



## Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group



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25th anniversary

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Meeting to be held on Thursday 14 February 2013 at 1.00 pm at the Tyne Tunnel Offices

Membership: Cllr N Padgett, Cllr S Fairlie, Cllr M Graham, Cllr M Green, Cllr G Pattison, Cllr D Tate, Cllr R Porthouse, Cllr D Sarin, Cllr B Watters, Cllr T Graham and Cllr D Ord

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This agenda is available at [www.twita.gov.uk](http://www.twita.gov.uk)

Members are reminded to sign the attendance list.

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### AGENDA

Page

1. Welcome and Introductions
2. Apologies for Absence
3. 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 Communities 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.

4. Minutes of Previous Meeting Held on 11 October 2012 1 - 6
5. Matters Arising
- (a) Update on bus Strategy Delivery Project 7 - 12

Background paper:

ITA Committee 24 January 2012 Item 7 Bus Strategy Delivery Project Update

- (b) **Cycles on the Metro - request to defer update to April** **13 - 32**

Background paper:

ITA Committee 2 November 2012 Item 11 Cycling in Tyne and Wear

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

Members will receive a verbal update at the meeting.

**Key Items**

- 6. Reforming Our Railways** **33 - 34**

RMT response to the McNulty Review: Michael Thompson of the RMT will give a presentation to members.

- 7. Pedestrian/Cycle Tunnel Planned Refurbishment Works**

Members will received a presentation from Paul Fenwick, Project Director, New Tyne Crossing

- 8. Agenda Items for the meeting on 11 April 2013**

The next meeting of the Integrated Transport Authority Scrutiny Advisory Group will be held on 11 April 2013 at 1.00pm

- 9. Date and Time of Next Meeting**

Next meeting of the Integrated Transport Authority Scrutiny Advisory Group will be held on **11 April 2013 at 1.00pm, South Tyneside Town Hall.**

- 10. Walking Tour of Tunnel**



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## Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group

11 October 2012  
(1.10 - 2.45 pm)

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### **Present:**

Councillor: D Tate (Chair)

Councillors: N Padgett, Fairlie, M Green, G Pattison, D Tate and T Graham

### **In attendance:**

**J Davison** Policy and Information Officer, Newcastle City Council  
**T Hughes** Nexus  
**G Robinson** Nexus  
**L Camsell** Democratic Services, Newcastle City Council

### 11. **WELCOME AND INTRODUCTIONS**

The Chair welcomed everyone to the meeting and everyone present introduced themselves.

### 12. **APOLOGIES FOR ABSENCE**

Apologies were received from Cllr Watters, Cllr M Graham, Cllr Ord, Cllr Sarin and J Fenwick (Nexus).

### 13. **DECLARATIONS OF INTEREST**

Declarations of Interest were noted and members reminded that all declarations were now held with the individual authorities.

### 14. **MINUTES OF THE ITA SCRUTINY ADVISORY GROUP HELD ON 12 JULY 2012**

The minutes of the meeting held on 12 July 2012 were agreed as a true record and signed by the Chair.

Matters arising:-

Minute 7 – Members were informed that the additional member was Councillor David Ord from North Tyneside.

Minute 7 – After discussion members agreed that they would walk through the tunnel and back.

Minute 8 (Health and Social Care Act) refers – Members were advised to raise any issues with Graham Grant.

Minute 9 – With reference to the East Coast Main Line Franchise Consultation, it was suggested that in light of the problems that have arisen from the West Coast Franchise common sense should prevail and the consultation reopened.

Minute – Referring to Newcastle Central Station and the work to upgrade passenger facilities it was suggested and agreed that there should be toilet provision on both sides of the bridge. Officers from Nexus were to provide a response to the Policy and Information Officer.

## 15. **BUS STRATEGY DELIVERY PROJECT: PROGRESS UPDATE**

Submitted: report by Director of Customer Services, Nexus (previous circulated and a copy attached to the Official Minutes).

Tobyn Hughes gave the Board a presentation on the Strategic Assessment – draft priorities (copy of presentation material attached to Official Minutes). He explained that the purpose of the presentation was:-

- To set out the key elements of the Bus Strategy.
- To explain the two parallel workstreams in the Bus Strategy Delivery Project.

Members discussed several aspects of the presentation and the following comments were made/queries raised:

Why buses matter:

- It was acknowledged that buses were an essential public service used for shopping, school journeys and travel to work. Referring to the decline in passenger usage it was explained that since 1999 it had become possible to identify the types of people who travelled by bus. Despite the falling numbers there was still a high level of passenger satisfaction. Members discussed the withdrawal of services when routes were no longer viable.

Today's problem:

- There is a complicated market for passengers with the majority of services provided by 3 major operators and Nexus. Each operator has its own fare system and age related rates; for example fares for the under 16's were common across all operators, rates for over 16 were inconsistent and Go North East have a fare system in operation for passengers under 19. Such charging caused confusion amongst the public. Referring to routes that were withdrawn or revised members commented that this action only led to dissatisfaction whereby people stopped using a certain service.
- When new housing estates or out of town shopping centres are built the provision of public transport is not always resolved during the process.

- Members' attention was drawn to a consultation document by the Department for Transport (DfT), Better Bus Areas; one element of the governments review of subsidies to bus operators. One of the proposals in the consultation is that areas pursuing partnerships would be eligible to apply to become a 'Better Bus Area' and potentially receive additional BSOG, which could be seen as an advantage when compared to areas with a Quality Contracts Scheme in place which would not be eligible.

Members felt that this was a dilemma for the Integrated Transport Authority - should they become a 'Better Bus Area' or develop 'Quality Contracts'. Toby Hughes assured members that as yet no decision had been made by DfT; this was a consultation document and officers will need to consider all risks and benefits. A member referred to the view held by the public in that local authorities already control the bus network. As buses were seen as a public service people did not understand why elected members could not exert any influence when routes/fares were changed. Furthermore, public perception was not easily changed. Bus operators also needed to realise that public transport should consider economic and social needs.

#### Where we want to be

- It was clear that a better public service was needed, one that was transparent with fares that were easy to understand and with clear branding.
- The current services do not provide value for money and actions were needed to stop the decline in passenger numbers. Members were aware that it is important to demonstrate that profits are reinvested and that tax payers money – currently Tyne and Wear operators receive 45% of their income from the tax payer – is used to provide services that they the public want and need.
- To achieve transparency an accountable body will need to be established; this body will be responsible for encouraging local transport authorities and bus operators to work together to improve services.

#### A Better public service

- The Integrated Transport Authority now has two options for consideration one of which is the Quality Contracts Scheme.

This type of scheme would see the Local Transport Authority assuming responsibility for fares, routes, frequencies and standards. Members were informed that no local buses will be able to operate within Tyne and Wear without the consent of the LTA. The private operators would be invited to apply for tenders with profits re-invested in services. It is envisaged that Quality Contracts will introduce competition which in turn will provide better services and improved integrated fare systems.

- Members referred to the routes often provided by small family firms; services which they deemed to be more reliable. Concerns were raised that contracts would be written in such a way that would preclude the smaller companies from bidding. A question was put as to whether the smaller operators could be protected to which officers replied that they were aware of the services provided by the smaller companies.

- Another member raised issues about the bus operators not from the Tyne and Wear area who ran services into Newcastle e.g. from Carlisle, Hexham and Berwick. Officers were asked if these operators would in effect need written permission to enter the Tyne and Wear area. The committee was informed that discussions were still taking place to decide how this will work.
- A discussion took place about the historic routes that were provided by small operators. These were often small family firms who provided a service to outlying villages. These 'old' routes were for social and economic purposes but when the larger operators took over many of the routes they also forced out the small companies. Over time, services to the outlying villages were reduced or taken away.
- When asked by the Chair about implementation of Quality Contracts scheme T Hughes replied that there were significant risks. The bus operators are opposed to the scheme and have indicated that they are prepared to instigate a legal challenge.

#### Voluntary Partnerships

- Members were informed that the ITA had instructed officers to consider the possibility of voluntary partnerships as an alternative way of implementing the ITA's Bus Strategy to a Quality Contracts Scheme.
- Members queried whether the Voluntary Partnerships as discussed were different to the old voluntary agreements that used to be in place. A member informed the committee that she had asked Arriva if they could provide a 'community service' that would enable people to attend GP appointments etc. Arriva had stated that it was impossible to provide such a service.

The Chair thanked T Hughes for his presentation.

**RESOLVED** that –

The report be received.

#### 16. **INFORMATION ITEMS**

##### (a) **ITA Annual report 2011/12 Scrutiny report**

Submitted: report by Policy and Information Officer (previously circulated and a copy attached to the Official Minutes).

**RESOLVED** that –

The ITA Annual Report 2011/12 be received.

##### (b) **ITA and ANEC responses to the Coast Franchise consultation**

Submitted: ITA and ANEC responses to the InterCity East Coast Franchise Consultation (previously circulated and a copy attached to the Official Minutes).

The Chair asked whether the submission from the ITA could be altered.

**RESOLVED** that –

The response of Nexus (Tyne and Wear Passenger Transport Executive) be noted.

17. **DATE AND TIME OF NEXT MEETING**

The next meeting will be held on 14 February 2013 at 1.00pm at the Pedestrian Tyne Tunnel.

The Chair requested that committee members be sent a copy of the time table of services for over the Christmas period.

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**DATE:** 24 January 2013  
**SUBJECT:** Bus Strategy Delivery Project Update  
**REPORT OF:** Director General, Nexus and the Acting Clerk to the Authority

## PURPOSE OF REPORT

To update Members on progress made in the Bus Strategy Delivery Project.

## RECOMMENDATIONS

Members are recommended to :

- a) Note the position regarding development of the draft Quality Contracts Scheme (QCS); and
- b) Note the developing discussions regarding a potential Voluntary Partnership Agreement (VPA);

## BACKGROUND DOCUMENTS

The ITA's Bus Strategy for Tyne and Wear 2012

<http://www.nexus.org.uk/sites/nexus.org.uk/files/documents/page/Bus%20Strategy.pdf>

## CONTACT OFFICERS

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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**

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- 1.1 Development of the QCS proposal continues, and further engagement is recommended with adjacent Local Authorities and bus employees before the proposals are finalised.
- 1.2 Discussions with local bus operators regarding the development of an alternative VPA proposal have been positive, although the proposal to date falls short of expectations in a number of areas. It is hoped that this can be improved upon.
- 1.3 It is proposed that a further report be brought to the ITA in late Spring/early Summer 2013, containing a comparison between the options available and a recommendation over a way forward.

## **2 Background**

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- 2.1 At its meeting in November 2011, the ITA instructed Nexus to:
  - a) prepare a draft QCS proposal for Tyne and Wear; and
  - b) explore with bus operators and District councils the scope for developing meaningful quality bus partnerships as a possible alternative delivery route for better buses.

The parallel workstreams are being taken forward by Nexus through a project known as the 'Bus Strategy Delivery Project' (BSDP).

- 2.2 The three Bus Strategy objectives that the project seeks to achieve are:
  - Arrest the decline in bus patronage
  - Maintain (and preferably grow) network accessibility
  - Deliver better value for public money
- 2.3 At its meeting in September 2012 the ITA received a progress update from the Acting Clerk and the Director General, regarding the development of both the QCS proposal and the VPA. At that time it was envisaged the development of both options would be sufficiently advanced in order to allow them to be presented to the ITA at the January meeting.
- 2.4 Members are reminded that the ITA has not determined any course of action with regards to the implementation of any aspects of the BSDP; at this point in time no recommendation has been made, nor decision taken by the ITA, to implement a QCS or an Operator Partnership.



### **3 Draft Quality Contracts Scheme Proposal**

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- 3.1 Nexus has continued to develop the QCS proposal after a period of informal consultation with key affected parties. The feedback received was very helpful in identifying areas where consultees felt that the proposals contained in the working draft could be improved, were based on incomplete assumptions, or where risks were not fully taken into account. The continued development of the proposal has taken all relevant feedback into account.
- 3.2 The proposal is now largely complete, and presents a range of initiatives designed achieve the ITA's Bus Strategy Objectives including growing bus patronage.
- 3.3 Key features of the QCS proposal are:
- A stable bus network based on the existing network but with locally-determined enhancements
  - Network stability through a transparent process, with changes limited by pre-set conditions established by the ITA
  - A simple fare structure that is common to all forms of public transport, with a slight overall reduction in the average fare paid, and future fare increases capped at 0.5% above the RPI
  - New fares for 16-18 year olds that are equivalent to fares for under 16s
  - Oyster-style smart ticketing using the Pop Card
  - Gold Card extended to cover peak hour travel on bus and Metro
  - Real-time information from all buses
  - Measures to maintain and improve bus punctuality
  - Improvements for disabled customers
  - Euro IV fleet standard from the start of the QCS, with Euro V required for all new vehicles thereafter
  - A permanent reduction in public subsidy consistent with the previous reductions in the ITA levy.
- 3.4 Whilst clearly implementing these features within the public transport network would offer significant benefits to users and improvements to value for money for public expenditure, their implementation would potentially incur risks related to: the transition from an unregulated system to a regulated one; the potential



transfer of current bus staff to new employers; and the transfer of bus revenue risk from the private sector to the ITA in return for the ability to control fares and service specification. Detailed work is being carried out to mitigate against the risks to the greatest extent possible.

- 3.5 The informal consultation process and subsequent further consultation with key stakeholders highlighted a need to carry out more detailed engagement with adjacent Local Authorities who may be affected by the proposals in order to further mitigate these risks. It is proposed that this should take place over coming months, before pre-consultation draft proposals are presented to the ITA. Whilst the proposals remain in working draft form, it is not intended to release them publicly.
- 3.6 If the ITA should determine in future to take forward the development of any QCS proposal, the next step would be to commence formal public consultation over the draft scheme. This would entail a wide-ranging engagement exercise to allow all affected parties including bus customers, bus company employees, local businesses and local councils, to have an opportunity to comment on the proposals.

#### **4 Operator Partnership Discussions**

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- 4.1 The North East Bus Operators Association (NEBOA) submitted a proposed Voluntary Partnership Agreement (called 'Better By Far') to Nexus on 30<sup>th</sup> October 2012. NEBOA representatives then presented the proposals to ITA members at a meeting on 9<sup>th</sup> November 2012.
- 4.2 The VPA proposal contains the following:
- A new range of bus-to-bus tickets and fares for 16-18 year olds
  - A commitment to no network changes for the first year of the agreement
  - When a bus breaks down, an ability to transfer to the next available bus regardless of operator, at no additional cost
  - A commitment to consult passengers over route changes
  - A common Customer Charter setting out what customers can expect from bus services
  - A saving of £0.25 million in the first year by converting some secured services to commercial
  - An ongoing dialogue regarding service development through a series of



partnership boards

- 4.3 Whilst engagement with NEBOA has been very constructive and its efforts to develop a multi-operator partnership agreement are appreciated, the proposal on offer at present regrettably falls short of the ITA's expectations in terms of the Bus Strategy:
- it is unclear how the proposition would arrest bus patronage declines or grow patronage over the longer term;
  - the governance arrangements proposed offer very few reassurances over the future stability of the bus network;
  - the £0.25m annual savings in secured services proposed are relatively modest in the context of the circa £62m of public funding currently made available to bus operators in Tyne and Wear, and do not indicate acceptance of a shared responsibility to manage the significant reductions in public funding whilst protecting front-line services; and
  - Members have raised a number of other concerns, including whether the proposed capital investment by operators is higher under the partnership proposal than it would otherwise be, whether the partnership would have an influence over future fare increases, and the minimum standard of vehicles to be used in a partnership.
- 4.4 The Director General has explained these concerns to NEBOA, and it is hoped that NEBOA will present an improved offer. It is therefore recommended that detailed discussions continue over coming months, in order to achieve the best possible partnership proposals for all parties.
- 4.5 If the ITA should determine in future to take forward the development of any VPA, it is expected that the agreement could be in place within six months of such a decision.

## **5 Next Steps**

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- 5.1 Further engagement will take place with adjacent local authorities, to ensure that any Quality Contracts Scheme proposals provide benefit to their areas. Engagement will also continue with trade unions representing bus employees, to ensure that employees are fully aware of the impact of emerging proposals on them.



- 5.2 Further discussions will take place with NEBOA in order to develop the best possible partnership proposal. The ITA may wish to meet NEBOA informally to discuss emerging proposals.
- 5.3 It is expected that the ITA will now receive a comparison of both proposals in late Spring/early Summer 2013. This comparison will be carried out by Nexus with the assistance of independent advisers.
- 5.4 As advised to the ITA in November 2011 the expected costs of the Bus Strategy Delivery Project to this stage are £600<sup>k</sup>. Of this amount, £314<sup>k</sup> of expenditure has actually been incurred to the end of December 2012 (£268<sup>k</sup> on external consultants, and £46<sup>k</sup> on internal costs) in the development of both the draft QCS and the VPA proposal. The costs of any formal public consultation are expected to be contained within the original estimate.

## **6 Potential impact on objectives**

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- 6.1 Successful delivery of the Bus Strategy is intended to:
- support economic development and regeneration and safe and sustainable communities by maintaining or growing access to key facilities, services and employment sites by public transport;
  - address climate change by increasing the use of public transport and thus reducing harmful emissions generated by use of the private car, and by promoting the use of fuel-efficient vehicles.



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REPORT FOR INFORMATION

**DATE:** 22 November 2012  
**SUBJECT:** Cycling in Tyne and Wear  
**REPORT OF:** Acting Clerk and Treasurer to the ITA and Director General, Nexus

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## PURPOSE OF REPORT

To inform Members of the work undertaken by Plan Partners across Tyne and Wear to support and promote cycling.

## RECOMMENDATIONS

That the actions and initiatives undertaken on behalf of the ITA be noted.

## BACKGROUND DOCUMENTS

Keep Tyne and Wear Moving LTP3: The Third Local Transport Plan for Tyne and Wear

## CONTACT OFFICERS

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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



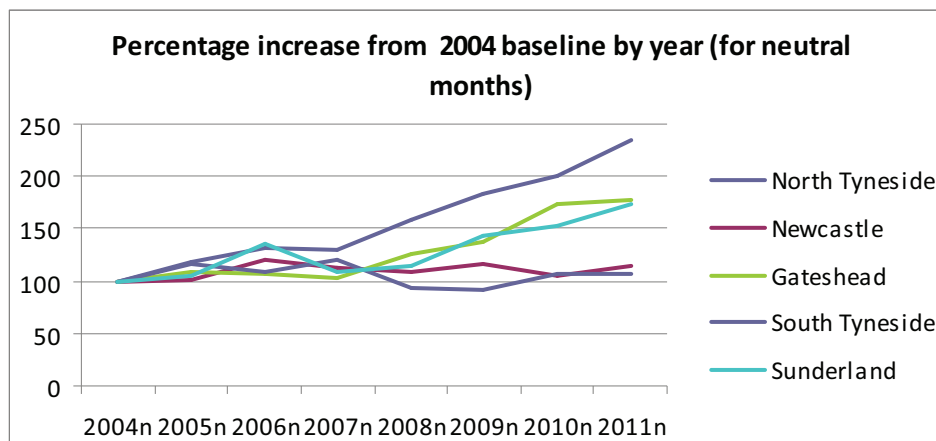
**1 Executive Summary**

1.1 The ITA’s role in providing a strategic lead to Plan Partners for cycling will be tested in the coming months when Members are asked to set targets in respect of cycling for the LTP3. This report provides members with a brief background to cycling in the sub-region and outlines the projects and interventions being undertaken by Plan Partners on behalf of the ITA in advance of this target setting.

**2 Introduction and Background**

2.1 The importance of cycling is outlined by the ITA in its adopted ten-year strategy to 2021, LTP3. In it, the ITA recognises that “cycling is one of the most sustainable transport modes and offers tremendous potential for improving our society’s health, environment, economic efficiency and mobility.” Within LTP3 the ITA commits itself and constituent delivery partners to “growing the proportion of daily cycling journeys in Tyne and Wear and emphasising that cycling is not a specialist activity for the very fit; we wish to assert that, in common with other parts of Europe, cycling is for everyone and can be a routine part of everyday life, catering for journeys to work, education, shopping or leisure (around 2/3 of the journeys the public makes are under two miles).”

2.2 Nationally, the popularity of cycling has grown over recent years. This is also clear from statistics and monitoring in the sub-region:



These statistics are collected from those routes where there are cycle counters across the sub-region. However officers are confident that these counters do not fully reflect the scale of growth seen in cycling in the sub-region over this time period – and have asked the LTP Monitoring Group to consider ways of more accurately recording growth. A further illustration of the range of growth cycling





	<p>has seen is illustrated in the range of additional cycle parking facilities installed across the sub-region to cater for demand.</p>
2.3	<p>The resurgence of cycling nationally is likely related to various factors including:</p> <ul style="list-style-type: none"><li>- The expansion of the National Cycle Network to over 13,500 miles;</li><li>- More dedicated cycle lanes in urban and city areas – borne from investment by local highway authorities;</li><li>- The impact of the economic downturn and the comparative cost of other travel modes;</li><li>- Individual concerns about the environment (and the impact of travel choices on the environment);</li><li>- Greater consideration to the beneficial effects of cycling on health;</li><li>- An increase in the numbers of large organised cycling events across the UK;</li><li>- Funding opportunities from government for cycling improvements (including the Local Sustainable Transport Fund (LSTF) and the Cycle Safety Improvement Fund) and the long term results from previous smarter choices / sustainable travel town funding programmes;</li><li>- British successes at elite level acting as a motivator, through, for example, Olympic success in the 2012 and 2008 games, in addition to the success of the Team Sky cycling team in the 2012 Tour de France; and</li><li>- The additional media coverage afforded to cycling from the involvement of large media organisations such as News International (through Sky's Principal Partner role to British Cycling and the sponsorship of Team Sky, to The Times Cities Fit for Cycling campaign).</li></ul>
2.4	<p>The Times Cities Fit for Cycling campaign (outlined in Annex A) was launched in February and calls on the Government, local councils and transport authorities to take steps to improve provisions for cyclists. The national death toll for cyclists in 2012 is 103 (at the time of writing this report), with thousands more injured. In Tyne and Wear, up to the end of August 2012 (the latest comprehensive datasets) there have been two fatal accidents involving cyclists (and 217 accidents recorded as serious or slight). From 2005–end August 2012 there were 14 fatal accidents involving cyclists. The datasets for accidents involving cyclists in the sub-region is available in full at Annex B.</p>
2.5	<p>Members may also be interested to note that the London School of Economics published The British Cycling Economy: 'Gross Cycling Product' Report in 2011. This</p>



report attempts to measure the 'holistic' impact of cycling's contribution to the UK economy. It concludes that in a challenging economic period, the outlook for the UK cycling industry is positive, with indications that the sector is making a significant contribution to Britain's economy, generating an estimated £2.9bn per annum with the potential for sustainable growth over the long term.

- 2.6 A 2011 Sustrans and Pteg report presents some modelling exercises to illustrate the potential for cycling in the PTE areas. The exercise uses data from a range of intervention typologies to present possible scenarios for growing cycling. The modelling clearly shows that there is a very considerable potential for mode change in favour of cycling, and that the benefits accruing could be very large. In particular, scenarios for intervention and change in the Tyne and Wear area are presented – a range of the findings are outlined in Annex C.

### **3 Investment in, and promotion of, cycling across Tyne and Wear**

- 3.1 In the past year work has taken place in Gateshead and Newcastle to progress the National Cycle Network route (NCN) 725 – the Great North Cycleway. This will be an additional nationally recognised cycle route to the seven that run through the sub-region. When complete, the Great North Cycleway will run from Blyth to Darlington through south east Northumberland, North Tyneside, Newcastle, Gateshead, and Durham. While this route can be seen to cover various parts of the travel-to-work area of the Newcastle and the North economic area the route is being designed for various users and not solely cycle commuters. The route will be consistently signed and of a similar standard to existing national cycle routes which mean that it will cycle-able by a range of users from a family with young children to a novice adult.

- 3.2 Nexus, the ITA's Passenger Transport Executive are currently working to deliver improvements to the integration of cycles with other passenger transport modes. Procurement is underway to provide 'standard' cycle parking at every Metro station (currently only half have any cycle parking), and five bus stations in the sub-region – this work will be complete by Spring 2013 and is funded by Nexus through the Levy. Following a successful revised LSTF bid there is also funding available to provide 'secure' cycle parking (in the form of lockers) at 10-12 key Metro stations by March 2015.

Bus operators have also provided some improvements to the integration of cycles with their buses: most services offer the ability to take folding bikes on board, while Go North East have equipped the Lime service with the ability to take full size bikes



	<p>on board and also offered holders of the 'Key lifestyle' card free membership of the bike hire service – scratchbikes – in Newcastle.</p>
3.3	<p>Nexus are also currently running a stakeholder consultation process about the wider integration of cycles with the Metro. This includes an assessment of cycle parking (which has informed the location of secure cycle parking in 3.2), cycle hire, cycling promotion initiatives, and the potential for carriage of full-size cycles on the Metro. The carriage of cycles on the Metro has undergone a market research exercise (this closed on 27 October) and is currently undergoing a Health and Safety assessment. A report summarising findings and making recommendations will be going to the Nexus Executive by January 2013 – it is likely a subsequent report will be brought to ITA.</p>
3.4	<p>The ITA has received just under £10m Local Sustainable Transport Funding from Department for Transport (DfT) for its 'Go Smarter' packages. Schools Go Smarter is a package aimed at getting more young people travelling to school by cycle, foot, and public transport. Go Smarter to work aims to reduce congestion on the A1 Western Bypass (A1WB) by targeting workplaces that generate car-borne commuters. The Go Smarter programme provides:</p> <ul style="list-style-type: none"><li>- Bike It projects provided by Sustrans across every district in Tyne and Wear;</li><li>- FEAT 1<sup>st</sup> projects provided by Sustrans across Tyne and Wear;</li><li>- Funding for cycle infrastructure to benefit the districts;</li><li>- Grant funding for cycle parking in the districts;</li><li>- Cycle facility improvements at Team Valley;</li><li>- Adult cycle training;</li><li>- Dr Bike – bike mechanic sessions;</li><li>- Cycle mapping information;</li><li>- Small scale loaning of bikes; and</li><li>- Promotion and marketing of cycling.</li></ul> <p>Some of the projects listed above have also provided employment opportunities in addition to cycle training and promotion. At least 10 full time jobs have been provided through the focus on cycling within the Go Smarter programme.</p>
3.5	<p>The ITA's own investment in cycling is not limited to the funding secured from central government for sustainable transport. The Authority has committed to</p>



investing £4.9m into a refurbishment of the Tyne Pedestrian and Cyclist Tunnels (TPCT). The TPCT are now part of the local, regional and national cycle network. Around 10,000 cycle journeys are made through the cycle tunnel every month. The ITA will soon make an official announcement on how much longer the Tunnel will stay open for before it has to close to enable the refurbishment to take place.

During the refurbishment, which will include the replacement of two of the original escalators with inclined lifts and the replacement of the tunnels' ageing mechanical and electrical systems, a free timetabled shuttle bus will operate 7 days a week between 6am and 8pm. A taxi service is being planned to assist shift workers who use the tunnels but have no other means of getting to and from work.

#### **4 Cycling improvements and promotion in the districts**

##### **4.1 Gateshead**

4.1.1 The revised Gateshead Cycling Strategy (currently in draft) has updated the original strategy that was launched in March 2003. The original provided the basis for significant improvement in the facilities for cycling, as well as for partnership working with Sustrans and the former Cycling England (until its closure). The Strategy has been the catalyst for the creation of a better environment for cyclists in Gateshead – the success of which can be seen by a 78% rise in cyclists between 2004 and 2011 according to the cycle counters.

4.1.2 Gateshead continues to improve cycling through investment in provision of cycle lanes and cycle ways across the borough. This has included upgrading of part of the Keelmans Way to NCN 141 and significant progress has been made in the West of the Borough, with a new under-bridge at Newburn and upgrading of the route to NCN standards and new routes linking Ryton, Crawcrook, Greenside and Chopwell. Gateshead also joined Newcastle in a partnership with Park that Bike so that small businesses and community organisations could receive free cycle parking (only cost is to install the racks).

4.1.3 Among the projects and schemes that Gateshead has implemented to promote and enhance cycling are:

- Support of the Bikelt programme through the installation of new cycle shelters and scooter parking, additional shelters were also provided to small companies by ParkthatBike (Newcastle also engaged in this process);



	<ul style="list-style-type: none"><li>- Improvements to the C2C in Rowlands Gill by widening and resigning a section;</li><li>- Implementation of a new signed cycle route through an established 20 mph zone to link the NCN 725 to Team Valley from the town centre;</li><li>- Progression of a large scheme linking 8 schools with new shared use paths, 20 mph zones and signing improvements in East Gateshead;</li><li>- Improvements to the rights of way network and public highway to link NCN 141 to Barlow and the western part of the cycle network in Blaydon Burn;</li><li>- Support for volunteer route rangers who undertake regular inspections and perform basic maintenance duties on Gateshead's cycle network;</li><li>- The creation of a new cycle link between rural communities including the proposed introduction of 40 mph zones on Barlow Road and between High Spen and Crawcrook; and</li><li>- Improvements on the Gateshead Quays to signing and surfaces on the NCN 14 and surrounding links to this national route.</li></ul>
4.1.4	Looking ahead Gateshead intends to provide a new under-bridge and a new section of Keelmans Way on the NCN14. Funding has also recently been confirmed from DfT for 2012/13 through the 'Links to communities fund', this will support the development of a Derwent Bridge link to the Watermark development and improvements at the Angel of the North and the Dryden Road junction on the Durham Road.
<b>4.2</b>	<b>Newcastle</b>
4.2.1	The council has adopted the plan <i>Delivering Cycling Improvements in Newcastle, 2011-22</i> and made a commitment to getting more people cycling with 20% of all trips under five miles undertaken by cycle by 2021. As part of this Newcastle aim to create seven strategic cycle routes into the city centre from all parts of the city. The seven strategic cycle routes will start (roughly) at Walbottle, West Denton, Great Park, Gosforth Park, Longbenton, Benfield and Walker. The preferred alignments of these routes, in addition to routes within the city centre, have been proposed by working groups of Newcastle's 'Cycling Forum'.
4.2.2	The Cycling Forum was set up by Newcastle City Council to bring together people with an interest in cycling so that they could influence the Council's policy on cycling and help shape how the cycling budget should be spent. The Forum is not a



decision making body but it is the means by which the cycling community can contribute to and influence the services that the Council provides for cyclists. It includes representatives from Sustrans, the Cycling Tourists' Club (CTC), the Newcastle Cycling Campaign, local cycling businesses and individual cyclists. The City Council has started consulting on and designing the strategic route from Walker, in addition to commencing engagement with cyclists about the potential changes around the Central Station.

4.2.3 In this financial year and the last, Newcastle has also:

- Recorded 124,176 cycle movements on loop counters – representing an increase of 28% on these routes since 2008;
- Increased the roads/footpaths with cycle specific designation to more than 330 km;
- Funded 190 adult cycle sessions training to 'Bikeability' standards since September 2011 – the offer for Bikeability training is extended to all schools in Newcastle and to all over 16s who live, work or study in Newcastle;
- Implemented the required changes to facilitate the NCN725 as mentioned in 3.1, this route will complement the NCN72 and NCN10 that also run through Newcastle;
- Trained 16 local authority /volunteer cycle ride leaders;
- Installed 10 new 'Toucan crossings' since March 2011, these are proven to improve the ability of cyclists to cross roads safely;
- Trained 60 engineers and related professionals plus cycle organisation representatives in Basic Cycle Infrastructure Design, 20 were trained in Advanced Skills;
- Installed more than 100 extra public cycle stands in city centre plus 40 stands for small and medium sized enterprises / community groups (jointly with Gateshead and through PartthatBike);
- Installed more than 60 hire bike stands;
- Installed a 'cyclist only' crossing in the city centre;
- Installed cycle routes with cycle lanes and other infrastructure to two of the city's secondary schools, this brings the number with dedicated cycle routes to five;
- Installed 33 new cycle loop counter sites;



- Distributed 22,000 free Newcastle cycle maps since 2009;
- Held annual Bike Fairs during Bike Week and provided stalls at other cycling events;
- Established the Cycle Newcastle webpages and e-newsletter;
- Won £258,000 from Sustrans for two Links to Schools projects and £175,000 for Links to Communities to be spent on the Walker Strategic Cycle Route; and
- Shown that 1.2% of children aged 5-15 are cycling to school (January 2011, Department for Education census).

### 4.3 North Tyneside

4.3.1 In 2000 North Tyneside successfully bid for and secured funds (c.£2.5m) designed to reinvigorate 36 miles of the historic Waggonways Network as traffic-free paths for walking, cycling and horse riding. While the Waggonways are popular with leisure cyclists, sections of the network are also surfaced and lit and suitable for all-year commuter cycling.

Since then North Tyneside has further developed connections into the Waggonways and our three National Cycle Network (NCN) routes: the Reivers' Route (NCN 10), Hadrian's Cycleway (NCN 72) and the North Sea Cycle Route or 'Coast and Castles' (NCN 1). As well as supporting local cycle journeys this helps to encourage cycle tourism, which provides a valuable contribution to the local economy.

4.3.2 Other improvements for cycling in the borough have included:

- A successful bid for EU funding to further improve connections between the three NCN routes and the International Ferry Port;
- Working with the concessionaire TT2, we were able to improve the 'community links' between Howdon Village, Willington Quay and the Tyne Pedestrian & Cyclist Tunnels with new fully lit surfacing and toucan crossing points. These funds directly improved NCN72 and links to NCN14 in South Tyneside;
- The purchase and installation of a new bridge in partnership with Sustrans as part of a 'safer routes to school' project and make improvements to NCN72 over Willington Gut in Wallsend, as part of which the connecting paths were resurfaced and fully lit;



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- Conversion of the route along the sea front to shared use footway-cycleway suitable for family groups, giving people the option of cycling off-road, including visitors riding the North Sea cycle route;
- As part of the Coxlodge Waggonway project with partners in Newcastle, we were able to create a fully surfaced and lit route from the former Wills Factory on the A1058 Coast Road to South Gosforth. The route support direct access to major employment and education sites including Northumbria University Coach Lane campus, Longbenton civil service offices and Freeman Hospital;
- Introducing 20mph zones around schools and in residential areas throughout the borough;
- Using funding sources including developer funding, we were able to fully resurface existing and new bridleways north of Earsdon Rd, Shiremoor, these include the 'Bluebell Path', part of NCN10;
- Using funding sources including the national Links to Schools programme and the School Links project of Tyne and Wear Schools Go Smarter programme, a shared use footway-cycleway along the south side of A186 Earsdon Road between Shiremoor and Earsdon was constructed, completing an important link in the cycling network;
- In partnership with the Highways Agency, signalised pedestrian-cycle crossings at the A19-A191 Holystone roundabout were implemented, removing a barrier to cycle journeys and connecting major housing and employment sites in the A19 corridor;
- Distribution of 25,000 cycle maps, which are available free on request;
- North Tyneside has seen a substantial rise in cycling in the borough: cycle counters recorded a 136% rise in cycle journeys between 2004 and 2011. National survey data published by the Department for Transport in August 2012 showed that North Tyneside had the highest levels of regular cycling in the North East, with 11% of residents cycling at least once a week and 4% cycling at least five times each week;
- A programme of North Tyneside family cycling events is delivered each year, working with a range of local partners: these include – for example – stabiliser-free sessions for younger children and family cycle rides;
- Major employment areas in the borough such as Cobalt Business Park and Quorum Business Park, with a range of local partners, run cycling promotion





events throughout the year such as 'Winterise your Bike' and 'Doctor Bike' maintenance sessions;

- A new inclusive cycling centre is being developed at Rising Sun Country Park including secure cycle storage and a wide range of adapted cycles suitable for people with disabilities; and
- North Tyneside provide national standard 'Bikeability' cycle training in schools, which we aim to expand in future years to further increase take-up.

**4.4 South Tyneside**

4.4.1 The Sustrans Connect 2 scheme progressed in partnership with South Tyneside Council has implemented improvements from Jarrow Road to Westway, and also to South Eldon Street as part of an upgrade to NCN14 the 'Keelmans Way'. The scheme has provided a new segregated cycleway from Newcastle Road to the Port of Tyne entrance with improvements to the crossing point at this location. A dedicated green phase for haulage movements has improved safety for all roundabout users whilst keeping goods logistics smooth at peak times. From the entrance eastwards a new shared cycle and pedestrian surface links to South Eldon Street and southwards to Westway and John Reid Road. This includes a new Toucan crossing which improves safety for cyclists but also addresses severance issues caused by the Western Approach road. The completion of this route now means that there is a continuous off-road cycleway from the Tyne Pedestrian Tunnel to South Eldon Street, South Shields. As part of the project, two local schools designed artwork sculptures of local landmarks in stainless steel and a portrait bench was designed into the route that includes Norman Fay (a local cyclist and cycle builder, who was tragically killed on his cycle).

4.4.2 A full audit of the NCN11 in Monkton was completed and all signage and barriers were upgraded or removed as appropriate. Sustrans volunteers repainted the train wheel barriers that remained and a litter picking exercise cleaned up the section of the route in Monkton Village making it a more attractive route to cycle.

4.4.3 South Tyneside Council has successfully bid for a scheme in three phases to provide a continuous off-road shared surface for cyclists and pedestrians running the complete length of John Reid Road. This will provide a quality surface for sustainable travel for all schools and communities that have severance issues caused by the John Reid Road carriageway. The first two phases have been completed, with Phase 3 due to be completed by the end of 2012.



4.4.4	A significant increase in heavy goods vehicles (HGVs) and other traffic on Commercial Road had made this section of the NCN14 in South Shields less attractive to cyclists. The route has now been designed to run up South Eldon Street into Laygate, thus utilising a much quieter road and a section of off-road link to the town centre. This has provided a much more enjoyable and pleasant route for cyclists and is well utilised.
4.4.5	South Tyneside Council are also working with five primary schools to provide cycle shelter storage by the end of 2012 and with Balfour Beatty to redesign the NCN14 and NCN1 routes with associated signage that lead to the Shields Ferry service.
<b>4.5</b>	<b>Sunderland</b>
4.5.1	<p>After increasing cycle counters from 12 to 35 between 2009-2010, the expanded network of counters recorded a 13.6% increase from c.1.1m cycle journeys in 2009 to 1.25m cycle journeys in 2011. Growth in cycling in Sunderland throughout LTP2 2006-11 averaged 8.5% each year. In the past two years Sunderland City Council has promoted and invested in cycle improvements by:</p> <ul style="list-style-type: none"><li>- Distributing 25,000 cycle maps;</li><li>- Offering school 'bikeability' training aimed at 9-14 year olds to all schools, this is taken up by around 80 schools and 2,500 children each year. This training is provided by 13 trainers, whose own training was funded by the Council;</li><li>- Changing the Traffic Regulation Order at the Monument Park development at Barmston Lane, Washington to exclude motorised vehicles and improve serviceability for cycle use;</li><li>- Upgrading the surface and implemented anti-motorcycle safety measures to the 'Northern Boundary Route' at Southwick;</li><li>- Upgrading the track surface and drainage at the Stephenson Trail, Hetton following concerns from cyclists about safety in the area;</li><li>- Replacing the Cox Green Bridge steps with a ramp to improve cycle and wheeled pedestrian access;</li><li>- Filling in the 750m stretch of the NCN1 at Silksworth that ran through a former railway cutting and rebuilt the route at ground level. This has transformed accessibility and reduced antisocial behaviour in the area;</li><li>- Widening a 350m section of the C2C at St Peters from 2.5m to 3.5m from</li></ul>



National Glass Centre to Sand Point Road; and

- Completing detailed designs for a 13km Trans-Sunderland Cycle Route, the route has been split into sections for staged implementation according to funding opportunities. The route links the A1 to the Queen Alexandra Gyratory via Pattinson Road and Industrial Estate, the A1290 and Nissan, it links to Sulgrave, Washington and across North Sunderland to the Queen Alexandra Bridge. The route includes a link to Boldon in conjunction with South Tyneside, and links into Nissan in conjunction with Nissan.

In the current financial year and looking ahead Sunderland intend to:

- Upgrade the surface, kerbs and lighting on a 4.5km stretch of the C2C that links Sunderland Enterprise Park (SEP) to Queen Alexandra Gyratory and Southwick, and upgrade the surface between the SEP and River Wear;
- Install a ramp linking National Route 1 at Silksworth to Wilson Terrace;
- Complete detailed designs for the A690 Barnes Gyratory junction cycle permeability upgrade by DfT funding bid, serving the A690, Barnes Park Road and Queen Alexandra Road, and Silksworth Lane. Works would commence in 2013 if the bid to the DfT Cycle Safety Fund is successful;
- Remove the cycle prohibiting bye-law from the network through Barnes Park from City Centre to Grindon to create another 'spoke' to the city cycle network including links to schools;
- Continue with the successful Bikeability school cycle training;
- Finalise a draft of a strategic cycle network for Sunderland, including a Washington Cycle Network following consultation with stakeholders mid 2012;
- Improve cycle lane provision across the boundary to Durham at the A183 Chester Rd at Wapping Bridge;
- Work with housing developers for their provision of connecting links / route enhancements on the Penshaw – Pallion Mineral line route and Hetton Downs developments;
- Work with developers to provide a link from the C2C to the Turbine Business Park (located within the North East Local Enterprise Partnership Enterprise Zone);
- Work with developers of the Cherry Knowle regeneration site at Ryhope to



provide a cycle route along the new road corridor;

- Continue with work to ensure cycle permeability and connections are optimised to and across the New Wear Bridge at north and south landings;
- Conclude the establishment of a bridleway linking Hetton le Hill to Low Moorsley (Hetton); and
- Progress with Go Smarter work including 'Bike It' cycle training and promotion, improved routes to schools, routes to transport interchanges.

## 5 Next Steps

5.1 Stephen Hammond, the Roads Minister for DfT, has stated "It is up to local authorities to decide how their streets are designed and whether they use the department's forecasting data to help plan the future layout of their town centres." (As quoted in the Times, 6 November 2012) As this report outlines, the Plan Partners across the Tyne and Wear sub-region are working both independently and across administrative boundaries to improve and promote cycling in their districts and centres – including bi monthly meetings of the cycle officers from across the districts.

5.2 The Cycle Safety Improvements Fund is a competitive £15m funding opportunity for capital schemes to improve safety at junctions identified as having a record of road incidents that have resulted in cyclists being killed or seriously injured, and to improve cycle permeability at difficult junctions. Plan Partners are preparing evidence-led bids for the following locations across Tyne and Wear, to be submitted at the end of November to Sustrans who are managing the Fund for DfT. These include:

- The Gosforth corridor, Newcastle; and
- The A690 Barnes Gyrotory junction, Sunderland;

5.3 This report to the ITA represents the first time the Authority has received a report specifically about cycling. Members will recognise that explicit targets for cycling have yet to be set as part of LTP3 and a future report will soon come to the Authority asking for targets to be agreed. This report is intended to act as a background to introduce what has, and is, being achieved for cycling in Tyne and Wear under current funding circumstances – in order to help inform Members' views regarding appropriate and achievable targets.



**6 Potential impact on objectives**

6.1 If the ITA and partners can work together to deliver a significant increase in cycling without a corresponding increase in serious, killed and injured cycle accidents it will be a benefit to the economy, the environment and wider social aims and objectives. The health benefits of cycling are proven and if road safety records are maintained or improved then Tyne and Wear will ensure it has a more active and healthy workforce – with the associated benefits that brings.

Behaviour changes and the uptake of cycling by those who currently commute by car can also be a hugely cost effective way of helping to address congestion pinchpoints. As illustrated by the DfT's acceptance of an A1WB focused behaviour change campaign. Cycling is the most energy efficient way to travel, but is also (after walking) the most environmentally friendly travel mode. The ITA's acknowledgement of, and involvement in, the promotion of cycling as a viable travel choice for people of all ages can help deliver its objectives.



## **ANNEX A**

### **The Times, Cities fit for cycling, Manifesto**

- 1) Lorries entering a city centre should be required by law to fit sensors, audible turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.
- 2) The 500 most dangerous road junctions must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near-side.
- 3) A national audit of cycling to find out how many people cycle in Britain and how cyclists are killed or injured should be held to underpin effective cycle safety.
- 4) Two per cent of the Highways Agency budget should be earmarked for next generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Each year cities should be graded on the quality of cycling provision.
- 5) The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.
- 6) 20mph should become the default speed limit in residential areas where there are no cycle lanes.
- 7) Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.
- 8) Every city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms.



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**ANNEX B**  
CYCLING ACCIDENT STATISTICS, 2005 – 2012

year	class	Gateshead	Newcastle-Upon-Tyne	North Tyneside	South Tyneside	Sunderland	Grand Total
2005	Fatal				1	2	3
	Serious	4	15	2	4	10	35
	Slight	30	62	54	33	37	216
2005 Total		34	77	56	38	49	254
2006	Fatal				1		1
	Serious	7	9	8	9	9	42
	Slight	29	47	34	35	45	190
2006 Total		36	56	42	45	54	233
2007	Fatal	1		1			2
	Serious	8	11	8	6	9	42
	Slight	28	63	36	32	36	195
2007 Total		37	74	45	38	45	239
2008	Fatal			1			1
	Serious	7	10	5	4	9	35
	Slight	28	67	53	28	55	231
2008 Total		35	77	59	32	64	267
2009	Fatal			1		1	2
	Serious	8	17	13	2	14	54
	Slight	32	63	54	32	45	226
2009 Total		40	80	68	34	60	282
2010	Fatal	10	14	4	1	1	2
	Serious				3	10	41



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	Slight	36	74	41	24	38	213
2010 Total		46	88	45	28	49	256
2011	Fatal	1					1
	Serious	10	10	5	5	11	41
	Slight	33	80	42	31	62	248
2011 Total		43	91	47	36	73	290
2012	Fatal			1		1	2
	Serious	4	10	7	4	9	34
	Slight	21	58	40	25	39	183
2012 Total		25	68	48	29	49	219
Grand Total		296	611	410	280	443	2040





**ANNEX C  
ESTIMATED VALUES, PER YEAR, FOLLOWING DELIVERY OF SUSTAINABLE TRAVEL TOWN  
TYPE INTERVENTIONS IN PTE AREAS**

**ADDITIONAL CYCLE TRIPS**

	Estimated additional cycle trips per year		
PTE area	Lower estimate	Upper estimate	Nearest neighbour estimate
<b>SYLTE</b>	411,889	2,447,106	2,447,106
<b>Metro</b>	520,467	3,092,185	3,092,185
<b>GMPTE</b>	563,199	3,346,065	1,233,884
<b>Centro</b>	467,066	2,774,923	2,509,804
<b>Merseytravel</b>	565,360	3,358,904	3,358,904
<b>Nexus</b>	615,757	3,658,322	3,658,322

**CAR KM**

	Estimated annual car km saved		
PTE area	Lower estimate	Upper estimate	Nearest neighbour estimate
<b>SYLTE</b>	79,098,043	83,750,869	79,098,043
<b>Metro</b>	131,781,070	139,532,898	131,781,070
<b>GMPTE</b>	144,270,465	152,756,963	150,738,136
<b>Centro</b>	129,840,132	137,477,787	130,568,716
<b>Merseytravel</b>	73,112,058	77,412,767	73,112,058
<b>Nexus</b>	52,321,955	55,399,717	52,321,955

**DECONGESTION VALUE**

	Estimated annual decongestion benefit per year (£)		
PTE area	Lower estimate	Upper estimate	Nearest neighbour estimate
<b>SYLTE</b>	£22,384,746	£23,701,496	£22,384,746
<b>Metro</b>	£37,294,043	£39,487,810	£37,294,043
<b>GMPTE</b>	£40,828,542	£43,230,221	£42,658,892
<b>Centro</b>	£36,744,757	£38,906,214	£36,950,946
<b>Merseytravel</b>	£20,690,712	£21,907,813	£20,690,712
<b>Nexus</b>	£14,807,113	£15,678,120	£14,807,113



**VALUE OF CARBON EMISSIONS SAVINGS**

	Estimated annual carbon emissions savings (£)		
PTE area	Lower estimate	Upper estimate	Nearest neighbour estimate
<b>SYLTE</b>	£851,000	£901,059	£851,000
<b>Metro</b>	£1,417,806	£1,501,207	£1,417,806
<b>GMPTE</b>	£1,552,177	£1,643,482	£1,621,761
<b>Centro</b>	£1,396,924	£1,479,096	£1,404,763
<b>Merseytravel</b>	£786,598	£832,868	£786,598
<b>Nexus</b>	£562,921	£596,034	£562,921

**ADDITIONAL BUS TRIPS**

	Additional bus trips per year		
PTE area	Lower estimate	Upper estimate	Nearest neighbour estimate
<b>SYLTE</b>	17,894	282,724	17,894
<b>Metro</b>	22,269	351,848	22,269
<b>GMPTE</b>	28,625	452,270	226,981
<b>Centro</b>	29,290	462,782	77,096
<b>Merseytravel</b>	16,587	262,071	16,587
<b>Nexus</b>	14,158	223,690	14,158



## Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group

**Date:** 14<sup>th</sup> February 2013  
**TITLE:** McNulty review and Reforming our Railways command paper  
 Background paper  
**REPORT OF** Policy and Information Officer

1.	<b>Summary / Purpose of Report</b>
1.1	The purpose of this report is to provide the Scrutiny Advisory Group with a background of the McNulty review and the Rail Command paper, summarising reports previously received, ahead of hearing from the National Union of Rail, Maritime and Transport Workers (RMT).
2.	<b>Recommendations</b>
2.1	Scrutiny Advisory Group is asked to note the contents of the report.
3.	<b>Introduction / Background</b>
3.1	Sir Roy McNulty was appointed under the previous Government to undertake a detailed survey of the financing and operation of Britain's rail network. The brief was to produce a set of recommendations which would help to bring about a more efficient and effective railway which can cope with increased demand, at a substantially lower cost.
3.2	The McNulty review; <i>Realising the potential of GB rail</i> identified an <i>efficiency gap</i> in UK rail operations when compared to European rail operation. The headline numbers were that UK railways are 20% more expensive than their European counterparts. Ticket prices are around 30% more expensive than in Europe when measured on average per passenger kilometre. State funding was also significantly higher than in Europe with an overall 40% efficiency gap identified.
3.3	Following the analysis, McNulty has recommended a 30% reduction in costs by 2018/19 from those incurred during 2008/9. McNulty identified several areas with potential for the required level of savings to be made.
3.4	The <i>Reforming our Railways</i> command paper published in March 2012 set out the Department of Transport's proposals to address the issues outlined in the McNulty review of the rail industry.

3.5	<p>By working collaboratively it outlines how it intends to make annual savings of between £2.5 – 3.5bn by 2019. The command paper commits the government and industry to:</p> <ul style="list-style-type: none"> <li>• Reducing and then ending above-inflation rises in average regulated fares as soon as possible.</li> <li>• Expanding smart ticketing technology so that passengers across England and Wales can enjoy “Oyster-style” smartcard payment options and more flexible season tickets.</li> <li>• Reforming rail franchises so that operators have to deliver more value and better levels of service for passengers while ensuring taxpayer subsidies are concentrated on safeguarding less profitable routes that remain crucial to communities.</li> <li>• Investing in Britain’s capacity to grow jobs and prosperity by funding thousands more carriages, extending electrification of the rail network and redeveloping railway stations.</li> <li>• Strengthening the rail regulator’s capacity to improve the passenger experience and oversee the crucial efficiency challenge.</li> <li>• Involving rail workers in plans to get the industry on a more sustainable footing, to grow jobs and to develop skills.</li> <li>• Empowering passengers by providing better punctuality and real time travel information.</li> </ul>
4.	<b>Next Steps</b>
4.1	The Scrutiny Advisory group will receive a verbal presentation from Michael Thompson, Regional Organiser for RMT at their meeting of 14 <sup>th</sup> February, to hear the National Union of Rail, Maritime and Transport Workers perspective.
5	<b>Background Papers</b>
5.1	<a href="https://www.gov.uk/government/publications/reforming-our-railways">https://www.gov.uk/government/publications/reforming-our-railways</a>
6	<b>Contact Officer (s)</b>
6.1	Jill Davison, Policy and Information Officer <a href="mailto:Jill.davison@newcastle.gov.uk">Jill.davison@newcastle.gov.uk</a> 0191 277 1656

**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.**