



Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group

Meeting to be held on Thursday 11 July 2013 at 1.00 pm in a Committee Room, Newcastle Civic Centre

Membership: D Tate, N Padgett, Wiper, Schofield, S Fairlie, M Graham, T Graham, R Porthouse, B Watters, Caithness and O'Shea

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AGENDA

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1. Election of Chair
2. Election of Vice Chair
3. Welcome and Introductions
4. Apologies for Absence
5. Declarations of Interest

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 Democratic Services Officer 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.

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Key Items

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Report by Policy & Information Officer

- 8. Policy Update** **9 - 22**
- Report of Clerk to the ITA
- 9. ITA Scrutiny Advisory Group - work programme 2013/14** **23 - 34**
- Report by Policy & Information Officer
- 10. Bus Strategy Delivery Project**
- Verbal Update
- 11. Metro Line Closure**
- Presentation by Raymond Johnstone (Director of Rail & Infrastructure) and Huw Lewis (Head of Communications)
- 12. Date and Time of Next Meeting**
- The next meeting of the ITA Scrutiny Advisory Group will be held on 10 October 2013 at 1.00pm, Gateshead Civic Centre



Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group

14 February 2013
(1.00 - 3.05 pm)

Present:

Councillor: D Tate (Chair)

Councillors: N Padgett, S Fairlie, M Green, G Pattison, R Porthouse and T Graham

In attendance:

J Davison - Policy and Information Officer, Newcastle City Council
G Robinson - Business Improvement Manager, Nexus
P Fenwick - Project Director, New Tyne Crossing
L Camsell - Democratic Services

1. **WELCOME AND INTRODUCTIONS**

The Chair welcomed everyone to the meeting and both members and officers introduced themselves.

2. **APOLOGIES FOR ABSENCE**

Apologies were received from Cllr M Graham, Cllr B Watters, Cllr D Ord, J Fenwick (Nexus) and D Slater (Newcastle City Council).

3. **DECLARATIONS OF INTEREST**

All members declared a general interest as they all held a concessionary travel pass. Other declarations were noted and members reminded that all declarations were now held with the individual authorities.

Members agreed that agenda item 6 - Reforming Our Railways - be brought forward.

4. **REFORMING OUR RAILWAYS**

Michael Thompson of the Rail, Maritime and Transport Workers Union (RMT) gave a verbal presentation of the McNulty Review and rail devolution from the RMT's perspective.

The presentation mainly concentrated on staff losses, closure of stations, driver only operation, High Speed Rail and the future arrangement for the Northern Rail Franchise. The main points highlighted to members were:-

- The 30% efficiency savings identified in the McNulty Review are to be achieved by 2019; the RMT is of the view that the primary asset available to achieve the reduction target is staff.
- All of the main rail transport unions have agreed that the estimated job losses will be in excess of 20,000.
- 650 ticketing/booking offices as well as small regional stations such as Alnmouth and Hexham have been identified for potential closure.
- Directly Operated Railways, the public company formed to operate the East Coast mainline franchise had declared a £40m operating profit. At the same time to meet efficiency savings targets the government was giving active consideration to the introduction of driver only operated trains; this would mean there would not be a guard on board.
- It was estimated that the introduction of modern technology such as 'smart cards' would result in 50,000 job losses. There was also an expectation that the terms and conditions of remaining staff would eventually be de-skilled alongside the increased use of agency staff and the minimum wage.
- 200 signal boxes were to be closed in the region and replaced with a single large control centre in York.
- Representatives of the RMT had attended an event organised by the Department for Transport. The RMT had questioned rolling stock that was due to expire in 2019. Representatives had been informed that the Thames/link franchise had ordered new stock; this would initiate a cascade of older rolling stock throughout the country some of which might well be relocated to the North East. The cascade process has raised concerns among the trade unions as there is the potential for the north east to have to replace or upgrade rolling stock as the relocated trains do not meet the standards required by the Rail Vehicle accessibility Regulations that apply from 1 April 2020 onwards; the north east could potentially become a dumping ground for derelict stock.
- The rail unions had experience of the levels of low level disorder and disruptive behaviour from rowdy passengers on the East Coast Line and were concerned about any prospect of the levels of customer service being diminished.

Questions/comments from members

- The Chair spoke about his own personal experience on a train that was not fit for purpose and asked G Robinson about local rail rolling stock and if it was considered to be fit for purpose. G Robinson replied that Nexus was aware of the need to be RVAR compliant and the current Metrocar refurbishment would achieve this on the light rail system. Nexus was a co-signatory to the Northern Rail franchise covering operations in Tyne and Wear. The Northern Rail franchise also involved operations in other metropolitan integrated transport areas (West Yorkshire, south Yorkshire, Greater

Manchester and Merseyside). The ITA/PTE bodies were each discussing the possible arrangements for rail devolution in their respective areas.

- Reference was made to the tragic death of a young girl which led to the conviction of a train guard; who would be responsible in the future if guards were to be dispensed with?
- A member questioned the context of Nexus's involvement in local rail and suggested that the Advisory Group needed to consider the implications of the McNulty Review and rail devolution and to formulate views for consideration by the ITA. Responding on behalf of Nexus G Robinson informed members that Nexus's formal involvement with local rail only extended to the services between Sunderland and Newcastle. It was confirmed that it would be logical to refer any comments up to the ITA in line with the Group's remit.
- In response to a question about HS2 M Thompson replied stating that it was the view of the RMT that the high speed line would concentrate on those areas more financially successful. He also added that the government and franchise operators were considering the implementation of driverless trains; there would be a driver but not in the conventional sense. The trains would be automatic and controlled remotely via satellite.
- A member referred to the lack of stations already evident in communities and suggested that the Advisory Group could write to all northern M'Ps requesting that they speak up for and support the northern area and resist any proposals for station closures. In this connection the importance of rail as a means of providing access to the job, education and leisure opportunities offered by the urban centres in Tyne and Wear was stressed: rail should be used to enhance these opportunities.
- Customer care and employee terms and conditions should be high on the unions' agenda. More work needed to be undertaken to educate the public about using public transport and integrated transport systems. M Thompson stated that the RMT had tried to engage with the public but were always met with complete apathy.
- Integration is very important as is investing in current assets and expanding services. G Robinson advised that the McNulty Review should not necessarily be read as advocating a managed decline in rail services: the aim was for sustainable development of the railways. As to investment in existing assets Nexus did keep pressing for improvements at Manors and Dunston but in the present financial climate this had to be without incurring any additional costs to the local taxpayer. The view of the RMT was that Blaydon, Manors and Dunston stations were seen as not viable therefore there would not be any financial improvements.
- A member referred to Washington and the fact that most people want service improvements and be able get from A – B. G Robinson was asked if there was any possibility that the Metro would be extended using the Leamside Line. In response G Robinson advised that there were no immediate plans by Network Rail (the owners of the line) to reopen the Leamside route. However this had not been ruled out in the

longer term. Durham was keen to see local rail passenger services reinstated and this offered the possibility of future joint working to develop a proposal for submission to the Department for Transport.

The Chair suggested that in order to remain impartial it would be advisable to a) invite a representative from Nexus and b) a representative from Northern Rail to the next meeting. M Thompson was also thanked for attending the meeting and giving members the opportunity to discuss aspects of the McNulty Review and with the RMT.

RESOLVED that –

- (i) The presentation by Mr M Thompson be noted.
- (ii) A representative from Nexus and a representative from Northern Rail be invited to the next meeting.

5. **MINUTES OF PREVIOUS MEETING HELD ON 11 OCTOBER 2012**

RESOLVED that –

The minutes of the meeting held on 11 October 2012 were agreed as a correct record and signed by the Chair.

6. **MATTERS ARISING**

7.

(a) **Update on bus Strategy Delivery Project**

Minute 15 refers: G Robinson provided a verbal update. The Bus Strategy Delivery Project was scheduled to be reported to the Integrated Transport Authority at its meeting in June 2013. The report will give a clear description of the two alternatives: a Quality Contract Scheme and improved Voluntary Partnerships working. A member stated that it may be prudent for the ITA Scrutiny Advisory Group to consider the issues before the ITA receive the report. It was also suggested that the Advisory Group meet with bus operators. G Robinson suggested that it would be more appropriate to meet with a representative of the NEBOA (North East Bus Operators Association) which was co-ordinating the operators' partnership proposals.

(b) **Cycles on the Metro - request to defer update to April**

Members agreed to defer discussions about cycles on the Metro until the meeting in April when it was anticipated that a representative from the cycle users group will attend to address the meeting.

(c) **Toilet Provision in Central Station**

Minute 14 – Matters arising (Minute 9) refers: J Davison gave a verbal update to members. The public had been included in the consultation process and improved toilet facilities were now incorporated into the final plans.

A member requested regular written updates but the Advisory Group agreed that the Policy Information Officer (J Davison) would provide regular verbal updates instead of an item on the agenda.

8. PEDESTRIAN/CYCLE TUNNEL PLANNED REFURBISHMENT WORKS

Members received a presentation about the pedestrian/cycle tunnel from P Fenwick. The presentation detailed the history of the tunnel from when it was first built to the present day. At the time the tunnel was the first purpose built tunnel costing £9000K with contributions from Northumberland and Durham County Councils. The 4 wooden escalators were the highest in the world.

Because of the wooden escalators the tunnel became a listed building in 2000 with restricted access to the maintenance section. The tunnel is now a financial burden for the ITA with lighting, tiles and paving all in need of replacement. By 2010 the escalators were no longer able to function and were eventually stopped. The ITA has approved funding of £500,000 for modernisation works and the installation of 2 inclined lifts as the escalators do not comply with DDA requirements. The procurement process is now underway.

The tunnel is currently closed to the public at night but in order to provide a level of service for night shift workers a shuttle bus has been provided with a trailer to accommodate cycles. It was expected that works would commence in early April and last for 12 months.

The Chair thanked P Fenwick for his presentation.

9. AGENDA ITEMS FOR THE MEETING ON 11 APRIL 2013

RESOLVED that -

(i). K Mackay, Director of Rail and Infrastructure, Nexus be invited to give a presentation on the McNulty Review and Rail Devolution.

(ii). A representative from the cycle user group be invited to the next meeting.

10. DATE AND TIME OF NEXT MEETING

The next meeting of the ITA Scrutiny Advisory Group is scheduled to take place on 11 April 2013, 1.00pm at South Tyneside Town Hall.

CENTRE FOR PUBLIC POLICY AND SCRUTINY

RESOLVED –

It was agreed that Councillor Padgett (Sunderland) should attend the conference.

11. WALKING TOUR OF TUNNEL

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DATE: 11 July 2013
SUBJECT: ITA Scrutiny Advisory Group - Terms of Reference
REPORT OF: Policy & Information Officer

PURPOSE OF REPORT

The report confirms the role and remit of the ITA Scrutiny Advisory Group.

RECOMMENDATIONS

The Scrutiny Advisory Group is recommended to note the terms of reference and consider it in the development of the work programme, later in the meeting.

BACKGROUND DOCUMENTS

n/a

CONTACT OFFICERS

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IMPACT ON OBJECTIVES

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



1 Executive Summary

- 1.1 This report confirms the terms of reference of the ITA Scrutiny Advisory Group, prior to discussion on the work programme for 2013/14.

2 Background Information

- 2.1 The Scrutiny Advisory Committee was established by the ITA in 2003, as an independent advisory body consisting of elected members outside the ITA structure, whose purpose it is to review and scrutinise decisions made in connection with the discharge of the Authority's functions and make reports or recommendations to the Authority on matters which affect Tyne and Wear and its inhabitants and which relate to the Authority's functions.
- 2.2 The Committee and its members are appointed annually by the five Tyne & Wear districts. Each district appoints two Councillors, with the option that up to 2 additional members from minority parties can be appointment, if not represented in the initial 10 nominations. To ensure independent advice – and visible separation between scrutiny and those being scrutinised – Councillors are not members of the ITA. Scrutiny appoints its own Chair and Vice Chair and agrees its own work programme.
- 2.3 In May 2012, the ITA amended the title of the Committee to the ITA Scrutiny Advisory Group and amended the terms of reference.

3 Terms of Reference

- 3.1 The Terms of Reference are:
- To consider, and give advice or make recommendations to the ITA, on the discharge of its functions;
 - To review or scrutinise decisions made, or other actions taken, in connection with the discharge of the ITA's functions; and
 - To consider, and give advice or make recommendations to the ITA, on matters which affect Tyne and Wear or those who work, live or visit there and which relate to the ITA's functions.
- 3.2 It is not the role of the group to discuss day to day operational issues or complaints.



DATE: 11th July 2013
SUBJECT: General Policy Update
REPORT OF: Clerk to the ITA

PURPOSE OF REPORT

To provide Members of ITA Scrutiny Committee with a brief overview of current national transport policies and outline some of those wider national policies that have a direct link to transport and the ITA's ability to meet its objectives.

RECOMMENDATIONS

Members of ITA Scrutiny Committee are asked to note the report.

BACKGROUND DOCUMENTS

Copies of all documents referenced in this paper (including consultation responses) are available from the contact officers.

CONTACT OFFICERS

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IMPACT ON OBJECTIVES

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



1 Executive Summary

- 1.1 This paper outlines a range of policy decisions, consultations, funding decisions and announcements made by government since the ITA received their last bi-annual update in November 2012. While the paper includes information which may be of interest to ITA members and covers various transport sectors, including road, rail and aviation, it is not an exhaustive list of every policy of relevance to transport.

2 Aviation Policy Framework

- 2.1 The Department for Transport's (DfT) aviation policy framework, published on 22 March 2013, sets out objectives on the issues that affect the development of aviation. The contribution aviation makes to the UK's economy is recognised and the document sets out plans to enable the sector to continue to make a significant contribution to economic growth. The policy also encourages the independent Airports Commission to consider important issues, including climate change and noise.
- 2.2 One of the policy's objectives is to tackle airport capacity issues in the south east. The Davies Commission into airport capacity, led by Sir Howard Davies, will determine what, if any, additional airport capacity might be required to meet the UK's aviation needs in the medium and long term and will be guided by the policy framework. The interim report will be made available towards the end of 2013 and the final report will be published mid 2015.
- 2.3 The policy, which covers the whole of the UK not just the south-east, guides plans at the local and regional level. The policy replaces the 2003 Air Transport White Paper and is underpinned by two principles:
- Collaboration: working together to identify challenges which must be resolved and coming up with a solution; and,
 - Transparency: ensuring that clear, independent information on processes are in place.

3. Better Bus Areas

- 3.1 As discussed at the ITA meeting on 28 March 2013 (agenda item 13), the bidding process for designation of better bus areas commenced on 26 February 2013.
- Bus Service Operators Grant (BSOG) will be gradually phased out in areas that are successful in securing Better Bus Area (BBA) status. Instead, the equivalent funding, plus an additional top-up capital grant of 20%, will be paid to local transport authorities. The funding will be used to support capital and revenue bus schemes,



including real-time-information, new tendered services and bus priority lanes. Schemes must demonstrate an increase in patronage on routes via the improvements implemented.

- 3.2 Bidding is open to all local transport authorities in England, with the exception of those in London. The deadline for applications was 21 June 2013 and successful applicants will be awarded BBA designation on 1 October 2013.

4 Cycling Investment Fund

- 4.1 On 30 January 2013, the government announced a £42 million grant for cycling. The grant is to be used for capital funding and should be spent on infrastructure improvements. Despite a focus on cycling, the benefits of integrated travel are recognised and the government states that they will look favourably upon cycling schemes that enhance the pedestrian environment.
- 4.2 There are two elements to the grant: an urban element and a rural element for national parks. The deadline for applications was 30 April 2013.
- 4.3 Only cities awarded 'City Deal' status as part of the first wave of city deals and those applying to be second wave cities are eligible for the urban element of the grant; Cycle City Ambition Grant. The grant will support the initial two years of a long-term cycling strategy and cities must commit to providing long term funding.
- 4.4 The rural element of the fund is available to areas covered by national parks and funding will be available via the Linking Communities Fund. In order to be successful, bidders must demonstrate how they will enable more people to cycle.

5. Cycle Safety Grants

- 5.1 £40 million has been made available to improve the design and layout of a number of England's roads, with the aim of making cycling safer. £20 million of the fund comes from the DfT and the other £20 million is provided by local authorities as match funding.
- 5.2 78 cycle safety projects in England, including Newcastle City Council's Gosforth Great North Road and High Street scheme and North Tyneside's North Shields – Beach Road scheme, have been awarded a share of the DfT grant. All successful schemes are required to provide match funding and projects must be completed in the next twelve months.
- 5.3 The successful schemes include reallocation of road space, simplification of road layouts, installation of Trixie mirrors, changes in priority, lower speeds, changes in



junction layouts and the provision of bypasses.

6. Door to Door Strategy

- 6.1 The DfT's Door to Door Strategy aims to ensure that journeys made by sustainable transport, such as public transport, are supported by cycling and walking. The strategy, published on the 14th March 2013, sets out how this may be achieved and acknowledges the need to consider the entire journey from door-to-door rather than just one element of it.
- 6.2 There are many different sections within the DfT that contribute to delivering more convenient and efficient journeys by sustainable modes of transport. This strategy acknowledges this, bringing the different areas of work together for the first time.
- 6.3 There are four key areas which need to be addressed if people are to be encouraged to travel sustainably. They are:
- accurate, accessible and reliable information about different transport options for their journey;
 - convenient and affordable tickets, for an entire journey;
 - regular and straightforward connections at all stages of the journey and between different modes of transport; and,
 - safe and comfortable transport facilities.

The strategy focuses on these four key areas and outlines what can be done to encourage people to travel sustainably.

7. Funding for the strategic road network

- 7.1 Five year indicative funding allocations for the strategic road network (SRN) are to be set by the DfT. The DfT has recently published a strategic road network performance specification which covers a number of matters such as; delivery of major schemes, pinch point schemes, asset management, development control, journey time reliability, safety, efficiency and devising route-based strategies.
- 7.2 The document, which was recommended by the 2011 Cook Review into the SRN, outlines the high level performance outcomes from the SRN, which ministers want to be secured by March 2015 and includes a statement of the funds available up until March 2015. The document also includes a summary of the DfT's traffic forecast calculated in 2011, which predicts traffic on the SRN to increase to 88.4bn vehicle miles in 2015 and 122.8bn in 2035. Given expected increases in use, it is important that the strategic road network (SRN) infrastructure is upgraded. This is



particularly important in areas where there are pinch points.

- 7.3 A number of schemes have recently been awarded funding for upgrading the SRN. These schemes include A1/Lobley Hill improvement scheme, New Tyne Crossing and A1/A19 Interchange at Seaton Burn.
- 7.4 Funding has been awarded to implement a scheme which will reduce congestion at the Lobley Hill pinch point on the A1. The project is being co-ordinated by the A1 Western Bypass Programme Board, on which the ITA has officer representation. The programme board, DfT and Highways Agency (HA) are working closely together to ensure that the scheme is progressed.
- 7.5 The New Tyne Crossing Project, commissioned by the TWITA, enhances the SRN and outlines the ITA's commitment to improving the transport infrastructure in the region. Tyne Tunnel 2 completes dualling of the A19 between Northumberland and North Yorkshire resulting in significantly reduced congestion and greatly improved journey times.
- 7.6 The design and delivery of the New Tyne Crossing has been highly commended, with the project winning several awards, including the Institute of Civil Engineering's special Robert Stephenson Award 2012 and Project of the Year accolade at the Royal Institution of Chartered Surveyors North East Renaissance Awards.
- 7.7 It is expected that the three national pilot Route Based Strategies studies, one of which covers the A1 from junction 62 in Durham to Seaton Burn, will be published in the near future. These Strategies are being produced by the Highways Agency on behalf of DfT and are intended to provide a strategic framework for investment in key routes. Works on the Seaton Burn junction are expected to commence in March 2014.

8. Tranche 3 Pinch Point Fund

- 8.1 In April 2013, it was announced that a further 58 schemes will receive funding as part of the third and final phase of the national pinch point programme, bringing the total investment for the 123 scheme programme to £317 million. This figure includes the extra £100 million announced in the 2012 autumn statement.
- 8.2 The A19/A1231 (Wessington Way) scheme will receive £2.59m in funding as part of tranche three of the pinch point programme. The scheme, which will commence in 2014, will consist of works to improve the junction, including the widening to the eastbound approach and improving the operation of the existing traffic signal arrangement to reduce delays and ease congestion.



9. The Local Pinch Point Fund

- 9.1 The government has received over 170 bids from local authorities, requesting more than £400 million from the Local Pinch Point Fund. All seven north east local authorities submitted at least one bid for funding and the North East LEP provided a letter of support for each bid.
- 9.2 The first 10 schemes to be awarded Local Pinch Points funding were announced on 22 March 2013. The 10 schemes will receive £25m from the £190m fund and all will commence in the coming year. The funding must be spent by the end of March 2015.
- 9.3 The successful schemes announced in tranche one are in Buckinghamshire, Cheshire East, East Riding of Yorkshire, Halton, Hull, Northamptonshire, Peterborough, Southampton, Essex and Kent.
- 9.4 On 31 May 2013, it was announced that 62 schemes have secured £165 million of funding from the second tranche of the fund. Six of the successful schemes are in the north east.

North east pinch point schemes which have won funding are:

- Durham County Council - A167 Chester-le-Street, Park Road to Junction 63 Improvement
- Gateshead Council - Team Valley Trading Estate - access improvements
- North Tyneside Council - Four Lane Ends and A188 junction improvements
- Northumberland County Council - Craig End, Landslip, B6344 (near Rothbury)
- Northumberland County Council – Ovingham Bridge Refurbishment
- Sunderland City Council- Sunderland Strategic Junctions Improvement Scheme

10 Rail devolution in the north of England

- 10.1 The DfT's revised timetable for awarding rail franchises has resulted in proposals to devolve the north of England's local rail services to be delayed by two years.
- 10.2 The DfT's eight year timetable for awarding franchises acknowledges the recommendations of the Brown franchising report and limits the number of new franchises to three or four per year. In order to ensure that this number is not exceeded, the DfT intends to extend a number of existing contracts, including those



for Northern and Transpennine franchises. The Northern franchise's contract will be increased by 22 months and the Transpennine contract by 10 months, providing the opportunity for the two franchises to be merged at a shared end-date to the franchises.

- 10.3 Plans to take over the management of Northern and Transpennine rail franchises are being drawn up by local authorities in Greater Manchester, West Yorkshire and South Yorkshire. Whilst the delay to awarding the northern franchise is longer than expected, local authorities developing proposals state that this will provide them with more time to refine the devolved governance arrangements.
- 10.4 In the north east, at officer level, work on rail devolution is being taken forward by the Rail Officers' Working Group (ROWG). This group is chaired by the Director of Rail at Nexus and extends invites to officers from each of the 12 north east local authorities, the North East LEP, Tees Valley Unlimited (Tees Valley LEP) and the Association of North East Councils (ANEC). This group reports to the Rail Devolution Strategic Group (RDSG) – a sub-group of the regional Chief Executives group, with a remit to steer the North East's input and investigation in to rail devolution and in particular manage communication with the RiNE authorities on behalf of ANEC Leaders.
- 10.5 The RDSG recently obtained a decision from Leaders that £300k from the joint NESTI project can be used to inform technical work that might be required to more fully understand the implications of creating an autonomous business unit for NE rail within a wider franchise operation.
- 10.6 A specialist rail consultant has been appointed by the RDSG (contracted via Nexus) to take forward technical work to understand the costs and implications of an autonomous north east business unit. This consultant also provides a resource to ensure NE attendance at technical meetings convened by the RiNE.
- 10.7 The 12 Local authorities have been in constant communication with the RiNE authorities about their proposition for taking control of rail devolution. The first correspondence with the RiNE was initiated in June of last year and the RiNE governance proposition has been through several iterations in recent months.

11. Rail franchising

- 11.1 On 26 March 2013 the DfT outlined the Government's revised approach to rail franchising. The new approach to franchising is intended to:
 - provide long-term certainty to the market;
 - support the DfT's programme of rail investment; and
 - outline the Department's actions to respond to the independent Brown



review.

- 11.2 The DfT's work on rail franchising will receive independent advice and support from the Franchise Advisory Panel. The panel will be headed by Richard Brown, author of the 'The Brown Review of the Rail Franchising Programme', an independent report that explores the future of rail franchising and puts forward a number of recommendations.
- 11.3 The immediate start of the competition for the East Coast franchise was also announced on 26 March 2013. It is intended that the new East Coast Franchise will be in operation by February 2015. The timetable outlining the franchise dates is included as Annex A.

12. Network Rail's long distance rail plans

- 12.1 A study on the 'predict and provide' approach to long- distance rail travel is being conducted by Network Rail. The study examines the demand for travel over distances in excess of 50 miles and the demand for journeys of at least 30 miles where a significant proportion of travel is for business purposes.
- 12.2 The study will look at four scenarios for the country's economy: prospering in global stability, prospering in isolation, struggling in global turmoil and struggling in isolation. The study will predict demand for long-distance travel and the share rail may carry for each scenario.
- 12.3 Four studies will be conducted in total; long distance rail travel, regional urban passenger demand, London and South East passenger demand, and freight.
- 12.4 The draft Long Distance Market Study was published on 27 March 2013 and can be accessed at www.networkrail.co.uk/ltp. The draft document, (released for consultation) seeks to outline how rail will help to deliver 'conditional outputs' that would meet the strategic goals of both current and potential funders. The consultation closes on 28 June 2013.
- 12.5 Responses to rail issues that impact upon the North East have been pro-actively managed on an Association of North East Councils (12 Local Authorities) geographical area. Officers from Nexus and the ITA are involved in these discussions and a response to the consultation will likely be facilitated on this basis.
- 12.6 Network Rail have held several seminars in the North, hosted by Nexus and officers have provided evidence.

13. High Speed Rail 2 (HS2)

- 13.1 Plans for the second phase of High Speed 2 were announced by government on 28



January 2013. The preferred route for the second phase travels north, splitting into two branches. New stations are proposed at Toton (near Nottingham), Manchester, Sheffield, Leeds and Manchester Airport (see appendix A).

A final decision on the route will be reached in 2014 following a public consultation.

13.2 A consultation of the Exceptional Hardship Scheme, which sets out compensation proposals for owners of properties affected by the second phase of High Speed 2, ran from the 28 January 2013 until 29 April 2013.

13.3 Under the scheme, the Government intends to pay more than the minimum statutory compensation of 100% un-blighted value, to home owners affected by HS2. Instead, DfT will award properties affected by HS2 110% of the full un-blighted value and residents will also receive an additional 'home loss payment' of 10% of the property's un-blighted value (capped at £47,000). Only properties situated within 60 metres of the high speed track will be eligible. In addition, a 'voluntary purchase zone' will be established in rural areas which are located immediately outside of the area safeguarded for the HS2 route.

13.4 At present values, the High Speed 2 project is expected to cost £42.6bn having been increased at the Spending Review of June 26 2013. The benefits of the project were expected to be worth approximately £47bn at its previous cost of £34.5bn.

Construction of the high speed line is predicted to start in 2017 and be completed by 2025, with train services between London and Birmingham commencing in 2026.

14. Review of appraisal methodology

14.1 Following a review of their appraisal processes the DfT have published a monitoring and evaluation strategy that outlines their intentions to improve the way in which the department monitors and evaluates transport projects. The strategy sets out a framework for ensuring that good quality monitoring and evaluation evidence is produced, resulting in the right decisions being undertaken and the positive impacts of spending being maximised.

15. The Heseltine Review

15.1 Lord Heseltine's independent report entitled 'No stone unturned in the pursuit of growth' aims to improve the country's ability to grow the economy. The report's 89 recommendations outline how – in Lord Heseltine's view – to:

- inject stability into the economy
- create the conditions for growth, and



- maximise the performance of the UK

- 15.2 The report argues for ‘a major reconfiguration of responsibilities for economic development between central and local government, and between government and the private sector’. At the heart of the report is a case for decentralising economic powers from central government to those who are best placed to understand and address the opportunities and obstacles to growth in their area.
- 15.3 In March 2013, the government responded to Heseltine’s report by publishing a report in which 81 of the 89 recommendations were accepted, either in full or in part.
- 15.4 The response states that the Government will:
- Create a Single Local Growth Fund, allocated through a process of negotiation and using competitive tension to strengthen incentives on LEPs and their partners to generate growth (this has since been referenced in the Spending Review of 26 June 2013 but guidance has not yet been announced);
 - Ask LEPs to develop new strategic multi-year plans for local growth, which will be the basis on which the Government negotiates deals with each LEP for levers, resources and the flexibility over them; and
 - Streamline the management of the EU Structural and Investment Funds in England and align priorities on the basis of the plans led by LEPs.
- 15.5 The Single Local Growth Fund will incorporate transport, housing and skills funding, and possibly other economic growth-related funding streams. There will be no ring-fencing within the fund and appropriate accountability structures at local and national levels must first be in place to deliver this step change and it will be up to local areas to determine which governance structure is right for them. Further details are expected before the summer recess of Parliament.

16. Local Major Schemes devolution

- 16.1 Democratically accountable Local Transport Bodies (LTBs) will be responsible for establishing a programme of local major scheme priorities for delivery beyond 2015. Whilst LTBs will oversee the delivery of individual schemes, they will not be required to deliver them. This responsibility will remain with local authorities and other relevant delivery agencies.
- 16.2 An Assurance Framework, outlining the governance arrangements for the North East Local Transport Body (NELTB), has been produced and submitted to the DfT for approval in February 2013. The ITA Delegated Committee signed off the Assurance Framework 14 February 2013 and, at their meeting on 28 March 2013, the Full ITA Committee was updated on progress towards establishing a LTB and developing a



prioritised programme of local major schemes.

- 16.3 Parts 1 and 2 of the Assurance Framework have now been approved by the DfT, as such the NELTB will be formally established. The NELTB, which will meet as part of the LA7 Leadership Board, will be responsible for managing the delivery of schemes and allocating funding in the north east. The NELTB will consist of eight voting members (the seven local authorities plus the Tyne and Wear Integrated Transport Authority) and one non-voting member (the North East Local Enterprise Partnership).
- 16.4 The DfT has indicated that the NELTB will receive £46.7m for major schemes for the period 2015-19 – however this is subject to ratification following the Spending Review Announcement of 26 June 2013. The number of schemes proposed for funding exceeds the available funding; therefore a prioritisation process, which is concerned with policy fit, deliverability and value for money, is underway. The Senior Officers Transport Advisory Group (SOTAG) is currently managing the process to prioritise and fund major schemes, with assistance from JMP Consultants Ltd. The final decision on prioritisation will be made by the NELTB.
- 16.5 SOTAG membership consists of the seven north east local authorities, the TWITA, Nexus and the NELEP. The group reports to the LA7 Leadership Board (The NELTB) via the LA7 Economic Directors and LA7 Chief Executives groups.
- 16.6 The DfT have directed all LTBs nationally to provide different packages of scheme options to reflect the potential for plus or minus 30% the level of identified funding. The NELTB must provide a list of prioritised schemes to the DfT by the end of July 2013.

17. North East Independent Economic Review

- 17.1 In September 2012 the North East Local Enterprise Partnership announced that it had asked Lord Andrew Adonis to lead an independent review of the area's economy. The review team Lord Adonis established was asked to prioritise growth and productivity in a short list of priority actions.
- 17.2 The independent review recommended that additional powers and resources – within a proposed Combined Authority (CA) – should promote better transport, skills and economic development. Specifically in relation to transport the review recommended two main strands:
- Set up 'Transport North East', a capable new transport agency to serve the CA, tasked with producing and delivering the Transport Strategy for the CA, using pooled funding in a proposed North East Infrastructure Fund; and
 - In parallel with this, all partners should adopt the recommended immediate



transport priorities (identified within the review) for roads, public transport air and sea, and speak with a single regional voice to promote them to stakeholders and government.

- 17.3 The North East Local Enterprise Partnership is yet to formally respond to Lord Adonis' independent review.

18 Next Steps

- 18.1 Policy Seminars will take place every non-ITA committee month. The full ITA committee will receive a further update report in November.

19 Potential impact on objectives

- 19.1 Some of the policies outline in this report could potentially have an impact on the ITA's key objectives.

It is anticipated that the following policies will have an impact on the objective: to support economic development and regeneration;

- Local Major Schemes Devolution
- Local Pinch Point Fund
- Tranche Three Pinch Point Fund
- Government's Response to the Heseltine Review- particularly the introduction of a Single Local Growth Fund
- North East Independent Economic Review

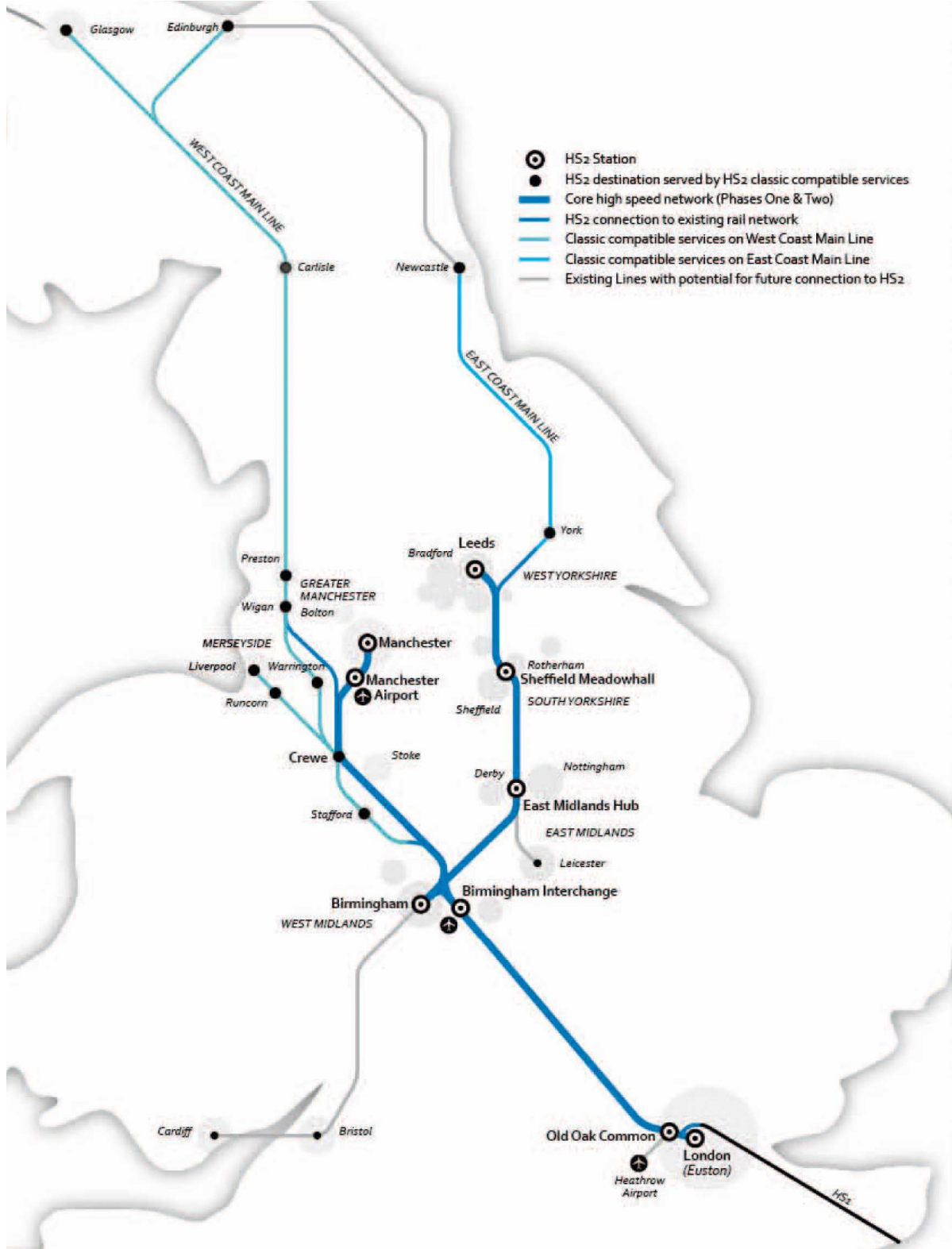
The following policies are expected to have an impact on the objective: to support safe and sustainable communities;

- Cycling Investment Fund
- Cycle Safety Grants
- Door to Door Strategy

All three of these policies aim to make sustainable travel easier and safer.



Appendix A High Speed 2 Route Map



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DATE: 11 July 2013
SUBJECT: ITA Scrutiny Advisory Group - Work Programme for 2013-14
REPORT OF: Policy & Information Officer

PURPOSE OF REPORT

This report provides members with background information to help inform development of the work programme for 2013/14.

RECOMMENDATIONS

The Scrutiny Advisory Group is recommended to:

1. Discuss and agree a work programme for 2013/14, taking into account: the terms of reference, areas considered by the group during 2012/13 and the current policy context.
2. Comment on meeting arrangements and working methods (ie number of agenda items, reports, and visits) and indicate if any officers and/or external representatives are to be invited to attend in relation to specific items.

BACKGROUND DOCUMENTS

n/a

CONTACT OFFICERS

Karen Christon karen.christon@newcastle.gov.uk 0191 211 5024

IMPACT ON OBJECTIVES

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



1 Executive Summary

- 1.1 This report provides members with a draft work programme for 2013/14 for discussion and some background on areas they may wish to consider in its development.

2 Background Information

- 2.1 The purpose of the ITA Scrutiny Advisory Group is to review and scrutinise decisions made in connection with the discharge of the authority's functions and make reports or recommendations to the authority on matters which affect Tyne and Wear and its inhabitants and which relate to the authority's functions.
- 2.2 Appendix A provides a copy of the scrutiny report for 2012/13, as circulated in April 2013. In summary the group considered the following main areas during the year:
- Bus Strategy Delivery Project
 - Tyne Tunnel refurbishment works
 - Cycling in Tyne & Wear
 - Developments across the rail industry
- 2.3 In July 2012, the advisory group agreed to consider a fewer number of agenda items at each meeting, in order to provide the capacity for more detailed scrutiny to take place.

2 Scrutiny Principles

- 2.1 The Centre for Public Scrutiny has published four principles of effective scrutiny:
- Constructive 'critical friend' challenge
 - Enables the voice and concerns of the public and its communities to be heard
 - Carried out by independent people who take responsibility for their role
 - Helps to drive improvement in public services.
- 2.1 In discussing the key issues for scrutiny during 2013/14, the advisory group should ensure that the topics:
- Provide timely and purposeful challenge to the ITA
 - Reflect areas of public interest or concern
 - Are strategic, focusing on Tyne & Wear issues
 - Enable meaningful involvement with partners, stakeholders and the public
 - Contribute to continuous service improvement
 - Have a clear scrutiny outcome



3 Working Methods

- 3.1 In developing the work programme the advisory group can consider:
- Inviting officers, partner representatives and members of the ITA to attend to present and discuss key items;
 - The use of short-term task and finish groups, which will provide additional capacity to focus on a specific work programme topic; and
 - Organising visits to view key projects and gather information to help inform further discussion.

4 Work programme 2013/14

- 4.1 The Advisory Group will meet four times a year, at 13:00 on the 2nd Thursday of the month. Dates for meetings in 2013/14 are:
- 11 July 2013 – Newcastle
 - 10 October 2013 – Gateshead
 - 9 January 2014– Sunderland
 - 10 April 2014 – South Tyneside
- 4.2 Meeting on this basis, the group will need to carefully consider its choices in terms of subjects chosen, timescales and capacity.
- 4.3 To help inform discussion a draft work programme is provided at Appendix B for members to consider.
- 4.4 In developing the work programme, members may particularly wish to consider:
- Areas of particular public interest or concern
 - Any work that needs to be carried forward from the 2012/13 work programme
 - The policy context (to be discussed at this meeting)
 - Key areas for ITA decision during 2013/14 (the schedule of ITA meetings is attached at Appendix C)

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ITA Scrutiny Advisory Group

Annual Review 2012/13

The Scrutiny Committee was established in 2003, as an independent body of elected members outside the ITA structure whose purpose is to scrutinise, challenge and hold the ITA to account. Members are appointed annually by the five Tyne & Wear Districts. Each District appoints two Councillors, with the option that 2 additional members from minority parties can be appointed, if not represented in the initial 10 nominations. To ensure independent advice - and visible separation between scrutiny and those being scrutinised - Councillors are not members of the ITA. Scrutiny appoints its own Chair and Vice Chair and agrees its own work programme.

In May 2012 at the AGM of the ITA Committee it was agreed to amend the title of the ITA Scrutiny Committee to the **ITA Scrutiny Advisory Group**. The terms of reference were also adapted and now are as follows;

1. To consider, and give advice or make recommendations to the ITA, on the discharge of its functions.
2. To review or scrutinise decisions made, or other action taken, in connection with the discharge of the ITA's functions.
3. To consider, and give advice or make recommendations to the ITA, on matters which affect Tyne and Wear or those who work, live or visit there and which relate to the ITA's functions.

In 2012/13 the Scrutiny Advisory Group met 3 times, in July, October and February. The meeting in April was cancelled due to work programming difficulties arising from the Easter break falling early. It is proposed that information relevant to the current policy topic will be circulated to the Group members during May to ensure continuity of communication until the next meeting in July 2013. The attendance at meetings during 2012/13 averaged 61%.

Work Programme

The work programme for 2012/13 was discussed and agreed by the Group at their July 2012 meeting. In developing the work programme, the group considered the following key questions;

- Will topics provide timely and purposeful challenge to the ITA?
- Will topics address known resident concerns and feedback?

- Will topics be strategic and focussed on Tyne and Wear issues?
- Will topics enable meaningful involvement with partners, stakeholders and the public?
- Will topics provide evidence of good scrutiny outcomes based on the Centre for Public Scrutiny four principles;

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

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

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

...drive improvement in public services

Set out below is a summary of the work of the Scrutiny Advisory Group in 2012/13.

Principle	Evidence
To provide critical friend challenge to executive policy-makers and decision-makers	<ul style="list-style-type: none"> • The Group continued to base agenda items on the ITA's forward plan providing, wherever possible, pre-decision scrutiny. • The Group received a Transport policy update to ensure meaningful and current policy topics are reviewed. • The Group discussed the Bus Strategy Delivery Project and the potential options of Quality Contracts or voluntary Partnerships, and received a presentation from Nexus. • The Group will continue with this topic and intend to invite representatives from NEBOA (North East Bus Operators Association)
To enable the voice and concerns of the public and its communities to be heard	<ul style="list-style-type: none"> • The Group visited the pedestrian/cycle Tyne Tunnel to review the public provisions during closure whilst the planned refurbishment works takes place. • The Group received an information report on Cycling in Tyne and Wear, which informed members of the work being undertaken by partners across Tyne and Wear to support and promote cycling.
To carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process	<ul style="list-style-type: none"> • The Group agreed meeting times and venues to make arrangement convenient for all members. • The Group continued to have single item agendas to support more in-depth scrutiny of key issues.

To drive improvement in public services

- The Group received a presentation from Nexus which outlined recent developments across the rail industry, and Nexus role.
- The Group discussed the Governments command paper “Reforming our Railways” and invited a representative from the RMT Union to hear their views on the reforms.

Membership of the Scrutiny Committee 2012/13



David Tate
[Chairman]
Sunderland



Muriel Green
North Tyneside



Tom Graham
Gateshead



Richard Porthouse
South Tyneside



George Pattison
Newcastle



Neville Padgett
[Vice-chair]
Sunderland



David Ord
North Tyneside



Malcolm Graham
Gateshead



Bob Watters
South Tyneside



Stephen Fairlie
Newcastle



David Sarin
North Tyneside

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ITA Scrutiny Advisory Group 2013/14

Meetings:

11 July 2013 – Newcastle

10 October 2013 - Gateshead

January 2014 - Sunderland

10 April 2014 - South Tyneside

Work Programme:

Meeting	Item	Lead officer	Purpose
July	Appointment of Chair & Vice Chair		
	Terms of reference and draft work programme for 13/14	Scrutiny Officer	For comment
	Policy update (6-monthly)	Policy Officer	For information
	Metro – August line closure between South Gosforth and Jesmond.	Nexus	Look at assessment of impact and preparation for the closure, with particular focus on mitigating actions that have/will be taken in relation to the impact on passengers (particularly disabled users), local businesses and connections to onward travel ie Central Station, Ferry Terminal, Airport. Note some elements have already been contracted by NEXUS and scrutiny will not be able to influence any changes on these.
October	McNulty Review and rail devolution	Raymond Johnston, Director of Rail & Infrastructure (Designate), Nexus	Continuation of previous discussion. A summary of the current position was circulated to members on 11 April 2013. NEXUS, to attend to outline the responsibilities of NEXUS locally with regard to rail.
	Officer governance arrangements	Policy Officer	Review new working arrangements discussed at ITA in May, with updated information on task & finish and theme groups and their ToR.
January	Policy update (6-monthly)	Policy Officer	Update report, for information.
	Smart ticketing	John Fenwick, Nexus Tobyn Hughes, Nexus	Review of implementation and roll out including links being made for other uses of the card.
	Cycles on the Metro	Tobyn Hughes, Nexus	The trial of cycles on the Metro is linked to completion of car refurbishment – due to be completed Dec 2015. In the meantime, Nexus are implementing improvements to cycle

Meeting	Item	Lead officer	Purpose
			parking provision etc to further integrate cycles and public transport modes. Members may wish to review this and may wish to invite a rep from the cycle users group to attend.
April	Review of the ITA work programme and delivery of key activities	Nexus	
	ITA Scrutiny Advisory Group annual report 12/13	Scrutiny Officer	For comment.

Other potential areas to schedule during 2013/14
Visit – Tyne Tunnel pedestrian tunnel refurbishment, due to be completed June 2014
Bus Strategy Delivery Project – due to be considered by the ITA in July
LTP Resources – use of unringfenced funding allocated across the districts for local transport schemes

Areas for future years
Cycles on the Metro – Trail of cycles using the Metro. This is linked to Metro car refurbishment which is due to be completed by December 2015.



ITA Chairman and Vice-Chairmen's pre-agenda meeting	ITA Meetings	ITA Policy Seminars Away Day Annual Inspection and Tour
10am on 3 rd Monday, bi-monthly, Nexus House	10am on 4 th Thursday, bi-monthly, Newcastle Civic Centre	9.30am on 4 th Thursday in the month when the ITA does not meet, Nexus House or Newcastle Civic Centre or on site
	23 May 2013 - Annual Meeting	27 June 2013 – Induction and Information Session, Newcastle Civic Centre
	July 2013 (to be confirmed) - possible special meeting on the Bus Strategy Delivery Project	
15 July 2013	25 July 2013	29 August 2013 – Annual Inspection and Tour (details to be confirmed)
16 September 2013	26 September 2013	24 October 2012
18 November 2013	28 November 2013	
13 January 2014	23 January 2014	27 February 2014
17 March 2014	27 March 2014	24 April 2014
	22 May or 29 May 2014 - Annual Meeting	

ITA Metro Sub-Committee
Thursday, 4 meetings a year, Newcastle Civic Centre
Thursday 11 July 2013 at 9am
Thursday 7 November 2013 at 10.30am
Thursday 6 February 2014 at 10.30am
Thursday 3 April 2014 at 10.30am

ITA Audit Committee
2pm, 3 meetings a year, Newcastle Civic Centre
Friday 5 July 2013
Wednesday 18 September 2013
Friday 21 February 2014

ITA Standards Committee
Following the conclusion of the Audit Committee, 3 meetings a year, Newcastle Civic Centre
Friday 5 July 2013
Wednesday 18 September 2013
Friday 21 February 2014

ITA Scrutiny Advisory Group1pm on 2nd Thursday, 4 meetings a year

11 July 2013 (Newcastle Civic Centre)

10 October 2013 (Gateshead, Civic Centre)

9 January 2014 (Sunderland Civic Centre)

10 April 2014 (South Tyneside Town Hall)

ITA Tyne Tunnels Working Group

10am on Friday, 4 meetings a year, TT2 Management Building

7 June 2013

13 September 2013

13 December 2013

14 March 2014

ITA Local Transport Plan Working Group10.30am on 2nd Thursday, 4 meetings a year, Newcastle Civic Centre

11 July 2013 at 11 am

10 October 2013

12 December 2013

10 April 2014

ITA Equality and Diversity Working Group10.30am on 3rd Thursday, 2 meetings a year, Newcastle Civic Centre

17 October 2013

17 April 2014

ITA Bus Strategy Working Group (serviced by Nexus)

10.30am on Thursday, as and when required, Newcastle Civic Centre

13 June 2013 (cancelled)

3 October 2013

5 December 2013

6 March 2014