



Tyne and Wear Integrated Transport Authority



british construction
industry awards 2012
25th anniversary

Meeting to be held on Thursday 28 March 2013 at 10.00 am in a Committee Room, Civic Centre, Newcastle upon Tyne

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This agenda is available at www.twita.gov.uk

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REPORT FOR INFORMATION

DATE: 28 March 2013
SUBJECT: ITA / Nexus Fund Release Proposals
REPORT OF: Acting Clerk and Treasurer, ITA

PURPOSE OF REPORT

The purpose of this report is to update the Authority on planned use of the ITA release of additional funds to the Districts in 2013/14 and 2014/15, as agreed in the 2013/14 budget report.

RECOMMENDATIONS

The Authority is recommended to receive this report for information and comment.

BACKGROUND DOCUMENTS

ITA 2013/14 Budget Report 24 January 2013

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IMPACT ON OBJECTIVES

To support economic development and regeneration	Positive
To address climate change	Positive
To support safe and sustainable communities	Positive

1 Executive Summary

- 1.1 The 2013/14 budget report presented to the ITA on 24 January 2013 recommended a freeze in the levy in both 2013/14 and 2014/15 together with a further recommendation to agree the release of £4m of Nexus reserves to the Districts; £2m in 2013/14 with an additional £2m in 2014/15, to be distributed on the same population basis as the levy. It was noted at the meeting that a further report setting out the planned use of the funds would be brought to the ITA for information at this meeting.

2 Introduction and Background

- 2.1 As part of the budget report presented in January, the ITA agreed a recommendation to release £4m of ITA and Nexus reserves to the Districts in 2013/14 – 2014/15, by way of a grant to fund transport and highways expenditure.
- 2.2 This report sets out proposals that have been received from each District on how the grant will be utilised, showing how the proposals meet the ITA's objectives.
- 2.3 The budget report presented in January also identified that the ITA Acting Clerk and Treasurer and the Director of Finance and Resources, Nexus, would jointly consider the best mechanism to release these one-off funds. It has been determined that whilst the ITA will receive a standstill levy in cash terms in 2013/14 and 2014/15, the most appropriate way of effecting the £4m release of Nexus reserves is for the ITA to withhold £2m of revenue support grant from Nexus in both 2013/14 and 2014/15 and distribute this funding to the Districts directly.

3 ITA Vision and Objectives

- 3.1 The ITA's vision for transport is that Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.
- 3.2 The five goals of the transport strategy the ITA has adopted to meet this vision are:
- To support the economic development, regeneration and competitiveness of



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Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;

- To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;
- To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;
- To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and
- To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.

3.3 As there is considerable overlap between the latter three goals and many of the proposed measures would help to address all three of them, these have been summarised as 'safe and sustainable communities'.

Therefore the ITA's objectives are focused on ways to address challenges within the following three key areas:

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

4 Proposals from Districts for use of grant funding

4.1 The distribution of the funds between the Districts will be on the basis of the levy (i.e. population) as set out in the table below. Figures for 2014/15 are indicative for planning purposes and could vary slightly when the population figures for that year are announced.



	2013/14	2014/15 (indicative)	TOTAL
Gateshead	£362,829	£361,689	£724,518
Newcastle	£505,570	£508,597	£1,014,167
North Tyneside	£364,460	£364,749	£729,209
South Tyneside	£268,454	£267,711	£536,165
Sunderland	£498,687	£497,254	£995,941
TOTAL	£2,000,000	£2,000,000	£4,000,000

4.2 Gateshead

In Gateshead this funding is being used to support two key areas of transport revenue spend:

- Highway maintenance – it is proposed to use some £406,000 to support this activity over the next two years. Maintenance of the network remains a crucial activity in supporting the social and economic vitality of Gateshead. This funding comes at a time when maintenance budgets are under pressure in part due to reductions in revenue budgets but also from additional demands resulting from extreme weather, notably last year’s flooding. As such it supports ITA objectives, and in particular that relating to safe and sustainable communities;
- QuayLink – some £319,000 will be used to provide support to this bus service. The service provides a link between Newcastle City Centre and Gateshead town centre, taking in attractions including The Sage Gateshead and BALTIC centre for contemporary art. It also provides a bus service to developing employment areas in Gateshead Quays in support of the continuing regeneration of this area. Provision of QuayLink support ITA objective relating to climate change and economic growth.

4.3 Newcastle

- Newcastle City Council has earmarked £135k of the funding in each year to support the monitoring of CCTV cameras at Metro stations in the city. The main



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objective of the service is the minimisation and detection of anti-social behaviour, therefore this spend clearly aligns with the ITA's objective to support safe and sustainable communities, through increasing the personal safety of Metro users and other individuals in the city.

- £50k of the rebate will be used to improve cycling in the city by funding Newcastle City Council's Cycling officer. The Cycling officer acts to develop the Cycling Strategy for Newcastle, plan and deliver improvements to the strategic cycle network and local cycle network, the promotion, design, provision of cycle training and co-ordination of these various activities falls to the Cycling officer. Investment in cycling investment has illustrated its worth in helping to reduce carbon emissions and improve public health. There is also evidence (outlined in November's ITA report on cycling) that investment in cycling can help stimulate the local economy – this investment therefore aligns with the ITA's key objectives.
- Linked to the investment in cycling is a further £125k of investment in sustainable travel planning and road safety initiatives. This includes the promotion of electric vehicles, car clubs, provision and promotion of travel planning (to workplaces and schools), child pedestrian and cycle safety training and is consistent and aligned with the ITA's Go Smarter behaviour change campaign. This funding also incorporates revenue support for the Urban Traffic Management Control (UTMC) centre situated within Newcastle University. The UTMC centre enables more intelligent use of the highway network and along with the other investment in sustainable travel planning will help the ITA reduce carbon emissions associated with transport and facilitate safe and sustainable communities.
- An additional revenue investment of £85k will be made in the Rights of Way officer. This amounts to covering both the wages and overhead costs associated with the officer and includes a revenue budget associated with the management and maintenance of Public Rights of Way. This work is consistent with Newcastle's commitment to delivering the Tyne and Wear Rights of Way Improvement Plan by providing statutory access for members of the public onto the Public Rights of Way network and maintaining a definitive current map. These works protect, preserve and enhance our natural environment, improving quality of life and creating high quality public places and support the ITA's ambition to create safe and sustainable communities.
- Finally, members received a presentation at a Policy Seminar in February on the monitoring and measuring of road safety at which 20mph limits were outlined



to have provided significant benefits in the occurrence and severity of road accidents. £110k will be allocated to the design and delivery of 20mph limits on residential roads and supporting evidence collation to outline the impact on speed reduction and road safety. This work will support safe and sustainable communities and aligns with the ITA's objectives and remit.

4.4 North Tyneside

- The main proposal from North Tyneside Council is that £300k of the funding will be used in each year to form the Local Contribution to the 'Four Lane Ends and A188 Junction Improvements' project. This is a scheme which is under development with funding sought from sources such as the DfT's local Pinch Point Fund and the devolved local major scheme process, for which a Local Contribution element is required. The scheme aims to reduce congestion on the local road network, thereby helping to tackle obstacles that restrict growth, which fits with the ITA's objective to support economic development.
- The balance of the funding in each year is to be used as a contribution towards Junction Improvement Hierarchy schemes (approved by North Tyneside's cabinet on 10 September 2012). The schemes (A193 Tynemouth Road/B1315 Churchill Street in 2013/14 and Great North Road/Stalks Road in 2014/15) are aimed particularly at improving road safety and easing congestion, in line with the ITA's safe and sustainable communities and economic development priorities, respectively.

4.5 South Tyneside

- South Tyneside Council plans to use this funding from the ITA to invest in significant improvements to Ocean Road in South Shields. As one of the main thoroughfares within the town, improvements to this road will support economic development and regeneration, in support of the ITA's objectives.

4.6 Sunderland

- Sunderland City Council is planning significant investment in traffic control systems within the City. The existing signal stock is aged and an investment programme is currently being developed for forthcoming financial years. An investment in excess of £300k is planned within this financial year which includes a number of key junctions including Durham Road/Grindon Lane and Toward Road/Park Road. The general improvement in traffic control equipment will allow future developments in respect of better integration with the Urban Traffic Management Control (UTMC) project and future event planning.



- The funding will also contribute to improvement of safe and sustainable communities. The proposed 13/14 programme has identified a £150k investment in the improvement of vulnerable user accessibility within Washington. This project will identify and deliver strategic cycling and walking links, with thorough consideration on how an overall future strategy can be taken forward. Provision has been made to continue the implementation of the programme of 20mph zones across the city, the Plains Farm Estate being identified within this year's programme.

5 Next Steps

- 5.1 Funding for 2013/14 will be released to Tyne and Wear Districts by the ITA in April 2013.

6 Potential impact on objectives

- 6.1 The funding will be used by the Districts to support new or existing activities which are in line with the ITA's objectives.

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