



## Tyne and Wear Integrated Transport Authority - Scrutiny Advisory Group Supplemental Agenda

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Meeting to be held on Thursday 16 January 2014 at 1.00 pm in a Committee Room, Sunderland Civic Centre

### Membership

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

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### AGENDA

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Report by the Clerk to the Authority	

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REPORT FOR INFORMATION

**DATE:** 16<sup>th</sup> January 2014  
**SUBJECT:** General Policy Update  
**REPORT OF:** Clerk to the ITA

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## PURPOSE OF REPORT

To provide Members of ITA Scrutiny Advisory Group 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 Advisory Group 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	Please see Section 19
To address climate change	Please see Section 19
To support safe and sustainable communities	Please see Section 19

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**Executive Summary**

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1.1 This paper outlines a range of policy decisions, consultations, funding decisions and announcements made by government since the Group received their last update in July 2013. While the paper includes information which may be of interest to Group members and covers various transport sectors, including road, rail and aviation, it is not an exhaustive list of every aspect of policy relevant to transport.

The list of topics covered is as follows:

**2 - Consultation on transforming the Highways Agency into a government-owned company**

**3 - Local Pinch Points Fund Tranche 4**

**4 - A1 and A19 Highway Improvements**

**5 - Wave 2 City Deals – Sunderland and South Tyneside**

**6 - Strategic Economic Plans and LSTF**

**7 - Local Major Schemes**

**8 - Aviation Commission**

**9 - High Speed Rail**

**10 - Rail Devolution Update**

**11 - East Coast Mainline franchise**

**12 - Freight and Cyclist Safety**

**13 - Better Bus Areas**

**14 - Green Bus Fund- Round 4**

**15 - Clean Bus Technology Fund**

**16 – Taxis**

**17 - Newcastle City Council Cycle City Ambition Fund**

**18 - Defra Air Quality Management**



## **2. Consultation on transforming the Highways Agency into a government-owned company**

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- 2.1 In June 2013 the Government published two documents: *Investing in Britain's Future* and *Action for Roads*. The two documents set out a new vision of England's strategic road network and unveiled the biggest-ever upgrade to the existing road network.
- 2.2 The government intends to reform the Highways Agency (HA) from an executive agency of the Department for Transport (DfT) to a government-owned company.
- 2.3 In October 2013, the government published *Consultation on transforming the Highways Agency into a government-owned company*. The document outlines proposals for the migration of the HA to a government-owned company and sets out plans for how the new company will be structured and governed. The document also describes how effective scrutiny will be conducted. The company's powers and duties and the proposed staffing structure are also outlined.
- 2.4 The document invited comments. The consultation took place from 29<sup>th</sup> October until 20<sup>th</sup> December 2013 and responses will be used to inform the structure of the new company and shape the forthcoming legislation to empower the company. A response was submitted on behalf of the ITA, signed off by the Clerk to the ITA.

## **3. Local Pinch Points Fund Tranche 4**

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- 3.1 As part of the 2012 Autumn Statement, the government announced the creation of a Local Pinch Point Fund worth £170 million. Bottlenecks on the local highway network impede growth. The fund aims to remove such bottlenecks and £115m has already been awarded via tranches 1-3 of the fund.
- 3.2 The remaining £55m will make up tranche 4 of the fund. Local Authorities were invited to submit proposals, including schemes that were previously unsuccessful in securing pinch points funding and have since been improved.
- As per the other pinch points tranches, scheme promoters must commit to providing a 30% local contribution.



- 3.3 Tranche 4 schemes fall into two categories:
- Small schemes: require DfT funding of between £1 million and £5 million
  - Large schemes: require DfT funding of between £5 million and £20 million.

3.4 The deadline for bids was 31<sup>st</sup> October 2013. Bids were made by individual local highways authorities – not by the ITA.

3.5 On 13<sup>th</sup> December 2013, the Department for Transport announced approval for 25 schemes at a total cost of £49 million. The only scheme approved for Tyne and Wear was as follows:

Newcastle – A167 Cowgate junction improvements

Conversion of the existing roundabout and adjacent mini roundabout into one large signalised junction with intelligent signals that form a traffic management zone with neighbouring junctions. The scheme includes elements of bus priority and upgrades to pedestrian and cycle routes and the provision of crossing facilities across all arms.

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**4. A1 and A19 Highway Improvements**

A1 Western Bypass

4.1 The Highways Agency (HA) is undertaking measures to reduce congestion on the A1 Western Bypass, which is used by more than 100,000 vehicles per day, exceeding its theoretical capacity.

4.2 Construction of the scheme, which is estimated to cost £6,093,400, will commence in March 2014 and it is expected that the scheme will be complete by March 2015.

4.3 Alleviation of congestion along the A1 is one of the key commitments of the Newcastle City Deal. The HA, supported by Newcastle City Council, Gateshead Council and the Department for Transport, plans to upgrade the section of the A1 between Lobley Hill – Dunston Interchange. The scheme is in line with the commitments made in the Newcastle City Deal and will help facilitate opportunities for development and economic growth.



- 4.4 On 13<sup>th</sup> December 2013, the Department for Transport announced that the scope of the improvement scheme will be extended (subject to consideration of the business case). Easing congestion on the A1 Western Bypass, the £20 million extension scheme will provide an additional lane in both directions between Lobley Hill and the Coal House junction at the southern end of the existing scheme and from Dunston to Metrocentre junction on the southbound carriageway, giving a total continuous 3 lane section of approximately 6.4 kilometres.

A1/A19 Seaton Burn junction

- 4.5 The Highways Agency will be carrying out works to alleviate congestion and reduce journey times at the A1/A19 Seaton Burn junction. The works, which are funded by the national Pinch Point Programme, will:
- Provide a third lane on the Fisher Lane and A19 approaches to the Fisher Lane roundabout, and provide traffic signals on the B1318 approach;
  - Provide a third lane on the roundabout between the A19 exit arm and the A1 exit arm;
  - Improve the layout of the slip roads;
  - Introduce a second lane on the southbound exit slip road approach to signals; and
  - Extend the third lane of the northbound exit slip road.

**5. Wave 2 City Deals – Sunderland and South Tyneside**

- 5.1 Wave 2 of City Deals follows on from the first wave which saw eight of the UK's largest cities, including Newcastle, form deals with government enabling them to:
- take charge and responsibility of decisions that affect their area;
  - do what they think is best to help businesses grow;
  - create economic growth; and
  - decide how public money should be spent.



- 5.2 Wave 2 invites the next 14 largest cities outside of London and their wider areas, and the 6 cities with the highest population growth during 2001 to 2010, to negotiate deals with government to obtain new powers in return for greater responsibility to stimulate and support economic growth. The wave will see cities and government bargain with one another, with “asks” and “offers” from both sides.
- The process is competitive and it is not guaranteed that all 20 cities will be awarded a deal.
- 5.3 The 20 Wave 2 cities were required to put forward an initial proposal by January 2013. Sunderland (working with South Tyneside) is one of the 20 Wave 2 cities bidding for new powers to boost local growth. Sunderland and South Tyneside have stated that they want to use a City Deal to expand their manufacturing base and to diversify and grow the city’s economy.
- 5.4 The Government and the 20 Wave 2 cities are currently working together to develop the proposals in more detail and to negotiate a final deal. The Wave 2 deals are expected to be agreed early in 2014.

## **6. Strategic Economic Plans and LSTF**

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### Strategic Economic Plans

- 6.1 In March 2013 the government announced the Single Local Growth Fund in their response to Lord Heseltine’s Review. Additional detail on the fund was announced as part of the Spending Review in July 2013.
- The review saw the Government commit to devolving economic powers from central government to local areas. Local Enterprise Partnerships were given responsibility for potential growth in their local area.
- 6.2 From 2015/16 the Single Local Growth Fund will be used to distribute local transport funding, as well as housing and skills funding. The fund will be worth approximately £2bn per year between 2015 and 2020 and approximately half of the fund will be allocated on a competitive basis with the remainder allocated on a formulaic basis.





6.3 Local Enterprise Partnerships have been tasked to develop Strategic Economic Plans by Government, working with key partners. The distribution of funding from the Single Local Growth Fund will be based on the quality of the Strategic Economic Plans.

6.4 The North East Local Enterprise Partnership and the North East Leadership Board (the emerging Combined Authority for the area) are working together to develop the Strategic Economic Plan (SEP) for the north east region.

6.5 The SEP will:

- Articulate the shared strategic economic vision for local growth;
- Provide the overarching policy framework and implementation plan for the region, forming the basis for more detailed strategies such as the European Structural and Investment Fund Strategy;
- Create the basis for prioritisation of a range of investment funds and alignment of local assets and resources; and
- Form the basis for negotiation of a Local Growth Deal with Government.

6.6 An outline vision for the SEP was submitted to Government in December 2013. Following feedback from government and a formal consultation period, the SEP will be refined for final submission in March 2014.

The key deadlines are:

- Submission of draft to Government, December 13
- Feedback from Government, January 14
- Revision of draft SEP thematic content, implementation plan and performance framework, January – February 2014
- Final SEP submission, March 14
- Local Growth Deal negotiation concludes July 14

#### LSTF

6.7 The Department for Transport has identified £100m capital Local Sustainable Transport Funding (LSTF) as part of the first year's allocation (2015/16) of the Local Growth Fund. This capital funding can be accessed through the Strategic Economic Plan and associated Local Growth Deal negotiations, although it is not ring-fenced for transport.



6.8 A further £78.5m revenue funding has been retained by the Department for Transport. The bulk of the funding will be allocated to local authorities via a competitive bidding process. Areas that have prioritised an element of Capital expenditure via their SEP are most likely to receive a proportion of the available revenue funding. The competition for the revenue funding stream was launched in December 2013 with up to £1 million available to local transport authorities who submit bids.

6.9 Timescales and Bid Guidelines

Applications for LSTF revenue funding must be submitted by 31<sup>st</sup> March 2014, with a decision expected in July 2014.

Department for Transport guidance suggests that bids should seek to achieve the four principles of the government's "Door to Door Strategy", which are:

- Accurate, accessible and reliable information about the different sustainable transport options;
- Convenient and affordable tickets for an entire journey;
- Regular and straightforward connections at all stages of the journey and between different transport modes; and
- Safe, comfortable transport facilities.

6.10 In addition, it is also suggested bids should be cognisant of the Prime Minister's commitment to a "Cycling Revolution" and should therefore have a strong focus on walking and cycling.

6.11 Proposals for capital and revenue funding streams will need to be aligned and supported by the North East LEP. It will also be important to ensure that the new bid is consistent with, and builds on the success of, the current "Go Smarter" programme.

**7. Local Major Schemes**

7.1 It was announced on the 16<sup>th</sup> July 2013 that the North East Local Transport Body (NELTB) had been allocated £31.1m for local major schemes. The DfT had previously indicated that the North East region would receive £46.7m.



7.2 A list of 10 prioritised schemes was agreed by the North East Local Transport Body (LTB) and submitted to the DfT in September 2013. The combined ask for all 10 schemes amounts to more than £31.1m. Therefore the first six schemes are to be funded through the local major schemes fund and the remaining four will be included in the Strategic Economic Plan (SEP) – the local major schemes funding will be allocated as part of the funding in the local growth deal.

7.3 The prioritised schemes are as follows:

- South Shields Transport Hub (Local Major Schemes Fund)
- Sunderland Low Carbon Zone (Local Major Schemes Fund)
- A1058 Coast Road (Local Major Schemes Fund)
- Northern Access Corridor (Local Major Schemes Fund)
- A167 Park and Ride Corridor (Local Major Schemes Fund)
- Horden Rail Station (Local Major Schemes Fund)
- A194/A185 (The Arches) Junction (Strategic Economic Plan)
- Newcastle Central Metro Station (Strategic Economic Plan)
- A189/A191 Haddricks Mill (Strategic Economic Plan)
- A19/A194/A1300 Lindisfarne Roundabout (Strategic Economic Plan)

7.4 Promoters of the 10 prioritised schemes are currently working on developing an initial project plan and risk register for their scheme(s). The project plan will include estimated timescales for the following:

- Production of business cases;
- Completion of associated technical work;
- Progress of outline and detailed design;
- Statutory orders;
- Public consultation;
- Procurement; and
- Construction of the scheme.



- 7.5 The project plan will also give an indication of when schemes are likely to spend. Initial project plans and risk registers will be used to update the North East Local Transport Body (NELTB) on progress made towards achieving each of the items listed above.

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**8. Aviation Commission**

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- 8.1 In 2012, the Aviation Commission, chaired by Sir Howard Davies, was formed to examine the demand for additional airport capacity in the UK. The government has tasked the Commission with making short, medium and long term recommendations for meeting demand.

- 8.2 The Commission's Interim Report, published in December 2013, concluded that there is no immediate crisis of capacity. However the report does suggest that the UK will need one additional runway in the south-east by 2030 and a second in all likelihood by 2050.

- 8.3 The Commission has announced which long term options it intends to take forward in the second phase of its work, and these are:

Gatwick Airport The Commission will consider a new runway spaced sufficiently south of the existing runway to permit fully independent operation.

Heathrow Airport The Commission will consider:

First, a new full-length runway the north west of the existing airport, as proposed by Heathrow Airport Ltd. This would be spaced sufficiently to permit fully independent operation.

Second, an extension of the existing northern runway to the west, as proposed by Heathrow Hub Ltd. This would allow it to be operated as two separate runways: one for departures and one for arrivals.

- 8.4 Options for the construction of a new airport in the Thames Estuary (the so-called "Boris Island") have not been shortlisted by the Commission at this stage. However, the Commission intends to carry out further analysis of the feasibility and impacts of a new airport on the Isle of Grain.



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**9. High Speed Rail (HS2)**

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- 9.1 Between 16<sup>th</sup> May and 11<sup>th</sup> July 2013, HS2 Ltd consulted on proposed refinements to the Phase One route: London – Birmingham. Decisions on the HS2 Phase One design refinements and Bromford and Northolt were announced by the Secretary of State for Transport on 24<sup>th</sup> October 2013. Safeguarding directions to protect the land earmarked for HS2 in these areas were also issued – completing the safeguarding of the Phase One Route.
- 9.2 Two HS2 consultations have been running in recent months:
- A consultation on the proposed route and sustainability of HS2 Phase 2 launched in July 2013. The consultation will close on 31<sup>st</sup> January 2014.
  - In September 2013 a consultation on new proposals setting out compensation for residents affected by HS2 Phase One was announced. The consultation concluded on 4<sup>th</sup> December 2013.
- 9.3 On 31<sup>st</sup> October 2013 funding for the preparation phase of HS2 was approved. The money released will be used to fund surveys, purchase buildings and compensate evicted residents.
- 9.4 Sir David Higgins has recently been appointed as the new chair of HS2 Ltd. At the beginning of November 2013, the Secretary of State for Transport commissioned Sir David to review the £42.6bn cost of HS2 and consider how better planning and early engagement with the industry can help to reduce the timescales and cost of the scheme, whilst still delivering all of the benefits – the findings will be reported in March 2014.

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**10. Rail Devolution Update**

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- 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 currently chaired by Ken Mackay the former 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, to manage communication with the Rail North authorities on behalf of ANEC Leaders.
- 10.5 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 Rail North.
- 10.6 The 12 local authorities have been in constant communication with the Rail North authorities on their proposition for taking control of rail devolution. The first correspondence with Rail North was initiated in June of last year and the Rail North governance proposition has been through several iterations in recent months.
- 10.7 Rail North recently consulted on a long term rail strategy for the north. The consultation ran from 20 July to 21 October 2013 and members of the Rail Officers' Working Group commented on several drafts. The group have recently commissioned a Rail Strategy for the North East, in order to inform the Rail North Strategy, and to provide further detail on the investment requirements of the North East. ARUP has been appointed to work with local authority partners to develop this, with a proposed completion deadline of March 2014.



10.8 Whilst the Government has formally reiterated support for the principle of devolution, there is a clear desire to move towards an arrangement whereby there is a more 'evolutionary' approach to devolution with DfT taking a significant role within an initial partnership structure. Rail North has been asked to undertake some further scoping work through a joint Rail North/DfT Officials Group to develop the detail of the partnership proposal for presentation to the Secretary of State and Rail North local authorities early in 2014. The North East will be represented on the proposed Task and Finish Group.

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**11. East Coast Mainline franchise**

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11.1 The competition to find an operator for the East Coast Mainline was launched on 25<sup>th</sup> October 2013.

11.2 A series of documents has been published, marking the start of the search for a private sector partner who the Department for Transport considers will play a key role in revolutionising services on the East Coast Mainline. The documents include an 'OJEU Notice', the 'Pre-qualification questionnaire (PQQ)', the 'Prequalification process document (PPD)', the 'Prospectus', and the results of the East Coast consultation which asked passengers what they would like to see from the new franchise.

11.3 The prospectus states that bidders will need to consider the following when developing their proposal:

- innovative timetables which build on the core train service requirement published by the DfT;
- investment in innovative ways to transform the customer experience on trains and at stations;
- further opportunities for investment along the route, particularly at stations;
- making the route and train operations more sensitive to the environment;
- involving communities along the route in local decision making; and
- demonstrating how their proposals will support economic growth along the route.



- 11.4 Over a six year period, the winning bidder will be expected to capitalise on the government's investment in the route, provide a high standard of customer service and value for money for the passenger.
- 11.5 In January 2014, the DfT intends to announce the prospective bidders that have passed the pre-qualification stage. It is then expected that the DfT will issue the Invitation to Tender in February 2014. The shortlisted bidders will then be given 3 months to prepare bids. The winning franchisee will start services in February 2015.

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**12. Freight and Cyclist Safety**

- 12.1 In September 2013, in response to growing concerns about accidents involving cyclists and goods vehicles, the Department for Transport, Transport for London and the Mayor of London announced new measures to improve cycle safety in London, including the establishment of a new industrial HGV task force to take direct action against dangerous HGV drivers, vehicles and operators.
- 12.2 Whilst focused on London, these proposals are of relevance to operators within this region who deliver goods to the capital. Moreover, and bearing in mind Tyne and Wear authorities' objectives for substantial growth in cycling, the Tyne and Wear Freight Partnership has been taking pro-active measures to address the issue locally. A well-received event in September 2013 gave local lorry drivers the chance to understand the perspective of cyclists, involving a mixture of classroom-based learning and cycling proficiency training. A series of further workshops are planned for 2014, in conjunction with the Go Smarter to Work (GSW) programme, and focused on the key employment areas covered by the GSW programme. The objective is to ensure that, as cycling grows across the region, operators and cyclists are able to safely share road space.

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**13. Better Bus Areas**

- 13.1 In October 2010, the DfT announced that the basic rate at which Bus Service Operators Grant (BSOG) is paid per litre of fuel used would be reduced by 20%. The reduction was introduced in April 2012.
- 13.2 As highlighted at the ITA Committee meeting on 23<sup>rd</sup> May 2013, areas awarded Better Bus Area (BBA) Status will see BSOG gradually transferred from bus operators to local authorities from October 2013 until April 2017.





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In addition, local transport authorities in BBAs will receive a top-up capital grant equivalent to 20% of the total commercial BSOG that would otherwise be paid to operators in the BBA.

- 13.3 BBA 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 as a result of the improvements.
- 13.4 All local transport authorities in England, excluding those in London, were able to bid. The deadline for applications was 21<sup>st</sup> June 2013 and bids were required to represent better value for money than BSOG arrangements.
- 13.5 The first BBA was developed by South Yorkshire Passenger Transport Executive as part of the Sheffield City Deal. The Sheffield BBA was introduced in February 2013 and was operated as a pilot. Under the BBA agreement, direct bus subsidy to operators in Sheffield will gradually be devolved to the South Yorkshire Passenger Transport Executive. The subsidy will be topped up with nearly £1.6 million a year from government. The funding is being used to resolve problems with bus infrastructure and improve traffic management.
- 13.6 On 10<sup>th</sup> October 2013, Merseyside, York, Nottingham and the West of England Partnership region (Bath, Bristol and South Gloucester) were awarded Better Bus Area designation. Between them, the four new BBAs will receive £16.5 million in funding up to 2017. This is in addition to the funding awarded to Sheffield BBA.

The breakdown of funding is as follows:

- Nottingham £11.3 million
- Merseyside £2.7 million
- York £1.3 million
- West of England £1.3 million

#### **14. Green Bus Fund - Round 4**

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- 14.1 £12 million from the fourth round of the Green Bus Fund is being used to purchase 213 new low carbon buses. Stagecoach North East is to receive £305,601 from the fund, enabling 17 low carbon buses to be introduced in Sunderland.



14.2 In total, the four rounds of the Green Bus Fund have provided £87 million in funding and helped local authorities and bus operators to deliver more than 1,200 new low carbon buses across England.

14.3 Stagecoach North East (Newcastle and Sunderland), Go North East (Durham-Newcastle), Arriva Northumbria (Blyth-Newcastle) and Nexus (Sunderland) have all benefitted from the four rounds of the Green Bus Fund, receiving a total of 72 vehicles between them.

#### **15. Clean Bus Technology Fund**

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15.1 In August 2013, it was announced that eleven local authorities will receive a share of £5 million from the DfT's Clean Bus Fund, enabling just under 400 buses to be upgraded. Gateshead Council, Newcastle City Council and Nexus are among the winning bidders, receiving a total of £346,500 that will be spent on upgrading 21 buses. There will be reduced emissions from the upgraded vehicles, benefiting the environment.

15.2 On 28<sup>th</sup> October 2013 it was announced that an additional five local authorities would receive funding from the Clean Bus Technology Fund. The successful local authorities include Sunderland City Council and Durham County Council which will receive £275,500 between them, enabling Selective Catalytic Reduction technology to be fitted to the exhaust systems of 19 buses.

#### **16. Taxis**

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16.1 Some of the legislation relating to taxis is archaic and dates back as far as 1847. Key statutes refer to "hackney carriages" when taxis were literally horse-drawn vehicles. At the request of the Government, the Law Commission has been carrying out a review of the legislation since 2012 with a view to making it simpler and more up-to-date.

16.2 It had been anticipated that the Commission would publish final proposals before Christmas but these are not now expected until April 2014. However, they have already outlined their interim proposals (subject to adjustment in the final report), the main points of which are as follows:



- Authorities will retain power to limit the number of taxis licensed in their area;
- Two-tier system to be retained;
- National standards for safety, accessibility and enforcement to be set;
- Local authorities can set additional standards if they wish;
- Private hire vehicles to be allowed to operate 'cross-border' (not restricted to own licensing area); and
- Tougher enforcement powers for licensing officers.

16.3 Implementation of the Commission's final recommendations will depend on the DfT bringing them forward in legislation.

16.4 Locally, Councillor Frank Lott, the ITA Lead Member with responsibility for the taxi trade, has recently met with taxi trade members and Licensing Officers to discuss their issues and concerns and the potential for greater harmonisation of licensing practice. Further meetings are planned once the outcome of the Law Commission review is known.

## **17. Newcastle City Council Cycle City Ambition Fund**

17.1 Newcastle City Council has been awarded £5.2 million from the Government's Cycle City Ambition Fund. The winning bid was developed in partnership with the city's cycling community, local businesses, universities, charities, the Newcastle Cycling Campaign and colleagues in public health.

17.2 The grant, which is for a two year period up to March 2015, will help the city achieve its 10 year strategy to make Newcastle a city fit for cycling with an aspiration that, within 10 years, 12% of journeys under 5 miles within Newcastle will be by bike. The funding will be used to:

- Create a network of cycle routes into the city centre, with connections to regional and national routes;
- Create a cyclist and pedestrian friendly city core with cycle-friendly routes around it;
- Improve safety measures on busier streets and continue to implement 20mph restrictions on residential streets;



- Work with traders and residents to make local neighbourhoods and shopping areas better for pedestrians and cyclists;
- Work with public health colleagues to encourage and enable cycling for health; and
- Build on events such as SkyRide which attracted nearly 8,000 cyclists.

17.3 Cycling across Tyne and Wear will be a future topic of an ITA Policy Seminar with further reports to the ITA in due course.

## **18. Defra Air Quality Management**

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18.1 On the 1<sup>st</sup> July 2013, the Department for the Environment, Food and Rural Affairs (Defra) launched a six week consultation on the best way to address shortcomings identified in Local Air Quality Management (LAQM) legislation in England.

18.2 LAQM has been in place since 1997 and has greatly improved knowledge of the sources and extent of air pollution. However quantifying the impacts and effectiveness of measures introduced to improve air quality has proven difficult and few local authorities have been able to revoke any Air Quality Management Areas as a result of their interventions.

18.3 Furthermore, LAQM is very administrative and does not usually take compliance with EU limit values into account. Defra believes that it is necessary to reinvigorate and refocus LAQM on action to help the UK meet EU air quality standards and to clarify its role alongside other actions to improve air quality. The refocused LAQM should also highlight what local authorities can do to improve air quality by working together.

18.4 The consultation was the first part of a two stage exercise and was concerned with policy which impacts on local authorities in England. A second-stage consultation will be carried out. Responses will be published following the closure of the consultation.



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**19. Potential impact on policy objectives**

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- 19.1 Some of the policies, programmes or announcements outlined in this report could potentially have an impact on the ITA's key objectives.
- 19.2 It is anticipated that the following policies, programmes or announcements will have a positive impact on the objective to support economic development and regeneration;
- Wave 2 City Deals;
  - Local Growth Fund (assuming a successful outcome in the bidding process);
  - Local Major Schemes Devolution;
  - Tranche Four Pinch Point Fund; and
  - Rail Devolution.
- 19.3 The following policies, programmes or announcements are expected to have a positive impact on the objective to support safe and sustainable communities:
- Newcastle City Council Cycle City Ambition Fund; and
  - Freight and Cycle Safety Measures.
- 19.4 It is expected that the policies, programmes or announcements listed below will have a positive impact on the objective to address climate change:
- Newcastle City Council Cycle City Ambition Fund;
  - Defra Air Quality Management;
  - Green Bus Fund; and
  - Clean Bus Technology Fund.

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