ITA Policy Manager
	Rail / High Speed Rail update (?)	Nexus / ITA Policy Manager

	New Tyne Crossing update	NTC Project Director
	Other reports?	?
25 March 2011 (Chair's Pre 14 March)	Local Transport Plan (final for approval)	LTP Team Leader
	City Region transport update	ITA Policy Manager
	Rail / High Speed Rail update (?)	Nexus / ITA Policy Manager
	New Tyne Crossing update	NTC Project Director
	Other reports?	?

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Tyne and Wear Integrated Transport Authority Scrutiny Committee 16th September 2010

TITLE: SUMMARY OF DECISIONS:
INTEGRATED TRANSPORT AUTHORITY 28TH JUNE 2010

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. **Summary / Purpose of Report**

1.1 A short digest of business transacted by the ITA on 28th June 2010.

2. **Recommendations**

2.1 The Committee is asked if it would like to add any issues arising from ITA discussion to its own work programme.

3. **ITA Discussion**

3.1 **Annual Report and Accounts 2009/10 (Pre-Audit)**

3.1.1 The Annual Report and Accounts 2009/10 were considered, including against budget and fit to international reporting standards. Comment was included from the ITA Standards and Audit Committee who had reviewed a draft on 25th June 2010. No significant issues had been highlighted

3.1.2 In looking at the Annual Report and Accounts it was noted that:

- Deficit was largely due to accounting treatment of the NESTI contributions and Tyne Tunnel. Percentage figures would be presented in future reporting
- As the NESTI programme contribution had been received after 31st March 2010 it was not shown. The same applied to Council related party transactions. Not all Local Authorities had yet contributed. NESTI capital grant had been used to fund capital expenditure on the New Tyne Crossing and a provision set up for NESTI from Tyne Tunnel reserves. This provided more flexibility in use of funds as it allowed contributions for revenue expenditure

- As requested, the ITA and Tyne Tunnel reserves were now shown separately. The 2008/09 Income and Expenditure figures for Tyne Tunnels and the fixed asset figures relating to vehicles, plant, furniture and equipment had been restated. This was due to a change in accounting treatment required by the move to international financial reporting standards
- The increase in pension deficit was based on information provided by actuaries assuming 3.8% inflation and 5.05% salary growth. These had been challenged as unrealistic. Revised figures would be included in final accounts
- The Local Transport Plan Working Group would be considering Local Transport Plan payments to recognise historic spend in future prioritisation and ensure no local authority was financially disadvantaged
- The role of taxis in the local transport economy was being pursued
- Reference to energy consumption and carbon efficiency would be incorporated into the Chairman's Foreword and Introduction
- Reference would be made to the relationships between the ITA and Nexus in the Clerk's Foreword

The ITA approved the Annual Report and Accounts 2009/10 (Pre-Audit) with the Chair being authorised to certify approval of the accounts, subject to the inclusion of: a reference to energy consumption and carbon efficiency measures of the ITA into the Chairman's Foreword and Introduction, and a reference to relationships between the ITA and Nexus into the Clerk's Foreword

3.2 Annual Governance Statement 2009/10

- 3.2.1 The annual review of the effectiveness of the ITA governance and internal control arrangements were considered. The formal Statement would sit within the Annual Report and Accounts. It was confirmed that staffing changes/departures would not impact greatly on the process of training and validation of plans

The ITA approved the Annual Statement before it, noting that regulations may require a final sign off in September once feedback had been received from audited accounts

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

16th September, 2010

TITLE: WORK PROGRAMME 2010/11

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To review and update, if necessary, the committee's work programme.

2. Recommendation

2.1 The committee is asked to review its work programme to ensure continued focus on key issues (Appendix A).

3. Background

3.1 At the June, 2009 meeting, the committee adopted a new theme-based approach around the five goals for national transport policy. The five national goals in Delivering a Sustainable Transport System (DaSTS) are to:

- 3.2
- **Support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
 - Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
 - **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
 - **Promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
 - **Improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

3.3 The committee's new approach also provides structured discussion around:

- The wider role of the ITA - including around the Local Transport Plan
- Feedback from formal inspections and audit
- Known risks - and how assurances are delivered
- Opportunities for better engagement with the public and stakeholder groups (eg business, transport user groups, traditionally disadvantaged communities)

3.4 Councillors may wish to review this approach in the light of discussion at the last meeting. This emphasised the need to monitor how the ITA was responding to new challenges, particularly the social, economic and environmental implications, of the new Government's deficit reduction plans.

4. Agenda Items

4.1 Given scrutiny is Member-led, the committee is asked for suggestions for reports/topics for review/a way forward

4.2 It is proposed to continue to report to Members on decisions taken at ITA meetings and also to provide an opportunity to discuss the committee's work programme.

5. Opportunities/Risks

5.1 The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy. In linking the work programme of the committee to key national ambitions, there is more scope to hold to account those delivering decision making locally.

6. Background Papers

6.1 Delivering a Sustainable Transport System (November, 2008)

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

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16 th September, 2010 - North Tyneside		18 th November, 2010 - South Tyneside	
<p>Key Theme: 'to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'</p>	<ul style="list-style-type: none"> • Tyne Tunnel: Update and Visit (Paul Fenwick) • LTP3 Consultation draft; comment to 23.09.10 ITA (Jessica Anderson) • ITA Policy Programme/Future Committee reporting (Scott Vincent/Nexus) 	<p>Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment'</p>	<ul style="list-style-type: none"> • ITA policies & approach to no car lanes (Gary MacDonald) • Impact of parked cars on bus routes (Jessica Anderson) • Progress with LTP3 consultations, numbers, groups heard - any gaps ? (+ any changes in LTP3 arrangements) (Jessica Anderson) • Mobility Scooter Consultations (if available) (Paul Staines)
20 th January, 2011 - Gateshead		17 th March, 2011 - Sunderland	
<p>Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks'</p>	<ul style="list-style-type: none"> • ITA Response: Comprehensive Spending Review/Department for Transport Budget (Paul Woods/John Fenwick) • ITA Assessment of Economic Impact of CSR/DfT Budget on Major Capital Schemes (Paul Woods/John Fenwick) • Port of Tyne: Contribution to local transport network (TBC) 	<p>Key Theme: 'to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society'</p>	<ul style="list-style-type: none"> • Outcomes - first year of ITA Equality and Diversity Working Group (TBC) • Final Outcomes from LTP3 consultations. Committee comment to ITA (Jessica Anderson) • ITA/Nexus update on Concessionary Fares (if changes) (TBC) • ITA Key Outcome Measures for 2011/12, reasons for amendments, targets (TBC) • End of Year Report to ITA (ITA Scrutiny Committee)
June, 2011 - Newcastle		July, 2011 - Gateshead	
<p>Key Theme: 'to contribute to better safety, security and health for all citizens, with the desired outcome of achieving a fairer society'</p>	<ul style="list-style-type: none"> • ITA Lobbying on High Speed Rail north of Leeds (TBC) • ITA/Nexus marketing/actions to achieve modal shift (journey to school) (TBC) 	<p>Key Theme: 'to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'</p>	<ul style="list-style-type: none"> • Nottingham Declaration CO² Reduction Action Planning (Exceptions Report) (Scott Vincent/Nexus)

Meetings = third Wednesday at 1pm - venues across Tyne and Wear

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