



## **Tyne & Wear ITA - Scrutiny Committee**

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**Meeting to be held: Committee Room, Civic Centre, Newcastle upon Tyne, NE99 2BN on Thursday 14 July 2011 at 1.00 pm**

**Membership: Councillors M Graham and T Graham (Gateshead Council); Councillors Birkenfield and Green (North Tyneside Council); Councillors Watters and Porthouse (South Tyneside Council); Councillors Pattison and Preston (Newcastle City Council); Councillors Padgett and Tate (Sunderland City Council)**

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**ITA papers are available on the ITA website at [www.twita.gov.uk](http://www.twita.gov.uk)**

**Members are reminded to sign the attendance list**

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Report by the Policy and Information Officer, ITA Scrutiny Committee

**(a) ITA Draft Work Programme**

Members are requested to note the intention to circulate the above report on a supplemental agenda in accordance with the provisions of the Local Government (Access to Information) Act 1985

**COMMITTEE REPORTS**

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**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.**

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## **Tyne & Wear ITA - Scrutiny Committee**

17 March 2011

(1.00 pm – 2.50 pm)

Meeting held Sunderland Civic Centre, Burdon Road, Sunderland

### **Present:**

Councillor: Graeme Miller (Chair)

Councillors: David Charlton, Tom Graham, Lawrence Hunter, Mike Lynch and Bob Walters

### 52 **IN ATTENDANCE**

Paul Staines	-	Newcastle City Council, Scrutiny Team
Ken McKay	-	Head of Rail Infrastructure Nexus
Graham Robinson	-	Business Planning Officer, Nexus
Roger Gill	-	IT Policy Manager
Ian Stearman	-	Democratic Services, Newcastle City Council

### 53 **WELCOME AND INTRODUCTIONS**

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

### 54 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors David Tate, Julia Macaulay, Malcolm Graham and Richard Porthouse.

### 55 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

56 **MINUTES OF MEETING HELD ON 20 JANUARY 2011**

The minutes of meeting held on 20 January 2011 were approved as a correct record and signed by the Chair.

57 **MATTERS ARISING**

**Matters Arising:-**

(a) **Park and Ride**

Councillor M Lynch reported that the numbers using the Bankfoot Metro Station park and ride facility had continued to decline since the imposition of charges. He also asked if there had been any developments regarding the possible locating of a park and ride in Throckley. K McKay replied that overall the imposition of charges did not appear to have suppressed demand at the majority of facilities. With regard to Throckley he would investigate and report back

(b) **Bus Network**

Councillor Lynch thanked Nexus for the introduction of a new service to the Newcastle outer west area. West Denton residents had expressed their appreciation and were aware that the service must be used as it had only been introduced initially for a six month trial period.

(c) **ITA Budget 2011/12**

Submitted: Report of the Deputy Clerk and Treasurer to the ITA (previously circulated and copy attached to Official Minutes).

The Report updated the Scrutiny Committee on the 2011/12 budget, as agreed by the ITA at its meeting on 27 January 2011. The full Financial Strategy report as agreed by the ITA was appended to the report.

The Chair noted that no finance officer from either the Treasurer to the ITA's Office or Nexus were present at the meeting. He expressed his deep unhappiness at that situation as the Committee were not able to properly scrutinise the ITA budget. Any questions or comments on the budget should be passed onto Paul Staines.

**RESOLVED** – That the Report be received.

58 **ITA BUDGET 2011/12**59 **FINANCIAL AND NON-FINANCIAL IMPACTS OF LOSS OF FUNDING ON MAJOR SCHEMES**

Submitted: Report of the ITA Policy Manager (previously submitted and copy attached to Official Minutes).

Roger Gill spoke to the report which outlined further information regarding assessments on the impacts on the loss of funding for major schemes, in particular those relating to the A19 junctions.

The salient points including:

- The Committee were reminded that following the Spending Review, the DfT (Department for Transport) indicated that work on the A19 junctions at Testos and A19/A105 Coast Road junctions had been put back to after 2015, with the proposed schemes the A19 Moor Farm and A19 Seaton Burn being cancelled.
- Clearly the above had major implications for the North East in terms of its economical development and regeneration ambitions. Therefore both businesses and politicians had lobbied actively for larger scale improvements to the A19 corridor.
- Chi Onwurah, MP for Newcastle Central, recently raised this issue in the form of a written parliamentary question to the Secretary of State for Transport and when the answer to the question was published the committee would be advised on the outcome and implications.

The Committee commented as follows:

- The Chair emphasised that the cancellation of the proposed schemes at Moor Farm and Seaton Burn and the delay of the Testo and Coast Road junctions works would have a massive economic impact on the North East. In view of this the Government must urgently address and respond to the concerns expressed by the region. He proposed that the matter be pursued through the ITA.
- Councillor Bob Walters said that the A19 project was of critical importance to the North East and could not wait until 2015. The Leader of South Tyneside Council had written to the Transport Minister accordingly.
- Councillor Tom Watson said that it was originally hoped that the upgrading of the A19 junction would ease congestion on the A1 Western Bypass. Obviously this would not now happen.

- Councillor Mike Lynch asked if the two schemes delayed to 2015 would be given preference or if it was more likely, preference would be granted to schemes in the South East of England. Roger Gill said that he would speak to the Highways Authority and report back.
- Councillor David Charlton indicated that following the widening of the road and the addition of traffic lights the situation on the Moor Farm roundabout had improved. The widening work on the carriageway of the Coast Road was also being carried out.
- Councillor Tom Watson raised another related issue which if confirmed would cause major road congestion in the Gateshead area. He understood that Newcastle City Council had plans to introduce traffic lights at the Newcastle end of the Redheugh Bridge. If this was adopted the result would be traffic chaos on roads approaching the Redheugh Bridge. Roger Gill was not aware of this but would investigate.
- Councillor Tom Watson drew the meeting's attention to another area which might reduce traffic congestion. He referred to a situation where traffic lights on a roundabout were out of action and instead of the expected problems, traffic flowed much better. The Chair agreed that there was increasing evidence that in most cases lights were not needed on roundabouts. Also the cost of providing and maintaining traffic lights was considerable. Ken McKay underlined that the traffic light system had to be properly maintained for them to work at an optimum level.
- Councillor Lawrence Hunter gave an example where the provision of traffic lights on a roundabout (A69 and A1 at Lemington/Denton Burn) was a success and was supported by residents. However he recognised that in some cases they were a hindrance.
- Roger Gill explained that a new local enterprise partnership for the North East was approved by the Government earlier this year. Transport was a key element and the North East LAP Transport Region was being established.

RESOLVED – That:

- (i) the Committee's views on this issue be forwarded to Chi Onwurah, MP for Newcastle Central;
- (ii) a formal note outlining for the Committee's concerns in relation to this issue be presented to the ITA by Roger Gill.

Submitted: Report of the Joint Transport Steering Group (previously circulated and copy attached to Official Minutes).

The report summarised the key elements of the Tyne & Wear Local Transport Plan 2011-21. It also outlined the ITA response to the issues raised by the Scrutiny Committee as a result of the consultation.

The Committee commented as follows:

- Councillor Tom Watson expressed his disappointment at the lack of response from the bus companies. He stressed that they were being funded to provide bus services but were not prepared to take part in the consultations where their views would contribute to the process.
- The Chair thought that the only way to address the local bus companies would be to adopt the quality contract system operated by Transport for London.
- It was noted that one bus company (Stagecoach North East) had now submitted a response.
- The Chair commented that he was pleased that the report acknowledged that the use of the social websites had not been a success. He reiterated his belief that face to face targeted interviews were much more effective.
- Councillor Tom Watson referred to the disruption to bus services in the bad weather in November/December 2010 and the poor performance by the bus companies when on several evenings bus services were withdrawn at 7.00 pm despite the roads being adequately gritted. Also in such conditions the availability of real time information at bus stops was critical.
- Councillor Hunter took the opportunity to point out that he had still not received a response to the comments he made at the last meeting with regard to the withdrawal of the number 10 bus service to West Denton. Graham Robinson said that a response would be sent to Councillor Hunter.

**RESOLVED** – That the report be received.

## 61 **TRANSPORT UPDATE**

Submitted: Report of the Scrutiny Committee (previously circulated and copy attached to Official Minutes).

The report updated the meeting on various key issues under the headings of Rail Update; Local Transport Settlement 2011/12 – 2012/13 and Legislative Changes and Local Enterprise Partnership.

- Councillor Lawrence Hunter raised again the compatibility of tickets issued by different rail operators. He gave an illustration of the situation where he could not exit the station for which he had purchased a ticket to that destination. Ken McKay explained that all rail operators/outlets issued tickets through the Rail Settlement Plan. Currently Nexus were replacing all retailing outlets for Metro tickets and moving towards a smart ticketing scheme for the North East region. He confirmed that there were still issues in relation to compatibility.
- The Chair commented that as expected the high speed rail network was likely to terminate at Leeds with the North East not included in the plans. Clearly any extension to the North East was many years away if at all. He hoped that the response from the Clerk to the ITA to the consultation would highlight this anomaly.
  - It was noted that the Government was to launch a £4m fund to boost capacity under the local enterprise partnership submission. The question was asked as to how the North East might get a share of this. Ken McKay said that the situation was not clear at the moment but the North East LEPs ambitions fitted in with the ITA's policy on this matter.

**RESOLVED** – That the report be received.

62 **CENTRE FOR PUBLIC SCRUTINY CONFERENCE 2011**

Submitted: Report by Scrutiny Officer ITA Scrutiny Committee (previously circulated copy attached to Official Minutes)

**RESOLVED** – That Councillor David Tate represent the Scrutiny Committee at the above conference.

63 **SUMMARY OF DECISIONS : INTEGRATED TRANSPORT AUTHORITY 27 JANUARY 2011**

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

**RESOLVED** – That the report be received.

64 **ANNUAL REPORT AND WORK PROGRAMME**

Submitted: Report of Scrutiny Officer ITA Scrutiny Committee (previously circulated and copy attached to official Minutes)



The report outlined the draft annual report from the Scrutiny Committee to the ITA. It also outlined possible issues for inclusion in the Committee's 2011/12 work programme. It was stressed that the Committee might wish in the future to take a different approach in identifying one topic per meeting and undertaking an in depth detailed analysis. Such an approach would be challenging but at the same time strengthen the impact of the Committee's work. The Committee were reminded that there would be four meetings of the Scrutiny Committee in 2011/12.

**RESOLVED – That:**

- (i) the draft annual report from the Steering Committee to the ITA be approved;
- (ii) the approach to the Committee work programme in 2011/12 be adopted as outlined above.

**COUNCILLOR DAVID CHARLTON**

The Chair reported that this would be Councillor Charlton's last meeting of the committee. He thanked him for his immense contributions to the work of the Committee over a number of years.

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## Tyne and Wear Integrated Transport Authority

### Scrutiny Committee

14 July, 2011

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**TITLE: WORK PROGRAMME 2011/12**

**REPORT OF: POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE**

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#### 1. Summary / Purpose of Report

1.1 To agree an outline work programme for 2011/12.

#### 2. Recommendation

2.1 The committee is asked to agree a work programme for this year - suggesting, if possible, how that work programme might be delivered, e.g. reports, visits, etc.

#### 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. Work Programme 2011/12 - Discussion**

4.1 To aid discussion of the key issues for scrutiny this report aims to set out:

- What was considered in 2010/11
- The draft ITA Forward Plan
- Ongoing items and possible items to carry forward into 2011/12

In addition, digests of ITA meetings will continue to be provided to keep Councillors informed.

4.2 Key questions to ask in developing this year's work programme are, will topics:

- Provide evidence of good scrutiny outcomes based on the Centre for Public Scrutiny principles? (see 4.4.1)
- Provide timely and purposeful challenge to the ITA?
- Address known resident concerns and feedback?
- Be strategic, ie focussed on Tyne and Wear issues?
- Enable meaningful involvement with partners, stakeholders and the public?
- Raise a positive public profile of the ITA/ITA Scrutiny Committee?
- Contribute to continuous service improvement?
- Understand the key role played by Councillors as community advocates?
- Ensure scrutiny remains Councillor-led?

#### 4.3 Other issues to consider include:

- Is less more? - Fewer agenda items might provide capacity for more detailed scrutiny?
- Are others already doing something? – e.g. local scrutiny committees
- Is there scope for working jointly with others? – e.g. ITA's Equality and Diversity Working Group
- What are the committee's 'must dos' in 2011/12?

#### 4.4 What was considered in 2010/11

##### 4.4.1 Set out below is a summary of the work of the Scrutiny Committee in 2010/11.

The Centre for Public Scrutiny's four principles of good scrutiny were used to report as they are the key national benchmark. The principles are to:

- provide critical friend challenge to executive policy and decision-makers
- enable the voice and concerns of the public and its communities to be heard
- carry out scrutiny by 'independent minded governors' who lead and own the scrutiny process
- drive improvement in public services

##### 4.4.2 To provide critical friend challenge to executive policymakers and decision-makers

- In recognition of the need for more timely comment, the committee adopted a new way of working with agenda items based on the ITA's forward plan providing, wherever possible, pre-decision scrutiny
- The committee reviewed the effectiveness of Super Routes
- The committee commenced work looking at how the Highways Agency and others assess the non-financial risks of decisions not to proceeding with major capital schemes such as A19 junctions
- The committee submitted reports to the ITA on: a) the need for clarity in its part in bringing high speed rail to the North East and b) on feedback to LTP3 consultations
- The committee studied, in some detail, reasons for low occupancy for the Northumberland Park Metro Park and Ride car park

##### 4.4.3 To enable the voice and concerns of the public and its communities to be heard

- The committee highlighted the need for additional (face to face) consultation on draft Local Transport Plan (LTP) 3 priorities. A welcome increase in responses was noted with face to face eventually making up 37% of all responses
- The committee considered how equalities were integrated into the developing LTP3 given public transport is key to promoting social inclusion
- The committee considered whether mobility scooters could be provided with a

safe return to the Metro network

- The committee reviewed and commented on the forward plan of the Nexus Consultation Panel
- As representatives of local communities, committee members sought assurances about the frequency and reliability of a number of local bus services

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

- The committee amended the start time of its meetings to ensure arrangements were convenient for all its members
- The committee received two detailed briefings from the Deputy Clerk and Treasurer on the ITA's budget context
- The committee used its own budget to attend a national conference discussing latest developments in the rail industry and reported back to Councillors
- The committee walked the new Tyne Tunnel commenting about the size of the project that had been delivered with the minimum of disruption

4.4.5 To drive improvement in public services

- A broad range of developing policy areas were considered including:
  - NESTI - the North East Smart Ticketing Initiative where it was hoped there could be a shared system with rail
  - Three Nexus Strategies (Park and Ride, Ferry Services and Safety and Security)
  - LTP3
- The committee Chair and Vice-Chair were invited to comment as part of the review of the ITA's Risk Register
- Discussion took place on opportunities available from water buses as part of an integrated transport system

## 4.5 The Draft ITA Work Programme

4.5.1 The committee is reminded that scrutiny is now based on the ITA work programme which is attached as appendix A. This includes the possible meeting dates for their discussion.

4.5.2 The scrutiny committee will be meeting on four occasions throughout 2001/12 and this will have an impact on the work programme choices in terms of subjects chosen, timescales and capacity. The scrutiny committee could therefore feed its findings into the ITA at the following times:

ITA Scrutiny Committee Dates	ITA Dates
14 July 2011	28 July or 22 September 2011

13 October 2011	24 November 2011
12 January 2012	26 January or 22 March 2012
12 April 2012	May 2012

#### 4.6 Possible items to carry forward into 2011/12

4.6.1 Below is a list of items that are ongoing and others that could be carried forward into 2010/11. In deciding what is still relevant for the 2011/12 programme Councillors will want to consider the timeliness of items and whether they are included in the draft ITA work programme. Those that are, are shown in **bold** and it is suggested these items are given priority consideration for the scrutiny work programme.

##### 4.6.1 Ongoing items

Highway Agency	How are the non-financial implications of not proceeding with large capital schemes assessed?
<b>High Speed Rail</b>	What is the ITA doing to promote High Speed Rail?
General rail update	For information
CFPS Conference	Annual event
<b>Budget</b>	Pre-decision scrutiny involvement?
<b>Tyne Tunnel</b>	Progress
<b>Risk register</b>	Update
Digest of full ITA meetings	For information
Park and Ride	What is the impact of parking charges on usage of Park and Ride?  Does promotion of Park and Ride promote usage of public transport?  How well are Park and Ride facilities used?
Traffic lights	Is there oversupply at certain sites?

##### 4.6.2 Possible items

<b>Bus Services in the future</b>	What is the ITA's and Nexus' role in progressing this?
<b>Local Sustainable Transport Fund</b>	Update on progress of bid.
Taxis	What role do taxis play in an integrated

	transport policy?
Mobility scooters	What are the current regulations? What is the approach of Nexus?
Transport and inclusion	
<b>North East Smart Ticketing Initiative (NESTI)</b>	Update on progress How are the bus operators responding?
LTP3	Are we achieving the outcomes?
LEP	What is the ITA response to the emerging transport strategy?

## 5. Next Steps

5.1 Having considered the information in section 4, the scrutiny committee is asked to:

- Identify topics for scrutiny in 2011/12
- Identify which of these is their priority
- Consider how the topics can be delivered:
  - themed meetings
  - policy reviews officer reports
  - visits
  - task and finish groups

## 6. Opportunities/Risks

6.1 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. Accordingly, Councillors need to prioritise topics at the start of the year and keep this under review throughout 2011/12.

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## Tyne and Wear Integrated Transport Authority

### Scrutiny Committee

14 July, 2011

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**TITLE: SUMMARY OF DECISIONS:**  
**INTEGRATED TRANSPORT AUTHORITY 24<sup>TH</sup> MARCH, 2011**

**REPORT OF: POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE**

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1. **Summary / Purpose of Report**

1.1 To provide a short digest of business transacted by the ITA on 24<sup>th</sup> March, 2011.

2. **Recommendation**

2.1 The Committee is asked if it wishes to add any issues arising to its own work programme.

3. **ITA DISCUSSION:**

3.1 **Minutes 27<sup>th</sup> January: Matters Arising**

Clarification was given as to the settlement between Nexus and DB Tyne and Wear (c£50,000) given severe weather conditions over the Christmas and New Year period. Information was also provided on Metro Gold Card renewal ( $\frac{3}{4}$  were sold between January - March). It was noted c10 users a week were using Gold Card for ferry crossings since the card had been extended to the Tyne Ferry.

ITA members asked for reports to future meetings: a) providing an update on a single approach to priority lanes and b) on the Localism Bill.

The Deputy Clerk and Treasurer updated on the decision to retain debt within the ITA rather than re-distribute amongst constituent districts.

3.2 **Revenue Budget Monitor (April, 2010 - February, 2011)**

The Deputy Clerk and Treasurer reported the budget was largely on target. Borrowing was expected to be less than approved given investments were being used to fund some capital schemes.

*The report was noted and it was agreed to investigate if there was benefit in spreading, across the year, internal re-charges.*

### **3.3 2010/11 and 2011/12 Public Transport Block Allocation**

Information was provided on the public transport elements of the Local Transport Plan 2010 - 12 and related programme of works 2011/12 (non-Metro schemes). Due to funding cuts, three previously agreed schemes could not be taken forward without district contributions (Haymarket Bus Station, Newcastle; Keppel Street, Dunston and bus station wayfinder schemes). Work continued to identify funding opportunities.

*The ITA noted the report and requested information on the new distribution methodology.*

### **3.4 2010/11 Non-Metro Capital Programme - Third Quarter Review (to 8<sup>th</sup> January, 2011)**

*The ITA noted overall performance and a number of scheme changes to reflect revised budget profiling.*

### **3.5 Metro Capital Programme 2011/12**

The Director General, Nexus reported on delivery of the Asset Renewal Plan and sought approval of the Metro Capital Programme 2011/12. 2010/11 works were proceeding to programme despite severe weather over the Christmas and New Year period.

Photographs of 'All Change' modernisation works between Byker and Tynemouth were circulated. The public were being informed of line closures. A member visit would take place to view the new look Chillingham Road station on 29<sup>th</sup> March. Further reports would follow given the need to ensure the 2011/12 programme was brought within the recommended over-programming levels of 10%. The Department for Transport required a rolling three year programme. This would be discussed by the Metro Sub-Committee.

*The ITA agreed the £44.7m Metro Capital Programme for 2011/12.*

### **3.6 Rate of Increase of Members' Allowances 2011/12**

Recommendations from the Independent Remuneration Panel for 2011/12 were set out.

*The ITA upheld proposals from the Independent Remuneration Panel to retain allowances at 2010/11 levels.*

### **3.7 Tyne and Wear Bus Corridor Improvement Programme Major Scheme Update**

The ITA noted, with regret, Department for Transport had not supported the Phase I bid.

### **3.8 Adoption of Local Transport Plan 3**

A report providing information on key elements of the Tyne and Wear Local Transport Plan 2011-21, including changes made to finalise the document in line with Government policy and available resources. ITA feedback was sought. A member echoed a point made by this committee that only a small number of people had responded to the opportunity to comment. It was recognised thought needed to be given about how people were engaged in future strategic documents, although other areas such as Northumberland and Durham had seen very low levels of feedback too.

*The ITA agreed the third Local Transport Plan, to be effective from 1<sup>st</sup> April, 2011.*

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### **3.9 Local Transport White Paper - 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'**

The Clerk to the Authority highlighted key elements of the White Paper. The Tyne and Wear Region Transport Strategy would provide a useful starting point for ITA member involvement. The Authority's position on work with the Local Enterprise Partnership would develop over the coming months.

*The ITA noted the report and work ongoing.*

### **3.10 Local Sustainable Transport Fund**

Current issues, bid process and potential key components were set out. A member workshop was planned for 5<sup>th</sup> April. Some support was given to improving cycling and pedestrian infrastructure and it was noted that cycling groups would likely need to be engaged. Support was also given to encouraging sustainable travel.

*The ITA supported key components set out with submission to the Department for Transport delegated to the ITA Local Transport Working Group.*

### **3.11 Request for Public Transport Provision Dinnington - Brunswick**

The ITA noted a number of options had been considered. Regrettably limited resources meant the ITA could not respond in the way petitioners requested. Services were operated on a commercial basis. Interchange was still possible from the same bus stop.

*The ITA agreed to further discussion with residents and if a no-cost could not be identified, no further action should be taken.*

### **3.12 Durham County Council Budget Reductions - Impact on Cross Boundary Services**

The Director General, Nexus provided information on the £1.3m reduction in services 2011/12. These mainly impacted after 20:00 and on Sundays. Reductions would be in place by the end of May. Impact on commercial services was not yet fully known. Nexus would keep ITA members informed as a number of cross-border services were impacted.

*The ITA noted the report.*

### **3.13 Accessible Bus Network Design - Gateshead**

The Director General, Nexus set out an agreed network design for Gateshead. This balanced accessibility and value for money. Detailed public consultation had taken place spring/summer 2010. Gateshead Council's Cabinet had endorsed proposals on 1<sup>st</sup> March. How North Tyneside's network had been shared was also discussed.

*The ITA endorsed the Gateshead network as outlined.*

### **3.14 Sunderland City Centre Green Bus Service**

The Director General, Nexus set out details of a new service from September, 2011. Funding had come from the national Green Bus Fund which encouraged the purchase of

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more environmentally friendly, low carbon hybrid and electric buses.

*The ITA noted the report*

### **3.15 Tyne and Wear Urban Traffic Management and Control (UTMC) Update**

Progress in establishing a UTMC was set out. The system would provide a unified way to monitor transport networks and make use of data available. Testing would take place in May, 2011 with intended full operation from June. The control centre would be based at Newcastle University. ITA members would be invited to visit.

*Progress to deliver an Urban Traffic Management and Control was noted*

### **3.16 Update on the Launch of the Pop Card**

The Director General, Nexus provided an update on the launch of the 'Pop' smartcard, including its technical specification, branding and opportunity for wider application beyond transport. It was envisaged the card would be fully implemented by summer 2012. Member discussion included communicating benefits to users and data sharing.

*The report was noted.*

### **3.17 New Tyne Crossing Construction**

The New Crossing Director updated on progress with the new tunnel (now open) and refurbishment of the old tunnel. Queuing at Silverlink might inaccurately be linked to tunnel works. Tunnel finances were ring-fenced and not part of district levy.

*The ITA noted the update.*

### **3.18 Rail Update**

The Clerk and Director General, Nexus submitted a joint report on: the new East Coast rail timetable, changes to rail franchising, consultation on High Speed Rail, plans for the next generation of long distance trains and improved freight access. Discussion took place on national commitment to extend the high speed rail to the North East

*The ITA noted the report*

### **3.19 Whistleblowing, Fraud and Corruption Policy Updates**

The Deputy Clerk and Treasurer presented updated policies to reflect best practice. Consideration had been given to proposals by the ITA's Standards and Audit Committee.

*The ITA agreed updates set out*

### **3.20 Metro Sub-Committee**

The ITA considered draft minutes of the meeting on 17<sup>th</sup> February, 2011

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# Tyne and Wear Integrated Transport Authority

## Scrutiny Committee

14 July, 2011

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**TITLE: SUMMARY OF DECISIONS:**  
**INTEGRATED TRANSPORT AUTHORITY 26<sup>TH</sup> MAY, 2011**

**REPORT OF: POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE**

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1. **Summary / Purpose of Report**

1.1 To provide a short digest of business transacted by the ITA on 26<sup>th</sup> May, 2011.

2. **Recommendation**

2.1 The Committee is asked if it wishes to add any issues arising to its own work programme.

3. **ITA DISCUSSION:**

3.1 **Appointments**

The ITA made appointments to committees, working groups and lead member portfolios. Councillor Wood was re-appointed Chair of the Authority. A schedule of meeting dates was also confirmed.

3.2 **Minutes 24<sup>th</sup> March: Matters Arising**

A productive meeting had taken place with representatives of the Tyne and Wear Public Transport User Group. Members also debated the degree of benefit for Tyne and Wear from the recently revised East Coast timetable.

Information on the monthly take-up of the Metro Gold Card was requested (together with any comparisons to elsewhere in the UK).

A report would be presented, to the next meeting, on the impact to cross-boundary services of reductions in Durham County Council secured bus services. Discussions were continuing with bus operators.

3.3 **Kenton Park (Gosforth) Residents' Petition**

*The ITA agreed that Nexus would respond to a petition from 212 people presented to Newcastle City Council.*

### 3.4 Revised Nexus Non-Metro Capital Programme 2011-12

The Director General, Nexus shared an updated programme to reflect provisional out-turn 2010/11 (see 3.5 below). Customer-facing schemes had been prioritised, including improvements to the Tyne ferry environment. A report would be presented, in due course, on the Tyne Pedestrian and Cycle Tunnel.

*The ITA agreed to changes set out.*

### 3.5 2010/11 Non-Capital Programme - Out-turn Report

A £298,000 variation was reported at 31<sup>st</sup> March, 2011, the majority of which related to scheduling of resources for Tyne Pedestrian and Cycle Tunnel improvements and changes to timing of spend on environmental monitoring and professional fees.

*The ITA noted the report.*

### 3.6 Metro Reinvigoration Phase 3

The Director General, Nexus advised that, with significant investment now secured, consideration was turning to long-term aspirations. In addition to looking at new trains, strategy would examine the potential for extension(s) to the network. Eight possible corridors were:

- Seaham - Sunderland city centre - South Shields
- Sunderland city centre - Doxford International Business Park
- Newcastle city centre - west Newcastle (Scotswood Road and West Road)
- Four Lane Ends - Killingworth
- Pelaw - Washington - South Hylton
- Gateshead town centre - Team Valley
- Gateshead town centre - Metrocentre
- Newcastle city centre - Walker

Specialist consultants would make recommendations based on issues such as long-term land-use planning, demand, engineering feasibility. Other routes might arise during consultation. Strategy could also cover areas such as integration and technologies now available to help 'green' the system. It was fully recognised funding was a significant issue.

*The ITA noted the report and the role that could be played by the Metro Sub-Committee.*

### 3.7 2011/12 Metro Asset Renewal Programme

Nexus shared an updated programme to reflect provisional out-turn 2010-11 (see 3.5 above). Members asked about profiling across the three years of the programme given virement of monies into year one. Assurances were provided, including the role of ITA members as part of internal governance arrangements.

*The ITA agreed an amended programme for 2011/12 as set out in the report (£39.1m including provision for over-programming) and noted an indicative programme for 2012/13.*

### **3.8 Metro Capital Programme 2010/11 Outturn**

Nexus reported on the outturn of the 2010/11 budget for the Metro Asset Renewal Plan and major projects (£53.315m which including an element of slippage for 2009/10 schemes). Asset Renewal Plan priorities 2010/11 were seen in the context of their fit to the start of the eleven year Re-invigoration programme to invest £390m in the fabric of the Metro system. Throughout 2010/11 progress, cost pressures and variations had been monitored by the Metro Sub-Committee. Given the scale of investment there were opportunities to learn about the state of the network and how Nexus addressed cost pressures that arose.

*The ITA noted the position set out.*

### **3.9 Competition Commission Local Bus Services Market Investigation**

The Director General, Nexus reported provisional findings from Competition Commission investigations (outside London and Northern Ireland). The key headline was there were elements of the current market that impacting negatively on competition. Feedback was now being sought, including on a Notice of Possible Remedies. A draft high-level response from Nexus/the ITA was set out. The Commission's final report was expected late, 2011. Nexus had helped support a study, as part of the investigations, looking at Tyne and Wear bus services. Part of the local response would address a misunderstanding about geography. A number of comments were made in relation to overall supply of services, the pricing and integration of ticketing and competition from other modes, particularly the private car. A request was made for an update on the feasibility of local Quality Contact(s)/Quality Partnership(s).

*The ITA endorsed a draft response set out, noting that local views would also be included as part of the PTEG response (The joint Passenger Transport Executives group).*

### **3.10 ITA Scrutiny Committee Annual Report**

The ITA was invited to comment on your annual report 2010/11. The Chair, Councillor Wood, passed on his thanks for the work undertaken, referring its work programme to the next policy seminar.

*The ITA received your annual report, noting the move to scrutiny based on the ITA's rolling work programme.*

### **3.11 Review of Corporate Governance Arrangements**

*The ITA noted completion of the annual review and minor updating of terms of reference for the Standards and Audit Committee.*

### **3.12 Priority Lanes in Tyne and Wear**

Clarification was provided by the Joint Transport Steering Group on the permitted use of bus lanes. Each Authority retained autonomy to determine the need for exemptions.

*The ITA noted the report.*

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### 3.13 Local Sustainable Transport Fund

An update was provided on the work of the task group set up to prepare the local bid (to be submitted by 6<sup>th</sup> June, 2011). Priority needed to be given to meeting economic development and carbon reduction. Evidence suggested funding should target congestion on main routes and cycling as principal themes, with improving health, carbon reduction and better air quality as secondary themes. A Key Component bid had already been submitted aimed at addressing the school run (starting September, 2011). Work was ongoing on the full document. Two stakeholder workshops had taken place. Shortlisted bids would be requested to submit a business case, with final decisions announced June, 2012. Members discussed whether previous projects needed to be re-submitted and if the bid could reflect more on travel to/from further and higher education.

*The ITA noted the outline of the project bid being prepared and delegated decision on final content to the Chair, Vice-Chair, Leader of the Opposition and representatives from constituent districts*

### 3.14 New Tyne Crossing - Construction Progress Report

The Project Director advised refurbishment of the existing tunnel had commenced on 28<sup>th</sup> February, 2011 with estimated completion December, 2011. Approach works and communication with local people was set out

*The ITA noted the report.*

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## Tyne and Wear Integrated Transport Authority

### Scrutiny Committee

14 July, 2011

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**TITLE: CONFERENCE FEEDBACK REPORT**

**REPORT OF: POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE**

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**1. Summary / Purpose of Report**

1.1 To report on key issues from a recent conference.

**2. Recommendation**

2.1 The committee is asked to note feedback provided.

**3. Background**

3.1 Councillor Tate and the Policy and Information Officer attended 'Accountability, Transparency and Commissioning: delivering for people and places', the 2011 conference of the Centre for Public Scrutiny. The conference was held on 2<sup>nd</sup> June, 2011 in London. Costs were met from the committee's own budget (agreed at the meeting on 17<sup>th</sup> March, 2011).

3.2 The CfPS annual conference provides an opportunity for scrutiny practitioners to meet and discuss best practice and current issues. Approximately 130 delegates attended this year, a smaller number than in previous years. Reflecting the current financial climate, the conference had been reconfigured into a single day. This was followed by an Awards Dinner where, pleasingly, the Joint Health Scrutiny Committee for North East won two awards for work on the health of veterans - including the CfPS award for overall impact.

**4. Conference Feedback**

4.1 a) Vernon Bogdanor CBE, Professor of Government, University of Oxford and Visiting Research Professor at the Institute for Contemporary History at King's College, London

This was the keynote address of the morning session. Professor Bogdanor provided an interesting reflection on whether local people were easily served by Councillors given the size of authorities and wards. He asked delegates to think about whether distance from residents was, in part, a reason for falling election turnout - particularly as volunteering continued to flourish. The average size of democratic 'building blocks' (particularly in England) was substantially larger than elsewhere in Europe. Size had aided politicisation

of town halls with only political parties having resources to contest elections. Politicisation had also led to a reduction in local accountability with Councils performing well changing control on the back of party fortunes nationally, rather than local circumstances. Party discipline - and establishment of scrutiny as a committee rather than the right of an individual resident to hold to account their representatives - had further diluted accountability. The age profile of Councillors was seen as a problem with potential for distance from younger people and other users of new media where local issues were regularly played out on the likes of Facebook. High turnout at elections was only generally seen, at the local level, where there was a particular issue in an area - and then waned. The Localism Bill needed, therefore, to be seen as a positive opportunity for residents to have a stronger voice in holding to account through measures such as local referenda. It was recognised changes to service delivery, petitioned for by local people, were challenging - particularly in difficult financial times. In principle, however, the idea of localism could be extended to other areas of town hall business (if Government let go), including say the type of voting system to be used; Single Transferrable Vote might, for example, have the benefit of a greater plurality of Councillors if this is what an area wanted. Other possibilities of engaging a wider spread of people in decision-making included (and operated in other parts of the World) co-opting Councillors from the general population - capped at say 5-10% of the total membership. In essence, local people needed to be engaged rather than have services provided at them. Professor Bogdanor's session led to lively engagement with Councillor delegates and those involved in local authority scrutiny.

#### 4.2 b) Emer Coleman, Director of Digital Projects, Greater London Authority

Emer highlighted how data and digital feedback could be useful scrutiny tools. She led an interactive discussion, via tabletop PCs, looking at five questions of:

- Does publishing spending data mean an organisation is transparent? If not, what more should we be thinking about?
- How can new technology help make information and decisions more transparent?
- How can organisations use data to enhance not just transparency but also the accountability of public services?
- How can decision-makers ensure commissioning arrangements are transparent when commercial confidentiality, for example, could encourage less openness?
- What positive role might 'armchair auditors' play in challenging published data and how can non-executives work with them?

The London Datastore had been created by the Greater London Authority. Residents (and other people) could access data how they saw fit - free of charge. The GLA was working to influence all public sector organisations in the capital to release data via the website. Progress was being made. Care had been taken to ensure data was presented in a meaningful way, with context. Online conversation was encouraged via means such as Twitter and email. There was a need to recognise the open data movement was alive and flourishing and that people involved had a natural affinity with council scrutiny committees. The benefits of this partnership were being actively pursued by the GLA, although it was recognised smaller councils could not have the same depth of resources.

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#### 4.3 c) Richard Wilson, founder IZWE

Richard also led an interactive discussion via tabletop PCs. Delegates were asked to think about five issues:

- Making Big Society work in practice - implications for scrutiny and non-executives
- Using new social media to engage and involve people
- The role of Councillors in improving engagement and involvement of local people
- Involving people in commissioning
- LINKs (Local Involvement Networks) and involving people in health and social care - lessons for HealthWatch (proposed in the NHS and Social Care Bill)

izwe had experience of working with a number of Government Departments. It was presently engaged as part of the Big Society initiative. Richard explained that izwe was a social media and participation company with experience of supporting those who were attempting to improve the way they connected with staff, stakeholders and the public.

#### 4.4 d) David Walker, Contributing Editor, Guardian Public, The Guardian

David spoke on the 'web' of accountability using his own experience, including as Managing Director, Communications and Public Reporting at the Audit Commission. A number of questions were posed for debate. These were:

- What is scrutiny's distinctive role ?
- How can scrutiny hold outsourced services to account ?
- How does party politics impact on effective accountability and scrutiny ?

It was contested that whilst Government had been clear the private sector should provide audit services in the future it was not apparent who would look at - and report - on what was emerging at a national or say regional level from those audits. Synthesis of key issues might also prove more difficult as services became fragmented through the move to say Academies and Free Schools and increasing provision of public services through Big Society projects. The public would likely find it increasingly difficult to 'follow their pound' to see if they were receiving value for money. Sir Bob Kerslake, Permanent Secretary at the Department for Communities and Local Government, was currently reviewing accountability in the light of the Localism agenda, although his terms of reference had recently been narrowed. It was interesting DCLG had not sought to engage, as part of the process, with organisations, such as CfPS, who represented other parts of the web of accountability.

#### 4.5 e) Helen Bailey, Chief Executive, Local Partnerships and former Director of Public Services, HM Treasury

Helen gave the keynote address of the afternoon session. Helen had recently been appointed Chief Executive of Local Partnerships (a joint HM Treasury and Local Government Association initiative). The organisation sought to provide advice for those sourcing or delivering public services. Helen had significant experience within Government and as a former Council Chief Executive.

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One of the key challenges faced by non-executives was to assert their legitimate rights in a world of changing partnerships. Organisations had been encouraged, to date, to share information and costs on the belief they would be stronger together in a shared committee or organisation. Increasing fragmentation and involvement of commercial and voluntary sector organisations, through Big Society, together with a challenging financial climate, required a new approach from scrutineers in establishing - and then reporting on - the success (or otherwise) of what was happening locally. There was a strong case to say that scrutiny could find value in becoming the independent voice that helped 'shape place'. In addition, a number of new partnerships would arise, such as Health and Wellbeing Boards and Local Enterprise Partnerships. Community Budgets were also to be trialled by DCLG. The change of philosophy and raft of Government reforms provided lots of thought for those looking at scrutiny work programming 2011/12.

4.6 f) Expert panel discussion: 'Fast Lane or Hard shoulder' How can scrutineers add value to reforms

To conclude the conference, there was an opportunity to question an expert panel. It was recognised the Coalition Government was seeking both a philosophical change in how communities operated 'Big Society' and 'Localism' as well as operational changes to governance, eg Health and Wellbeing Boards. The expert panel included the Vice-Chair of the Local Government Association, Director General Value for Money at the National Audit Office and Director of Local Government Policy and Productivity at DCLG. To aid debate, tables of delegates, were given time to a) prepare specific questions and b) reflect on issues arising from the conference. These were then voted on and responses provided. Issues included:

- Proposals for Police and Crime Commissioners
- Evidence-based scrutiny
- New look NHS
- Engagement through electoral reform
- How best to engage the media (who had a shared interest in hold to account)
- The scope for scrutiny of outcomes from Free Schools and Academies

## 5. Opportunities/Risks

- 5.1 Attendance by representatives of this committee provided an opportunity to understand key issues from the key annual conference for the scrutiny community.

## 6. Background Papers

Committee Agenda and Minutes, 17<sup>th</sup> March 2011

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## Tyne and Wear Integrated Transport Authority Scrutiny Committee 14 July, 2011

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**TITLE:            TRANSPORT UPDATE**

**REPORT OF:   POLICY AND INFORMATION OFFICER, ITA SCRUTINY COMMITTEE**

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**1.     Purpose of Report**

1.1    To provide the committee with an update of the key strategic transport issues.

**2.     Recommendation**

2.1    Members are recommended to note the report and utilise the information for deciding the 2011/12 work programme.

**3.     Key Issues**

- 3.1
  - Local Transport White Paper
  - Adoption of Local Transport Plan 3
  - 2011/12 ITA Budget
  - Local Sustainable Transport Fund

**4.     Local Transport White Paper**

4.1    In January 2011 the Department for Transport (DfT) published the White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'.

4.2    The paper sets out a vision of a transport system that is safe, sustainable, improves the quality of people's lives and supports economic growth. It also recognises the need to balance the investment necessary for a transport network that supports a low carbon economy with that which maintains people's choice.

4.3    Sustainable forms of transport have been well researched in recent years. The DfT points out that two thirds of all journeys are less than 5 miles, and some of these journeys could be completed by cycling, walking or public transport. In Tyne and Wear, work over the last few years has focused on this through the congestion reduction plan, personalised transport planning, cycling initiatives and improvements to public transport, addressing

much of what is said in the White Paper.

4.4 The DfT suggests that short, local journeys offer the biggest opportunities for sustainable travel and behavioural change as a means to encourage sustainable travel choices is reaffirmed in the White Paper. Shifts in behaviour will be delivered by offering more choices for people making local journeys. The Paper sets out a commitment to making care travel greener with the development of electric and low-emission vehicles, where there is no viable replacement for private car usage, for example in rural areas.

4.5 The White Paper commits the Government to:

- Continuing to provide funding for bikability cycling training
- Enabling most public transport journeys to be undertaken with a Smart ticket by the end of 2014
- Setting out a national road safety strategy in 2011
- Reviewing traffic signs policies

The Paper suggests that local authorities are best placed to take forward behavioural change ideas. Local solutions to local problems will be achieved by working with partners from the voluntary and community sector and engaging with local communities as part of the Localism agenda.

4.6 As part of the bid to the Local Sustainable Transport Fund, Partners in Tyne & Wear have put together a package of sustainable transport proposals.

The Government has committed to looking at how capital funding for major local transport schemes can be devolved by 2015. The emerging Transport Strategy for the North Eastern LEP area provides a strategic overview of transport priorities. The LEP is expected to have a view on priorities that support economic growth and the ITA will also need to be involved in the emerging proposals.

Policies implemented by NEXUS and Local Authority partners support the commitments in the White Paper to make public transport a more attractive option for example, progressing public transport journeys being undertaken with a Smart card by 2014 through the North East Smart Ticketing Initiative (NESTI).

## 5. The Local Transport Plan 3

5.1 The Tyne and Wear Local Transport Plan 3 (LTP3) is a ten-year strategy (2011 - 2021) covering all forms of transport in Tyne and Wear. It is supported by the first in a series of three-year delivery plans (2011 - 2014) setting out how the strategy will be put into effect at a local level.

The Plan has been produced by the Tyne and Wear Integrated Transport Authority on behalf of the six LTP Partners – the five local authorities in Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland) plus Nexus..

5.2 We consulted on LTP3 between 18 October 2010 and 31 December 2010,. The LTP 3 was approved and adopted with effect from 1 April 2011 and submitted to DfT.

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5.3 The Strategy articulates the vision for transport in Tyne & Wear that:

“Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”<sup>1</sup>

5.4 Five goals have been adopted to meet the vision. The goals are based around

- supporting economic development, regeneration and competitiveness,
- reducing carbon emissions,
- contributing to healthier and safer communities
- improving quality of life and enhancing the natural and built environment
- helping to create a fairer Tyne and Wear.

5.5 The goals are set against a backdrop of major challenges for the North East in terms of the economy, climate change and developing safe and sustainable communities. With these challenges in mind, an approach has been planned which aims to reduce cost and demand on the system, maximise the use of existing networks and utilise limited resources on key schemes that promote sustainable regeneration or where existing provision is insufficient.

There are 12 main policy categories in the strategy supporting the delivery of the vision and goals. These are: maintenance, management, information, walking and cycling, public transport, safety and security, road safety, air quality, links, low carbon, access and investment.

5.6 The three year Delivery Plan sets out the allocation of resources for the next two financial years and indicative amounts for year three, for maintenance and integrated transport.

Targets and the 12 main policies will be monitored during 2011/12 and this information will be used for assessing progress and future planning.

## 6. Update on Final Budget Agreed 2011/12

6.1- In view of the reductions in council funding announced in the 2010 Spending Review and the proposed 2011/12 to 2012/13 Revenue grant Settlement, the 2011/12 ITA budget was prepared on the basis of absorbing cost pressures and achieving a levy reduction of 5%

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<sup>1</sup> Keep Tyne and Wear Moving LTP3: The Third Local Transport Plan for Tyne & Wear  
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>

in 2011/12; a further 5% reduction in 2012/13, with a cash freeze in the levy in 2013/14.

- 6.2 At its meeting on 27 January, the ITA agreed the budget report for 2011/12, and agreed to set the levy at an amount of £71,130,056, contingent upon confirmation of a capital contribution from the districts in lieu of a transfer of historic debt (held by the ITA on the districts' behalf); or £73,792,416 if this capital contribution was not agreed. Subsequent to this meeting, it was agreed that the levy would be set at the higher level, since agreement could not be reached amongst Tyne and Wear authorities. The management of this historic debt therefore remains with the ITA, with a corresponding amount for financing charges continuing to be passed to the districts through the levy.
- 6.3 Updated pensions figures following the actuarial valuation were not available in time for the production of the budget report in January, so the previous year's figures were used as a proxy. The actuarial valuation has subsequently been completed, with figures for the past service deficit amounts coming in lower than the previous estimates, with a slightly extended repayment period. This has allowed a reduction in the deficit payments of approximately £80k to be included in the 2011/12 budget. A reduction in the Service Level Agreement with Newcastle City Council of around £42k was agreed as part of the budget strategy. Other savings included relate to the external audit fee, the website support charges with Nexus and reductions in printing and accommodation costs. The Scrutiny Committee agreed a reduction in its own budget of £2k to contribute towards the savings required.

## **7. Local Sustainable Transport Fund**

- 7.1 TWITA is applying for funding to the DfT for the Local Sustainable Transport Fund (LSTF). This is available over a four year period and the bid is on behalf of the five local authorities in the area and Nexus.
- 7.2 The key objectives the proposal must meet are:
- Supporting the local economy and facilitating economic development
  - Reducing carbon emissions.

Proposals which meet some or all of the following additional objectives will be considered favorably:

- Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community
  - Improve safety
  - Bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction
  - Actively promote increased levels of physical activity and the health benefits this can be expected to deliver.
- 7.3 The proposal for Tyne and Wear has three key goals that fit with the objectives of the LSTF:

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- Improving sustainable access to key employment/growth sites
- Managing congestion on key corridors
- Promotion of active and healthy travel, with a particular focus on cycling.

7.4 In summary the proposals:

- Benefit the economy by managing congestion, making journey times more reliable and predictable, and improving the accessibility of the main employment areas
- Reduce carbon emissions by increasing the proportion of journeys made by low carbon sustainable modes
- Improve safety by addressing safety concerns in particular locations and enhancing facilities for walking and cycling
- Improve air quality and reduce noise as motorised journeys are replaced by more sustainable modes
- Deliver increased levels of physical activity with significant health benefits
- Promote social inclusion and access for the whole community to jobs, services and facilities

7.5 The proposal includes the following packages of measures to deliver the three key goals:

Sustainable access to employment/growth sites

- Development and implementation of area based travel planning at key employment locations
- Promotion of sustainable access to local centres
- Provision of travel advisors and support via job centres.
- Promotion of smarter working, including working from home, as a means to reducing overall travel needs.
- Independent travel training for those with learning disabilities.

Managing congestion on key corridors

- Expansion of the successful car club approach developed in Newcastle
- Improved pedestrian/cycle access to public transport interchanges, building in particular on the major investment in renewal of the Metro system
- Smart ticketing

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- Travel information

#### Promotion of active and healthy travel

- Improvements to cycle routes and cycle parking
- Development of active travel hubs at key locations
- Targeted community intervention to develop active travel
- Establishment of a community active travel fund
- Expansion of the successful Sustrans Route Rangers volunteer programme to help maintain and improve walking and cycle routes.

7.6 The total cost of the package, including the key components bit is £59.825m. The total DfT contribution sought is £24.053m.

7.7 Initial proposals for large projects were submitted by 6 June and are expected to be shortlisted by the end of July. Shortlisted bids will then have to submit a business case by 20 December 2011, with successful bids announced in June 2012.

In addition, a key component bid (an integral part of the large bid submitted to enable an early start) focused on travel to school was submitted in April. A decision is expected in early July, with an implementation date of September 2011.

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