

Tyne and Wear Integrated Transport Authority - Scrutiny Committee

Thursday 13 October 2011 at 12.00 pm

Meeting to be held in a North Tyneside Quadrant Room 0.02

Contact Officer: Lynn Camsell - 0191 2115184

Membership

Councillors: **M Graham, T Graham, Preston, G Pattison, L Birkenfield, M Green, R Porthouse, B Watters, N Padgett and D Tate**

AGENDA

Page No

- 1. Welcome and Introductions**
- 2. Apologies for Absence**
- 3. Declarations of Interest of Council Members, Co-opted Members or Officers to be discussed at the meeting**

(If any Member has a personal/prejudicial interest please complete the appropriate form and hand this to the Democratic Services Officer before leaving the meeting. A blank form can be obtained from the DSO at the meeting).

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

Key Items

- 4. Transport Issues - General rail franchise arrangements and Security on the Metro system** **1 - 4**

Report by ITA Policy Manager & Strategic Planning Manager, Nexus

- 5. Major Schemes Update** **5 - 8**

An induction loop system is available on request for meetings in the Committee Suite at the Civic Centre. Anyone wishing to use this facility should ring the Contact Officer.

Report by ITA Policy Manager

6. **Urban Traffic Management Control** **9 - 12**

Report by Tyne and Wear UTMC Specialist

7. **Committee Work Programme** **13 - 16**

Report by Policy and Information Officer, ITA Scrutiny

- (a) **Minutes of the Previous Meeting Held on 14 July 2011** **17 - 24**

8. **Tyne Tunnel Visit and Presentation**

9. **Date and Time of Next Meeting**

The next meeting will be held on Thursday 12 January 2012, 1.00pm at South Shields Town Hall.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

13th October, 2011

TITLE: TARNSPORT ISSUES UPDATE – RAIL & METRO

**REPORT ITA POLICY MANAGER & STRATEGIC PLANNING MANAGER, NEXUS
OF:**

1. Summary / Purpose of Report

1.1 To update Scrutiny Members on transport issues regarding rail and Metro.

2. Recommendation

2.1 The committee is asked to comment on the report.

3. Rail Franchise Update

3.1 On 4 August the Secretary of State for Transport announced a revised and updated programme for future rail franchising, taking account of views received from within and beyond the rail industry. Longer, less prescriptive franchises are proposed which are intended to promote greater innovation and investment, as well as to generate lower costs at an industry level. Closer partnership working between train operators and Network Rail at a local level is also envisaged.

3.2 Those sections of the announcement which affect the Tyne and Wear area are as follows:

- The East Coast franchise will remain in state ownership until December 2013, when a new franchise will commence. This is later than previously indicated, due to the Greater Western franchise being renewed earlier than expected, in order to avoid more than one long-distance franchise competition being held at the same time.
- The existing Transpennine Express franchise held by First Keolis will be extended until between April 2014 and March 2015. This flexibility could allow the start dates for the new Northern franchise – due to expire in October 2013 - and the TransPennine franchise to be aligned in April 2014, by exercising the short extension provision in the current Northern franchise. Having both existing franchises end at the same date could allow for these franchises to be

combined, or split in different ways. The Secretary of State will be considering the optimal configuration and intends to seek views on the preferred structure from local interested parties. The timescales outlined above will allow for proper consultation and consideration of the possibilities for a radical restructuring in the Northern/Transpennine operating area, according to the ministerial statement.

The statement suggests that there will in future be greater variations between individual franchises, depending on their particular circumstances.

- 3.3 The relationship between the expiry dates of the Northern and Transpennine franchises suggests that serious consideration is being given by the Secretary of State towards a merger of the two franchises, or at least some change to the existing arrangements. This is especially relevant in connection with the discussions which are currently taking place between the Department for Transport and the PTEs served by the Northern franchise, to gauge the potential for specification and oversight of the next franchise to be devolved to PTEs to a greater or lesser extent. Clearly the inclusion or otherwise of Transpennine services within a future local rail franchise could significantly alter the potential for the delivery of regional rail services.
- 3.4 The East Coast announcement confirms that the service will remain publicly operated for two more years. In advance of that franchise being let in 2013, an extensive programme of consultation and discussions with potential bidders can be expected as the franchise is likely to generate a high level of interest; this will be the opportunity for the ITA to specify what is sought in terms of service improvements and passenger facilities on this important route.

4 Metro Cable Theft Update

- 4.1 Metal theft is a widespread problem in North East England which has grown significantly as a crime in recent years, driven by a rise in metal prices on world markets. Power supply, telecoms and railway companies are high profile victims but churches, schools, war memorials and local council services and amenities have also been affected. The 2011/12 financial year has so far seen 18 incidents of metal theft on Nexus and Network Rail infrastructure, compared to 13 in the whole of 2010/11. The extent of train service delay and disruption has more than doubled as a result. Nexus estimates the cost of incidents on its own infrastructure to be approximately £293,000, shared between Nexus and its operating concessionaire, DBTW.
- 4.2 Since June Nexus has pursued an action plan to reduce the impact of this problem on four fronts, and has seen a reduction in the number of attacks it has suffered. In addition to what can be achieved within local resources, an important step in tackling the underlying drivers of metal theft is by seeking to tighten the regulations on the trade in used and scrap metal.
- 4.3 Up to the end of August there had been 11 attacks in total on Nexus Infrastructure and seven on Network Rail infrastructure, 38% more than the whole of the previous year.
- 4.4 The overall cost of incidents on Nexus infrastructure alone is estimated to be £293,000. The value of metal stolen is often negligible, and in some cases it has been found abandoned or the thieves have caused damaged but taken nothing. The major costs arise from providing replacement bus services and deploying staff to assist

passengers, the staff resource and equipment required to make repairs, deferring other important maintenance and renewal jobs and the loss of revenue and goodwill among passengers. The wider economic cost to the region from people missing appointments, being late for work or being put off travelling has not been estimated.

- 4.5 Following the meeting of the ITA in September, Members agreed to raise with the Home Office the necessity for changes to the laws and regulations surrounding the handling of used and scrap metal in accordance with the proposals outlined below to press for changes to laws and regulations
- 1) A robust licensing regime (rather than the present registration) with clear requirements upon the dealer to take steps to reduce the risk that stolen materials are purchased or received.
 - 2) Scrap metal dealers to pay a licence fee in order to give local authorities greater funds to facilitate the regulation of the licence.
 - 3) Property obtained by virtue of breaches of the legislation should be regarded as criminal assets allowing Proceeds of Crime provisions to apply.
 - 4) Police powers to close scrap metal dealers in line with alcohol licensing and police authority to search and investigate all premises owned and operated by a scrap metal dealer.
 - 5) Restrict trade in scrap metals to cashless payments and introduce a requirement that scrap metal must be held for a certain period before being sold or processed in order to allow payments to be processed.
 - 6) Searchable records to be kept of proof of identity of the seller of scrap and any vehicles used to transport it (egg through photo id and CCTV).
 - 7) Magistrate powers to add restrictions on to licences and to prevent re-opening of closed yards until conditions have been met.

- 4.6 It is important to note that there are many entirely legitimate businesses operating in this arena. There is no desire to penalise these businesses. Indeed, it is hoped that improved legislation to remove dealers who deliberately seek to profit from crimes will actually increase business for the remaining, legitimate metal recycling companies

5. Contact Officer (s)

- 5.1 Roger Gill, ITA Policy Manager 0191 211 4805

Gordon Harrison, Strategic Planning Manager, Nexus 0191 203 3333

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

13th October, 2011

TITLE: MAJOR SCHEME UPDATE

**REPORT ITA POLICY MANAGER
OF:**

1. Summary / Purpose of Report

- 1.1 To update Scrutiny Members on Major Schemes and their request for further information regarding assessments on the impacts on the loss of funding for major schemes, in particular the A19.

2. Recommendation

- 2.1 The committee is asked to comment on the report.

3. A19 Update

- 3.1 At a previous meetings of the ITA Scrutiny Committee, Members had asked whether there had been any assessment undertaken to ascertain the impacts of any loss of funding for major transport schemes, for example any social, environmental and economic impacts.
- 3.2 The Highways Agency is responsible for the management, maintenance and operation of the A1 and A19 Trunk Roads, on behalf of the Department for Transport.
- 3.3 Following the Spending Review, the DfT indicated that work on the A19 junctions at Testos and A19/A1058 Coast Road junctions has been put back to after 2015, proposed schemes at A19 Moor Farm and A19 Seaton Burn have been cancelled.
- 3.4 The New Tyne Crossing has just opened, and when both tunnels are fully operational, the current congestion will be significantly reduced. However there will continue to be congestion problems at other A19 junctions, notably at the Coast Road. The Highways Agency has been developing an interim scheme, which has seen the capacity of the junction enhanced.
- 3.5 Both businesses and politicians recognise the need for and have lobbied actively for larger scale improvements to the A19 corridor to help deliver our economic

development and regeneration ambitions.

- 3.6 Chi Onwurah, MP for Newcastle Central, raised this issue in the form of a written Parliamentary Question to the Secretary of State for Transport on *“what assessment he has made of the effects of the A19 on economic growth and employment in the North East?”*
- 3.7 The response to this question came through from Mike Penning, Roads Minister. This is recorded as *“As part of the spending review, we have assessed the effects of all forthcoming transport improvements. Some tough decisions had to be made on which schemes were prioritised. As part of that review the public value for money of every scheme was considered. In the case of the A19 we concluded that the schemes at Testos and Coast Road would remain in the programme for future delivery. While we have had to prioritise spending, we have continued transport investment in the North East, including the £350 million upgrade of the Tyne and Wear Metro”*.
- 3.8 In its submission to Government, the North Eastern Local Enterprise Partnership recognised that transport was one of the priority areas to support businesses accessing existing and new markets and for people to access employment across the area.
- 3.9 As the Minister has stated, two of the A19 Junction have remained in the programme for future delivery, perhaps in the next Spending Review period. Members and representatives from the business community will continue to lobby and advocate improvements to this corridor. The Clerk to the ITA has recently written to the Roads Minister asking for clarification on the design and delivery times for these two schemes. We are expecting a reply soon.

4. Sunderland Strategic Transport Corridor

- 4.1 As part of the Spending Review in 2010, the DfT allocated £1.5 billion for local authority major schemes in the period up to 2014/15. Around £600 million of this is for schemes already in construction or with Conditional Approval and over £900 million for new schemes. Schemes are classified under three headings:
- Supported pool – These are schemes which previously had Programme Entry.
 - Development pool - 22 schemes will form a Development Pool, for which over £600m should be available. These schemes offer good value for money but the DfT will not be able to fund them all. The Sunderland Strategic Transport Corridor is in this pool.
 - Pre-Qualification Pool – these are schemes that had achieved Programme Entry, but have changed considerably since their last approval
- 4.2 Sunderland City Council has now submitted a best and final business case to the DfT who will be considering the SSTC with other business cases from the development pool before making a decision on which ones to fund by the end of 2011.

5. Other Information

5.1 There will be no new bids accepted for programme entry to the Major Schemes pot prior to 2014/15. There will be new major schemes funding framework from 2014/15 in the light of “localism” which could lead to new schemes entering the programme. The DfT will also be consulting on proposals to devolve Major Scheme funding after 2014/15 in the next month or so.

6. Contact Officer (s)

6.1 Roger Gill, ITA Policy Manager 0191 211 4805

Graham Grant, ITA Senior Transport Planner 0191 211 6011

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Tyne and Wear Integrated Transport Authority

Scrutiny Advisory Committee

Date: 13 October 2011

TITLE **Report on the Implementation of the Tyne and Wear Urban Traffic Management Control Project**

REPORT OF **Tyne and Wear UTMC Specialist**

1. **Summary**

1.1 The Tyne and Wear Urban Traffic Management Control (UTMC) Project will allow the Local Transport Plan (LTP) partners to have a coordinated approach to Traffic Management across Tyne and Wear which will assist in both meeting their statutory obligations under the Traffic Management Act and delivering the policy objectives set out in the LTP.

2. **Recommendations**

2.1 The committee is recommended to note the progress made with implementing the UTMC system.

3. **Main Report**

3.1 Background

Work carried out under the auspices of the Transport Innovation Fund (TIF) identified the implementation of an UTMC System as a means to deliver improved transport efficiencies and make better use of existing and future Intelligent Transport Systems (ITS), this resulted in the formation of the UTMC Project Board in late 2008.

In 2009 a Vision Document for a Tyne and Wear wide UTMC system and functional specification were produced as Phase One of the Project. Phase Two of the Project is to establish:

- A UTMC Common Database;
- A central control facility; and
- The integration of the majority of existing Intelligent Transport Systems within Tyne and Wear on to the Common Database.

Systems to be integrated include in Phase Two include:

- Street Works Management Systems;

- Parking Guidance Systems;
- Traffic Signal Control systems;
- Vehicle count and classification data;
- Air Quality measuring equipment;
- CCTV where the camera is primarily focused on the road network;
- Ice detection systems; and
- Feeds from the National Traffic Control Centre and (when deployed) Tees Valley UTMC.

3.2 Policy Context

As well as fulfilling the statutory requirements placed on the partner authorities by the Traffic Management Act the implementation of UTMC will assist the Local Transport Plan Partners to deliver their strategic aims of:

- Supporting economic development and regeneration;
- Addressing climate change;
- Supporting safe and sustainable communities through the efficient use of the transport infrastructure; and
- The provision of accurate and timely information to the travelling public.

3.3 Outputs

The project is intended to deliver the following outcomes/outputs:

- allow the region to address the aspirations of national government policy, such as congestion reduction;
- assist in the delivery of the Congestion Reduction Plan and the Statutory Network Management Duty;
- improvements to public transport passenger information;
- an improvement in the ability to manage and direct traffic and its behaviour;
- improve air quality in Air Quality Management Areas (AQMAs);
- improved consistency of journey times;
- better management of special events and major incidents;
- increased efficiencies for emergency services; and
- the ability to coordinate and liaise more efficiently with neighbouring highway authorities and the Highways Agency management infrastructure.

3.4 Progress to Date

The Project continues to be managed and delivered using the Newcastle Project Management Framework (which is based on the principles of Prince2). The following progress has been made:

- A formal partnership agreement has been put in place including the governance and reporting arrangements.
- The UTMC facility has been established in Newcastle University with a common database and is staffed from 7am to 7pm on weekdays.
- Provision of remote access for nominated users to the Common Database and a public facing website showing all available traffic data (www.tyneandweartravel.info).

The integration of existing ITS assets is ongoing, early systems to be integrated were: Weather Monitoring across Tyne and Wear; Sunderland's and Newcastle's Street Works Management Databases; the National Traffic Control Centre data feed; and Newcastle's Parking Guidance system.

Traffic Signals Group have recently upgraded the back office system that controls linked traffic lights in the urban areas. This system is UTMC compliant and will integrate with common database in due course. There are also plans to integrate isolated signal junctions on to the database where there is a benefit to having control of these junctions. This will allow the UTMC system to control traffic lights depending on the operational need and the policy objectives that are to be achieved.

Progress with the integration of CCTV systems has been limited due to the way CCTV systems have been procured and their primary purposes. Feeds from Newcastle City Council Traffic Management Cameras have been integrated, and work is ongoing to secure feeds from Gateshead and South Tyneside Council's and Northumbria Police's Sunderland Area Command. However, there will still remain critical gaps on the road network where there is no CCTV coverage from any partner agency.

3.5 Next Steps

Once the majority of existing ITS has been successfully integrated it is planned to formally launch the UTMC system and raise its profile, both internally with Members and Officers and externally with external stakeholders, media outlets and the travelling public.

To further enhance the UTMC system it is intended to develop interfaces to the new Tyne Tunnel 2 management systems and Newcastle University's Air Quality Modelling Database.

Further ITS such as: Real Time Passenger Information for buses; Strategic Variable Message Signs; increased CCTV coverage; and Journey time monitoring, which will further enhance the benefits that UTMC system can deliver were outlined as part of the initial Local Sustainable Transport Fund (LSTF) bid, the final business case for which will be finalised and agreed in December 2011.

4. **Information about this Report**

4.1 The purpose of this report is to inform Members of ITA Scrutiny Advisory Committee about the progress to date, in setting up an Urban Traffic Management and Control (UTMC) system for Tyne and Wear.

4.2 **Does the report relate to a particular decision?**

There is no decision required relating to this report.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

13 October 2011

TITLE: WORK PROGRAMME UPDATE 2011/12

REPORT OF: POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 The outline work programme for 2011/12 has been put together following the Committee discussion in July 2011.

2. Recommendation

- 2.1 The committee is asked to agree the outline work programme for this year.

3. Background

- 3.1 The ITA Scrutiny Committee's terms of reference are:

- Make reports or recommendations to the ITA with regard to the discharge of the ITA's functions
- Review or scrutinise the decisions made or other action taken, in connection with the discharge of the ITA's functions
- Make reports or recommendations to the ITA on matters which affect Tyne and Wear and which relate to the ITA's functions'

- 3.2 The Scrutiny Committee can, scrutinise the ITA's priorities and objectives, policies developed to meet desired outcomes, performance in meeting stated objectives and issues that affect transport users.

- 3.3 The Vision of the ITA is:

Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.

The five goals of the transport strategy that the ITA has adopted to meet this vision are:

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

3.4 As a result of the Transport Act, 2008, the ITA took on responsibility for the preparation of Local Transport Plan 3.

3.5 It is not the role of this committee to discuss day to day operational issues or complaints.

4. **Outline Work Programme 2011/12**

The table below contains the work programme items discussed and agreed at the last meeting of the scrutiny committee.

13 October 2011 - Papers deadline 5 October 2011
October – visit to Tyne Tunnel
Agenda Item
Work programme
Transport issues <ul style="list-style-type: none"> • General rail franchise arrangements- East Coast, Northern & Trans-Pennine • Metro security & cable theft
Major Scheme update <ul style="list-style-type: none"> • Tyne tunnel pedestrian crossing & use of shuttle buses • A19/ key junctions/Coast Road improvements • Consequences of not going ahead with planned schemes.
Traffic light management <ul style="list-style-type: none"> • Urban Traffic Management Control project manager to report/present

12 January 2012 – papers deadline 4 January 2012

Agenda Item

Work programme

Transport issues

- Outcomes from the McNulty review
- Who's getting the East Coast franchise?

Major Schemes Update

Quality Bus Contracts

North East Smart Ticketing Initiative

Metro Update

Concessionary travel

Implications of Localism Bill on the ITA

12 April 2012 – papers deadline 4 April 2012

Agenda Item

Work programme

Transport issues

Major Schemes Update

Park and ride strategy

5. Opportunities/Risks

- 5.1 The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy. The committee has a small budget to undertake discreet pieces of work, including policy review, research, attend conferences, etc. In linking the work programme of the committee to key national ambitions, there is more scope to hold to account those delivering decision making locally. Clear work programming aids officers presenting reports and provides the public with an opportunity to become involved. The committee will be aware there are limited resources available and therefore need to keep the work programme under review throughout 2011/12.

Contact Officer: Susan Forster 0191 277 7525 susan.forster@newcastle.gov.uk

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Tyne & Wear ITA - Scrutiny Committee

14 July 2011
(1.00 - 2.35 pm)

Present:

Councillor: Tate (Chair)

Councillors: M Graham, T Graham, G Pattison, I Preston, L Birkenfield, M Green, D Richardson (substitute for N Padgett).

IN ATTENDANCE

Jessica Anderson (Newcastle City Council), Paul Staines (Newcastle City Council), John Fenwick (Nexus), Roger Gill (Nexus), Graham Robinson (Nexus), Susan Darroch (Newcastle City Council)

1. ELECTION OF CHAIR

RESOLVED - That Councillor David Tate be appointed Chair for the Municipal Year 2011/12.

(Councillor Tate in the Chair)

2. ELECTION OF VICE CHAIR

RESOLVED – That Councillor Padgett be appointed in his absence, as Vice Chair for the Municipal Year 2011/12.

3. DECLARATIONS OF INTEREST

Councillors Green, Tate, Graham, Birkenfield and Pattison declared a general personal interest as holders of public concessionary travel passes.

4. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Padgett and Watters.

5. MINUTES OF THE MEETING HELD ON 17 MARCH 2011

The minutes of the meeting held on 17 March 2011 were agreed as a correct record and signed by the Chair, subject to the amendment of references to "Councillor Tom Watson" to "Councillor Tom Graham".

Matters Arising:-

(a) Park and Ride (Minute 57 a refers)

A member empathised with previous concerns about cars parking in residential side streets adjacent to metro stations following the introduction of charges at metro car parks. She queried whether a map of car park locations was available and if there were plans to develop park and ride on land adjacent to metro stations. Officers confirmed that a map of locations could be provided.

It was also noted that wider plans were within the Local Transport Plan (LTP) and covered by a Nexus policy. Detailed projects relating to local bus corridors had not been taken forward Government. The Newcastle/Gateshead One Core Strategy would also consider options for land use over the next 10 to 15 years.

The Chair referred to concern expressed by former Councillor Lynch about the number of passengers using the Bankfoot Metro Park and Ride facility and noted the undertaking to report back to the committee on whether use of the station had been impacted by the introduction of charges.

Paul Staines, suggested, given Councillor interest, park and ride strategy might be a topic for inclusion in the committees' work programme.

(b) ITA Budget 2011/12 (minute 57 (c) refers

In response to a query from Councillor Green regarding the impact on scrutiny on non-attendance by finance representatives, it was noted that no slight was intended. The officer had unfortunately been unwell. John Fenwick Director of Resources and Finance at Nexus was in attendance at today's meeting and Newcastle City Council's Director of Finance and Resources (and Deputy Clerk to the ITA) had attended to discuss budget issues in the past. Updates had also been given.

(c) Financial and Non-Financial Impacts of Loss of Funding on Major Schemes (minute 59 refers).

(i) Responding to a query from a member, Roger Gill understood that a formal written response had now been received by Chi Onwurah MP, in her written parliamentary question to the Secretary of State for Transport on cancellation of road improvements. It was noted that this response had not provided any additional information as to the implications of not proceeding (a shared interest with this committee).

- Members queried what additional steps could be taken to progress the issue of A1 ad A19 junction improvements, noting that the opening of the new Tyne Tunnel would relieve congestion at the Tunnel. Representations sent by others,

including South Tyneside and Gateshead Councils, on the impact of non-investment were also noted.

- Roger Gill advised that Government were looking to Local Enterprise Partnerships (LEPs) to progress strategic transport policies. Within the proposal for the North eastern LEP, transport was identified as an important issue. Strategic links including the A1, A19, east coast mainline, Durham Coast line etc are important for future growth. A sub-group, chaired by the Mayor of North Tyneside, was overseeing this work and it was hoped that a report would be submitted to the LEP Board in the autumn.

Roger Gill confirmed that the ITA was fully engaged and the committee would continue to be updated and have an opportunity to contribute. The committee noted that it was important that this issue was progressed and it may be helpful to see the response to Chi Onwurah's question in Hansard. The committee was informed that the Government were consulting on proposals to develop some major scheme transport funding , which may reflect LEP geographies.

Nexus and the ITA were involved in this process and there was a role for the committee to play in reviewing development of this work. It was noted that the LEP was now fully constituted with the chair having been appointed. It was noted that the constitution of the LEP was drawn from a broad cross section including business, industry, and elected members. Members commented that the LEP structure, with business and industry representation meant that the role of the ITA in terms of elected member input was important.

- Members raised concerns about the economic disbenefits of not proceeding with major schemes at this stage. John Fenwick acknowledged there was significant concern about the schemes being dropped and noted that it was appropriate that the issue was being progressed by the LEP. ITA scrutiny had an important role to play in overseeing that policy development. While funding would be constrained till 2014/15 the Clerk to the ITA, as lead regional chief executive with responsibility for transport, was leading on discussion with the Highways Agency and Department for Transport to make the case for improvements to the A19 junctions.
- It was noted that at the outset of the metro reinvigoration programme a cost benefit ratio of 8:1 had been estimated in terms of the wider economic implications for the region. This was particularly high given that a ratio of 4:1 was generally considered good. Members noted it would be useful to revisit this as phase 2 rolled out to assess whether the actual benefits delivered met expectation. It would also be useful to see if the discipline of a cost benefit ration was applied by the Department of Transport to road scheme cancellation.
- As a way forward, it was agreed that the A19/Coast Road should be included as a topic in the committee's work programme in terms of considering the financial and non financial implications for the region and the response to Chi Onwurah's written parliamentary question to the Secretary of State. This may enable a report to be produced to send to ITA to inform key decision makers about the committee's observations.

- (ii) With regard to traffic lights, Councillor Tom Graham referred to proposals by Newcastle City Council to install traffic lights at the end of the Redheugh Bridge and expressed concern that this could lead to bottlenecks in Gateshead and Cowgate.

The need for proper maintenance and co-ordination of traffic lights was noted. Councillor Graham suggested that there were times, especially at roundabouts, when lights could be switched off to aid traffic flow if there was no potential adverse impact for pedestrians or pedestrian facilities.

Members stressed the need for a co-ordinated approach to planning on this issue and queried whether the scope for input by the ITA. Roger Gill noted that it may be helpful for members to consider the outputs from the Urban Traffic Management Control (UTMC) Project.

- (d) Local Transport Plan 3 (minute 60 refers)

A member referred to ongoing concerns with aspects of services provided by bus operators and queried the position regarding the possibility of having a Quality Contracts Scheme.

J Fenwick outlined some of the complexities underpinning this issue, noting that five public interest tests that would have to be satisfied, for which there was no precedent as no area had yet implemented a QCS under either the original Transport Act 2000 or the amended requirements of the Transport Act 2008.

A member expressed concern about the level of service provided by some bus operators and queried whether there was scope for joint collaborative working on this issue with Integrated Transport Authorities in other areas. In response, J Fenwick noted that nationally there appeared to be varying degrees of interest in Quality Contract Schemes in the ITA areas. The West Yorkshire ITA had recently considered a report on the issue which was publicly available and would be circulated to committee members.

In response to a committee member's query regarding the current position of "super routes", G Robinson explained that this was no longer a formal brand and that voluntary bus quality partnerships existed in East Gateshead and South Tyneside.

A member commented on the excellent service provided by the number 58 bus route and expressed frustration that this was not replicated more widely elsewhere.

RESOLVED – that:

- i) the following issues, as matters from the last meeting, be carried forward as possible topics for scrutiny in 2011/12: park and ride strategy, A19/Coast Road, Options for Bus Services Delivery (January, 2012 meeting); and
- ii) a map be provided on the location of all Metro stations with car parking capacity; and

- iii) the Scrutiny Officer chase a reply, from Chi Onwurah MP, to its letter on the shared interest of the impact of cancelling road projects as part of budget proposals and Roger Gill circulate the Secretary of State's reply to the Written Question from Ms Onwurah;; and
- iv) that the committee be kept apprised of any developments in relation to developing future bus services; and
- v) the UTMC project manager be asked to attend a future meeting and provide a report and presentation on the outcomes of the project to members.

To provide a more meaningful flow of items, remaining reports were considered in the following order.

6. SUMMARY OF DECISIONS FROM ITA

Submitted: Report by Policy and Information officer, ITA Scrutiny Committee

The committee was referred to reports which provided an overview of business transacted by the ITA at its meetings on 24 March 2011 and 26 May 2011 and was asked to consider whether it wished for the overviews to continue and if there were any items to add to its own work programme. The following issues were raised:-

- (i) (Page 21, 3.12) Single Approach to Priority Lanes – a member queried the potential impact of this proposal arising from the Localism Bill. In terms of a general discussion on the Localism Bill, Graham Robinson confirmed that Nexus was seeking legal advice on the matter. Paul Staines understood the Bill did have application to all “authorities” and it was likely therefore aspects would apply to the Tyne and Wear ITA.
- (ii) (Page 22, 3.14) New Tyne Crossing – Councillor Tom Graham referred to the pedestrian tunnel and raised the potential scope for establishing a shuttle bus service at both sides of the tunnel, to local metro stations, to provide a more integrated service. Members agreed that an update on the pedestrian tunnel would be useful, together with a possible sit visit. Information was also given on application of concessionary fare passes on the Tyne Ferry
- (iii) (Page 18, 3.18) Rail Update – Councillor Pattison queried current proposals for the East Coast rail franchise, noting problems experienced by previous franchise holders and queried how the committee could input to the surrounding debate. There was general agreement that this was an important issue for further consideration and a request made for an update from Nexus to a future meeting.

Roger Gill noted that the report to the ITA on 24 March had been a general update on the McNulty Review.

In response to a query from the chair, Roger Gill confirmed that in due course an update on future proposals for franchise arrangements would be provided to the ITA. He noted that potential bidders would be keen to canvass the views of key parties and there was therefore an important opportunity to set out what the

scrutiny committee would expect of any potential franchise holder. Roger Gill undertook to keep the committee informed of any key developments.

Members also highlighted concerns over security on the railways, particularly relating to theft and suggested possible mechanisms to combat this.

It was agreed that Nexus would provide a regular update on rail matters to each meeting which would include, at the next meeting, general franchise arrangements (East Coast, Northern and Trans-Pennine) and issues relating to security and cable theft.

- (iv) (Page 20, 3.6) Metro Reinvigoration Phase 3 – summarised the presentation by the Director General of Nexus and outlined, for consultation, possible corridors for possible network extension.

Councillor Tom Graham commented that it had been a missed opportunity not to extend the Metro network south of South Shields town centre. The Chair agreed that metro reinvigoration was an important issue to keep under review and asked that a copy of the Director General's presentation to the ITA be circulated to committee members.

John Fenwick outlined work currently underway. Consultants had been commissioned to consider options for phase 3, including carriage replacement and new signalling. A report would be brought back to scrutiny committee when this process was completed.

Refurbishment of existing carriages was underway to extend their lifespan for a further ten years. However, by 2020 some carriages would be forty years old and in need of full replacement. Reference was made to proposals for greening the system and John Fenwick explained that this would include options to reduce power requirements.

- (v) (Page 21, 3.9) Veolia Bus Services – Councillor Muriel Green noted that bus operator Veolia was withdrawing local services and a query was raised as to what action Nexus was taking to deal with this so that services were not lost. John Fenwick advised Veolia had made a business decision but confirmed that all Veolia services were secured and would therefore be replaced.

RESOLVED – that the report be received and those issues identified in points (i) to (vi) above be considered in development of the committee's work plan.

7. CFPS CONFERENCE FEEDBACK

Submitted: Report of Policy and Information Officer, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes)

The Chair and Paul Staines updated on their recent attendance at "Accountability, Transparency and Commissioning: delivering for people and places" conference held by the Centre for Public Scrutiny on 11 June 2011. While, interesting, it was felt that

that the conference had been rather congested and in future years the committee may wish to consider attending an event with greater focus on transport issues. There were also significantly fewer delegates, reducing the ability to network.

RESOLVED – that the report be received.

8. TRANSPORT UPDATE

Report of Policy and Information Officer, ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes)

Paul Staines referred the committee to the report which set out a summary of current key strategic issues relating to transport, noting in particular the publication of the government's Local Transport White Paper. In relation to paragraph 7, Jessica Anderson circulated a letter (copy attached to Official Minutes) from the Department for Transport confirming the ITA's success in securing funding through its Key Component bid.

RESOLVED – that the report be noted.

9. SCRUTINY WORK PROGRAMME

Submitted: Report of Policy and Information Officer ITA Scrutiny Committee (previously circulated and copy attached to Official Minutes) and ITA Draft Work Programme (circulated on a supplemental agenda).

Paul Staines presented the report, referring also to the ITA draft work programme. The members were referred to the committee's terms of reference; key issues considered in 2010/11; and noted under section 4.6 possible areas of work for 2011/12. It was noted that a number of these issues had subsequently been identified by the committee during its discussions.

During consideration, the following issues were highlighted for inclusion in the committee's work programme for 2011/12:-

- Report on plans for the A19 and key junctions having regard to the work of the LEP – *October 2011*
- Park and Ride strategy - tbc
- Update report on issues surrounding delivering bus services – *January 2012*
- Report on Tyne Tunnel Pedestrian Crossing (and visit) – tbc (outside of the meeting calendar and before the winter weather)
- Presentation and update report on UTMC project progress – *October 2011*
- Standing report to all meetings on transport issues (particularly rail) - *All meetings* (franchise and security arrangements to the next meeting).
- Possible report on North East Smart Ticketing Initiative – tbc
- Update report on metro reinvigoration phase 3 proposals - when available.

Members also noted that the outcome of Government consultation on mobility scooter classification could provide a possible topic for review. Graham Robinson

provided an overview of national framework and background to the current ban on mobility scooters on the metro. It was confirmed that the metro refurbishment programme would ensure that the network was accessible to wheel chair and powered wheelchair users, but some scooters were too big. At this stage however, it had not been identified how mobility scooters could be safely and economically accommodated on the Metro. It was also confirmed that the government had not yet published the findings of the 2010 consultation on public transport access issues.

In terms of further work areas, Paul Staines referred members to items going to the ITA in July and September 2011. It was noted that some were simply updates rather than issues for decision. Roger Gill noted that at the next meeting it may be possible to comment on the Local Sustainable Transport Fund bid.

In response to a query it was confirmed that members should automatically receive the ITA Capital Revenue Quarterly Review through their ITA papers.

It was also noted that the ITA's Annual Risk Strategy) had been discussed with the committee's chair and vice-chair outside of the meeting (given timescales involved). Continuing this approach was supported.

To provide a definitive list of agenda items, the committee requested that the Scrutiny Officer meet with the chair and vice-chair on her return from leave and produce a report for the next meeting

RESOLVED – that those items identified above be incorporated into the ITA Scrutiny Committee's work programme for 2011/12

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

RESOLVED – that the next meeting of the ITA Scrutiny Committee be held on Thursday 13 October 2011 at North Tyneside with an outline agenda of: Major Schemes update; traffic light co-ordination (presentation from UTMC); detailed work programme; transport update (particularly rail), implications from Localism Bill for the ITA; and arrangements for a Tyne Tunnel visit (pedestrian and cycle tunnel).