



Tyne and Wear Integrated Transport Authority Scrutiny Committee

**Meeting to be held at New Crossing House(Corner of Tyneview Terrace/Coach
Open,Willington Quay
on Thursday 19 November 2009 at 10.00 am**

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AGENDA

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2. Apologies for Absence

3. Declarations of Interest

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

Members are reminded to verbally declare their interest and the nature of it and, if prejudicial, leave where appropriate at the point of the meeting when the item is to be discussed

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Tyne and Wear Integrated Transport Authority

Scrutiny Advisory Committee

17 September 2009
(10.00 am – 11.45 am)

Present:

Councillors: Pat Hillicks, Lawrence Hunter, David Forbes (Chair) and David Charlton

In Attendance: Paul Staines – Newcastle City Council, Scrutiny Team
Jessica Anderson – LTP Team Leader, Newcastle City Council
Graham Robinson - Nexus
Scott Vincent – Planning and Transportation, Newcastle City Council
Caroline Shield – Team Leader, Traffic and Accident Data Unit
Ian Abernethy – Traffic and Accident Data Unit
Ian Stearman – Democratic Services, Newcastle City Council

1. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Brady, Graham, Richmond and Macaulay.

2. **MINUTES**

The minutes of the meeting held on 18 June 2009 were approved as a correct record and signed by the Chair.

Matter Arising:-

(a) **Equality and Diversity and Public Transport – Bridge Cards**

Councillor Hillicks referred to the Bridge Card scheme and proposed that it should be better marketed and advertised. Graham Robinson said that he would pursue that proposal.

3. **THE WORK OF TYNE AND WEAR TRAFFIC AND ACCIDENT DATA UNIT (TADU)**

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

Caroline Shield and Ian Avernethy were in attendance to address the Committee on the work of the above unit. Some of the salient points included:-

- When the unit was first set up it initially focused on accident data only. This had now expanded to embrace a wide range of related issues.
- Originally, there were only around 20 counting sites. This had now grown to over 400.
- The team consists of four members of staff who manage, validate and circulate data.
- TADU manages two key sets of Tyne & Wear data relating to road traffic accidents and traffic flow data in Tyne & Wear. With regard to the Road Traffic accidents data, this was collected by the police and TADU was the local processing agent for the Department of Transport in respect of the traffic count data they measure speed and type of vehicle. They also collected cycle data.
- Currently the unit were moving towards adopting a TRADS software system for collecting data and this was a much more updated system which would improve the quality of the data analysis.
- The data collected was used in a wide variety of ways including development and implementation of the Local Transport Plan; strategic transport planning; road safety; education; transport schemes; managing congestion and the monitoring of all of the above.
- Data was also to support other key agendas including:- economic and development; monitoring economic downturn; land use, planning; planning applications; health; education; air quality and climate change.
- TADU worked in close co-operation with a range of organisations in addition to the five Tyne and Wear local authorities. These include:- Department for Transport, Government Office for the North East, Northumbria Police; the Highways Agency; Fire and Rescue; Universities and Nexus.
- TADU was jointly funded by the five Tyne and Wear Districts and reports annually on spending to council chief executives. It also provides, by agreement, road traffic and data from Northumbria County Council.
- Looking to the future it was expected that there would be an increased demand for data, especially evidence based. In the current climate of efficiencies there would be increased competition for resources. Also, there would need to be more effective partnership work.

The meeting then made a number of comments including the following:-

- In reply to a comment from Councillor Hillicks on drawing out key themes in the Units' reports, Caroline Shield emphasised that the main target for the reports was the relevant officers of the five Tyne and Wear districts. However, there was an intention to produce a brief and more accessible report for wider use in the future.
- Paul Staines said that with the expected increase and changes in data there was likely to be a lot of transport choices for the districts. He asked if there were any mechanisms to develop dialogue and improve information flow into the effected areas. Caroline Shields stressed that the local authority officers would be the main conduit for distributing the information within their areas.
- The Chair shared an e-mail he had received on the need for local authorities in Tyne and Wear to adopt a common approach to street furniture. It was very confusing for drivers, especially from outside the area, to be confronted by different road signs and non car lanes in adjoining local authority areas. Caroline Shield commented that traffic managers throughout the area were aware of the advantages of a common look for non-car lanes etc. However, there was no strong evidence to show that street furniture affected accident rates, although there might be identifiable hot spots. She said that the key issues affecting road safety were young drivers behaviour; use of mobile phones; and speeding.
- A Councillor referred to the practice of smoking at the same time as driving and wondered if this was more hazardous than eating when driving. Caroline Shield said that obviously this was perceived as a problem but it was difficult to obtain evidence. This also applied to non seat belt use.

Ian Abernethy added that normally people would not admit to the above practices and it was only in cases of serious accidents when such information could be gathered.

- The Chair thought that driving tests should be more strict to take account of the current crowded roads. He suggested that L plates should be mandatory for say one year after passing a driving test.
- The need to keep drivers up-to-date with changes to the highway code and national road safety messages was emphasised. Paul Staines said that he could write to the Department of Transport proposing that a system be adopted to keep road users up-to-date with key changes to the highway code and other messages about road safety. This could be included within the letter reminding people of their annual road tax and licence renewal correspondence.
- The Chair asked what arrangements, if any, Newcastle Airport would be adopting to meeting the expected increase in passengers following the

introduction of additional flights. How people get to and away from the airport would have implications for local transport. Graham Robinson said that the airport had a governance master plan which should address these issues. A Councillor indicated that all areas were served by LINK-VP buses to the airport. The airport master plan/governance arrangements be included on an agenda for a future meeting of this Committee. A future meeting could also be held at the airport.

RESOLVED – That the report be received.

4. **TYNE AND WEAR CITY REGION – TRANSPORT AND THE ECONOMY**

Submitted: Report of an ITA Senior Policy Officer (previously circulated and copy attached to Official Minutes).

Scott Vincent spoke to the report which informed the Committee of current and emerging arrangements of the Tyne & Wear City Region level regarding transport and the economy, and relationships with the Tyne & Wear Integrated Transport Authority (ITA). He highlighted the following key areas of work:-

- Multi Area Agreement (MAA)
- City Region Transport Governance Review
- City Region Transport Strategy

He underlined that the key role of the City Region in the Transport Strategy Framework was to influence and co-ordinate transport planning to encourage and support economic growth across city regions.

The Committee made a number of comments which included:-

- Councillor David Charlton referred to the aim to improve the A1 and 19 and pointed out that effective road links was essential to accommodate the traffic flow emerging from the new Tyne Tunnel. To improve the traffic flow junctions to the A1 and A19 would need to be properly planned.
- The Chair requested information on the likely toll to be paid when the new tunnel was open. Paul Staines said that this information would be sought from Paul Fenwick.

P Staines said that it was clear that there was strong support for the prioritisations of schemes relating to the linking of the junctions on the A19 to link with the Tyne Tunnel and this would be past onto the ITA.

RESOLVED – That the report be received.

5. INTEGRATED TRANSPORT AUTHORITY WELLBEING POWERS

Submitted: Report of the ITA Senior Policy Officer (previously circulated and copy attached to Official Minutes).

The report informed the meeting of the opportunities presented by the granting of 'well-being' powers to Integrated Transport Authorities (ITA's) by the Local Transport Act 2008.

Scott Vincent said that the granting of 'well-being' powers by the Local Transport Act 2008 presents significant opportunities for ITA's to significantly improve the economic, social environmental wellbeing of their local communities. The full potential of these powers were, however, still being considered by ITA's and any proposals to use them would be subject to legal advice. Officers from the PTA Nexus and Local Authorities in this area were currently meeting to identify possible uses of the provision.

The Committee made a number of comments including:-

- Councillor Pat Hillicks questioned whether the Act potentially gave this Committee powers to put pressure on Nexus to ensure adequate bus services throughout the area. Paul Staines stressed that this Committee could hold the ITA to account on that issue. Graham Robinson said that another way was for Nexus to look at bus design networks.
- Councillor David Charlton noted that to date the only known use of 'well-being' powers was for the provision of free travel for children in Barnsley. Could a similar scheme be introduced in Tyne & Wear? Scott Vincent said that it was an option subject to the necessary funding being made available.
- Councillor Pat Hillicks suggested that university students and sixth form students might also be assisted in that way.

Paul Staines said that this Committee would be kept informed of developments and an update report would be presented to the January 2010 meeting of this Committee.

RESOLVED – That the report be received.

6. REQUEST TO CONSIDER CO-OPTION OF INDEPENDENT MEMBERS

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

Paul Staines reported that the Committee's views were sought on a suggestion (arising from a meeting of the ITA's Standards and Audit Committee) that the

Scrutiny Advisory Committee might be enhanced by the appointment of independent members of the public to provide more expertise to improve effective holding of the ITA to account.

The Committee considered the above suggestion and made the following comments:-

- It was emphasised that effective scrutiny was already provided.
- The Committee already invite interest groups, representatives of business, concerned individuals etc. to attend and make presentations.
- It was felt that the Committee had sufficient members but the problem was disappointing attendance records of a number of members.
- It was recognised that councillors had busy diaries and therefore it was proposed that the appointment of substitute members from constituent authorities be considered, should the designated member be unable to attend.
- It was felt that a better understanding of the work of the Committee/links to the ITA business would be provided if councillors received copies of the meetings papers, invites to ITA seminars etc.

RESOLVED – That:

- (i) the Tyne & Wear Integrated Transport Authority be recommended that the suggestion of appointing independent members of the public to this Committee be not approved to
- (ii) other proposals and suggestions outlined above with regard to the future governance of the Scrutiny Committee be conveyed to the ITA;

7. SUMMARY OF DECISIONS TAKEN BY THE INTEGRATED TRANSPORT AUTHORITY

- (a) Meetings on 29 June 2009 and 23 July 2009.

Councillor Pat Hillicks expressed her disappointment that there had been no bids relating to Newcastle District under the Kickstart Bus Challenge Initiative.

RESOLVED – That the report be received.

8. FEEDBACK: CENTRE FOR PUBLIC SCRUTINY ANNUAL CONFERENCE

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

The report outlined the feedback from the 2009 Centre for Public Scrutiny (CfPS) conference, – ‘A Critical Friend for Critical Times’ held in Nottingham on 9 June 2009.

RESOLVED – That the report be noted

9. **WORK PROGRAMME 2009**

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

The report detailed the updated work programme for 2009/10.

Paul Staines informed the Committee that ITA and Nexus had recently signed the Nottingham declaration relating to CO2 and climate change and he would update the Committee at its next meeting.

A number of additions and changes were proposed to the programme including adding the high speed rail link to the agenda for the next meeting when Paul Vincent would provide an update and the visit to the A19 junctions be included on the November 2009 meeting.

RESOLVED – That the report be received.

10. **LOCAL TRANSPORT PLAN – SUSTAINABLE TRANSPORT**

Jessica Anderson informed the meeting that the Tyne & Wear bid for the above had been short-listed and a delegation from this area attended the Department for Transport to give a presentation in support of the bid.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

19th November, 2009

TITLE: NEW TYNE CROSSING PROJECT: UPDATE

**REPORT SCRUTINY MANAGER, ITA SCRUTINY ADVISORY COMMITTEE
OF:**

1. Summary / Purpose of Report

1.1 To carry out a site visit of the new Tyne Tunnel Crossing.

2. Recommendation

2.1 Members are asked to comment, to the Project Director, on progress being made.

3. Background

3.1 The committee's work programme provides for updates on the Tyne Tunnel development works. An update was scheduled for January, 2010, however, given this meeting is taking place in North Tyneside it was seen as beneficial to combine the meeting with a site visit.

3.2 The New Tyne Crossing project provides for: design and build of a second vehicle tunnel, refurbishing the existing tunnel and operating and maintaining all tunnels under the river until 2037. It is one of the biggest transport infrastructure projects currently active in Great Britain. Work to prepare the site began in February 2008 and construction of the new tunnel began in October 2008. Work on the second vehicle tunnel is due for completion in December 2010, at which point the existing tunnel will close for refurbishment. The construction phase of the project is expected to be completed in December 2011 when both vehicle tunnels are open to traffic.

4. Opportunities/Risks

4.1 There is an opportunity, at this meeting, to discuss progress in delivering this infrastructure project of significant importance to the ITA.

5. Background Papers

5.1 Committee agenda and minutes 16th April, 2009

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

19th November, 2009

TITLE: NOTTINGHAM DECLARATION ON CLIMATE CHANGE

REPORT OF: SCOTT VINCENT, ITA SENIOR POLICY OFFICER

1. Summary / Purpose of Report

1.1 The purpose of this report is to set out the key aspects of the Nottingham Declaration on Climate Change, which the Tyne and Wear Integrated Transport Authority (ITA) and Nexus both signed up to on 11 September 2009. It also provides a summary of Nexus' Environment Strategy.

2. Recommendation

2.1 Members are asked to comment on any of the issues set out in the report.

3. Background

3.1 Climate Change is one of the major challenges of the twenty first century, and requires coordinated action by all individuals and organisations to mitigate against its causes and prepare for its impacts. Transport networks and operations are a major contributor to greenhouse gas emissions (particularly carbon dioxide), and are also highly vulnerable to the likely long-term effects of climate change.

3.2 The Association of North East Councils' (ANEC) '*Green Manifesto*', launched in 2008, recognises the challenges posed by climate change and commits to tackling the problem at all levels within local authorities and embed this into corporate planning, policy decisions and activities.

3.3 The Tyne and Wear ITA, along with Nexus, has a significant role to play in tackling the challenges of climate change. This applies not only to its own operational behaviours, but also to the policies it sets and the plans it develops for Tyne and Wear's transport network.

4. Nexus Environment Strategy

4.1 Nexus' Environment Strategy 2009 – 2020 (executive summary attached) sets out the environmental principles and values by which Nexus will operate, building on

the agenda set by Government in the Climate Change Act 2008 and 'Delivering a Sustainable Transport System' (DaSTS). It also sets out a number of actions to help deliver the strategy's objectives, including:

- Signing the Nottingham Declaration;
- Identifying opportunities for reducing consumption and recycling;
- Travel planning for all staff;
- Internal training and awareness raising;
- Promotion of smarter choices; and
- Investigation of green fuel technologies.

5. The Nottingham Declaration on Climate Change

- 5.1 The Nottingham declaration, launched in October 2000, is a public declaration and catalyst for action on climate change by local authority organisations (including ITAs). The declaration has already been signed by each of the five Tyne and Wear local authorities, as well as Durham and Northumberland County Councils. It has also been signed by a number of other ITAs including MerseyTravel and Centro (West Midlands).
- 5.2 The declaration recognises the central role of local authorities in leading society's response to the challenge of climate change. By signing, organisations pledge to systematically address the causes of climate change and to prepare their community for its impacts. (A copy of the declaration statement is appended).
- 5.3 Signing the Nottingham Declaration is an acknowledgement of evidence that climate change is occurring, and that it will have significant effects on the UK's people and places, economy, society and environment. It is also a commitment to "within the next two years, develop plans with our partners and local communities to progressively address the causes and the impacts of climate change". This requires the development of an action plan, setting out a number of actions to both mitigate the causes of climate change and prepare for the impacts.
- 5.4 The declaration is also a commitment to monitor progress against actions needed and to publish results. There are three national indicators to monitor this progress:
- NI185 – Percentage CO₂ reduction from authority operations;
 - NI186 – Per capita CO₂ emissions in the local area; and
 - NI188 – Adapting to climate change (Note: This adopted earlier this year as one of the ITA's Key Output Measures).

6. Reasons for signing the Nottingham Declaration

- 6.1 The evidence for climate change is compelling and there is overwhelming agreement among scientists that human activity is the cause. The UK climate is expected to become warmer, with wetter winters, drier summers, and more extreme weather events, such as heavy rain and high winds. Transport networks are highly vulnerable to these impacts, as has been witnessed in recent flood and snow events, and this can have significant knock-on effects for businesses, access to education and health facilities etc.

- 6.2 The Tyne and Wear Passenger Transport Policy Statement (2007/08 to 2009/10) expanded the Authority's overarching objectives to reflect growing concerns around the environment and climate change following the publication of the Stern Review. Since then, Government has set out five (5) national goals for transport through *Delivering a Sustainable Transport System* (DaSTS), one of which is to reduce greenhouse gas emissions and tackle climate change. The next version of the policy statement (which is currently being developed) will build on this and further embed the principles of climate change mitigation and adaptation into the objectives and policies of the ITA.
- 6.3 In addition to complementing the arguments outlined above, there are a number of specific reasons to sign the Nottingham Declaration, including:
- **Improve the quality of life for local communities** - preparing for the impacts of climate change (adaptation) will help to protect communities from the worst effects of severe weather events, such as flooding, storms, high winds and heat waves. Action to reduce greenhouse gas emissions (mitigation) can bring other benefits to the local community, such as: lower fuel costs; improved public transport; better cycling and walking facilities; and improved air quality.
 - **Reassure the local community that the ITA and Nexus are taking climate change seriously**
 - **Build member and officer support for climate change action within both the ITA and Nexus.**
 - **Strong performance** – three national performance indicators and the new Comprehensive Area Assessments (CAAs) will assess how well authorities are working together to prepare for climate change and reducing greenhouse gas emissions.
- 6.4 Adapting buildings and other infrastructure for severe weather can help to avoid and reduce the high costs of emergency measures and repairing damage. In Tyne and Wear, this could involve adapting Metro power lines with automatic tensioning devices to avoid excess line slack in higher temperatures, or auditing the local transport network for flood risk points in light of recently released climate change predictions and taking appropriate action.
- 7. Current position and next steps**
- 7.1 The Tyne and Wear ITA and Nexus both signed the Nottingham Declaration on the 11th September 2009. This is an important first step in committing to tackle climate change, however, success can only be achieved through sustained action and real changes in behaviour. Signing the declaration commits the ITA and Nexus to working with partners to develop a climate change action plan and monitor its development and implementation against the national indicators identified in 5.4 above.
- 7.2 ITA and Nexus officers are now undertaking to develop a climate change action plan for transport in Tyne and Wear. Importantly, there are a number initiatives already underway in Tyne and Wear (and the wider region) that support the objectives of the Nottingham Declaration and provide a strong starting point for the development of a Climate Change action plan, including:

- Nexus Environment Strategy 2009 – 2020;
- Nexus Go Green corporate business plan theme;
- Climate change action plans being developed in each of the Tyne and Wear districts following their commitments to sign the Nottingham Declaration;
- Carbon Reduction Commitment (CRC), a mandatory process that requires large energy consuming organisations to reduce their carbon footprint by reducing electricity, gas and fuel consumption.
- Development of the third Tyne and Wear Local Transport Plan (LTP3), with climate change forming one of the five key goals as set out in LTP3 guidance and DaSTS;
- Tyne and Wear’s bid to become a “Sustainable Travel City”;
- ANEC’s Green Manifesto; and
- Regional climate change initiatives, including the *Climate Change Action Plan for North East England*, *Regional Adaptation Study* and *Regional Carbon Trajectories Study*.
- Designation of North East England as a Low Carbon Economic Area (LCEA) as part of the Government’s Low Carbon Industrial Strategy.

8. Conclusion

- 8.1 Transport networks are a major contributor to greenhouse gas emissions, and are also particularly vulnerable to the impacts of Climate Change. The ITA, as the lead transport authority for Tyne and Wear, has a key role to play in providing leadership on this issue and taking the necessary steps to address this challenge.
- 8.2 Signing up to the Nottingham Declaration on Climate Change is an important step for the ITA and Nexus in tackling the challenge of climate change, and provides the catalyst for increased partnership working to develop a comprehensive climate change action plan for transport in Tyne and Wear. It is important that progress on the development and implementation of this action plan is monitored carefully, and that the challenge of climate change is reflected in all future ITA policies, strategies and plans.

9. Background Papers

- 9.1
- Nexus Environment Strategy 2009 – 2020 (executive summary attached)
 - Nottingham Declaration website - <http://www.energysavingtrust.org.uk/nottingham>
 - North East Climate Change Partnership - www.climatenortheast.com
 - ANEC Green Manifesto - <http://www.northeastcouncils.gov.uk/newsroom/reports.cfm>
 - UK climate projections - <http://ukcp09.defra.gov.uk/>
 - Carbon Reduction Commitment – <http://www.defra.gov.uk> , <http://www.carbonreductioncommitment.info/>

Contact Officer: Scott Vincent, ITA Senior Policy Officer - ph. 0191 211 5679



Nexus Environment Strategy
2009 – 2020
Executive Summary





Warning:
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Date of Issue: 21/04/09

Helen Mathews

Doc Ref: NITS-E1.2.1

File Name: 090421 Nexus Environment
Strategy Executive Summary v1090421
Nexus Environment Strategy Executive
Summary V1

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Version: 1



1. Executive Summary.

Vision

Nexus is committed to ensuring that our natural and built environment, upon which the quality of life within Tyne and Wear is so dependent, is safeguarded for future generations to enjoy.

We are committed to continuing to improve our environmental performance, minimising our environmental impact and making resource efficiency a core requirement of all our operations, functions and activities, including the future concession for Metro operations.

We will seek to promote good practice by others.

Objectives

The Nexus Environment Policy sets the principles and values by which the organisation will operate. This Strategy sets out a specific and detailed work programme to achieve these principles and values. These will also need to be embedded in all Nexus strategies, processes and policies. The environment strategy sets Nexus five key objectives.

- To assess and reduce the environmental impact caused by Nexus operations and the operations of companies supplying us and working on our behalf.
- To engender a culture of sustainability within the organisation that supports and promotes ethical behaviours
- To make a positive contribution to the environment and economic development of Tyne and Wear in a sustainable way
- To play a key role in partnership with local authorities and transport operators to develop and implement environmental and transport policies that will be efficient and environmentally sustainable.
- To ensure that we contribute to both national and regional policies around environmental sustainability and transport.



Current situation

During 2007/08:

- Nexus's carbon footprint was **536 tonnes**;
- Metro's was **15,273 tonnes**, of which over 80% was from traction;
- **1,300 tonnes** of waste was generated;
- An average of **47%** of waste was recycled;
- We used over **14,000 M³** of water and over **3.1 million** sheets of paper.

There are a number of programmes in place across the organisation looking at ways to make the organisation 'greener'; the Strategy builds on both this and the agenda set by central government in the Climate Change Act 2008, and 'Delivering a Sustainable Transport System' (DaSTS).

Action Plans

The Action Plans attached to the Strategy sets out a number of work programmes which will help us to achieve our objectives:

- To assess and reduce the environmental impact caused by Nexus operations and the operations of companies supplying us and working on our behalf:
 - Implement a programme to improve our knowledge of consumption and our carbon footprint;
 - Sign the Nottingham declaration;
 - Identify opportunities for reducing consumption and recycling;
 - Achieve 20% of energy from renewables and 10% from onsite generation by 2020;
 - Build environment into plans, policies and processes.
- To engender a culture of sustainability within the organisation that support and promotes ethical behaviours:
 - Implement ISO 9001 and ISO 14001;
 - Undertake travel planning for all staff;
 - Provide an appropriate programme of training and awareness;
 - Include an environment award in 2010 STAR awards.
- To make a positive contribution to the environment and economic development of Tyne and Wear in a sustainable way:
 - Ensure all projects consider DaSTS;
 - Ensure new buildings have a BREEAM rating;
 - Improve biodiversity.



- To play a key role in partnership with local authorities and transport operators to develop and implement environmental and transport policies that will be efficient and environmentally sustainable:
 - Work with key partners;
 - Promote the environment externally.
- To ensure we contribute to both national and regional policies around environmental sustainability and transport:
 - Promote 'Smarter Choices';
 - Improve cycling provision;
 - Embed the environment into strategies, processes and policies;
 - Improve and promote recycling on public transport;
 - Investigate green fuel technologies.

These actions will help us to achieve our main targets of:

Carbon footprint

- √ We will reduce our carbon footprint in line with the targets set in the UK Carbon Reduction Commitment against the 2007/08 benchmark, by 12.5% by 2012 and by 32% by 2020.

Energy

We will source:

- √ 20% of our energy from renewable sources by 2020 in line with the Regional Spatial Strategy
- √ A further 10% of energy from onsite generation by 2020
- √ We will also reduce our energy consumption by 20% by 2020 from 2007/08 benchmark

Waste

- √ We will reduce the amount of waste generated by 20% by 2012

And of the waste that is generated

- √ We will increase the percentage of waste recycled by 20% by 2012
- √ We will set a target to reduce our paper consumption by 20% on 2007/08 benchmark by March 2010 and a further 10% reduction by March 2011



Delivery

This Strategy will be owned by the Business Strategy team but will require a commitment across the organisation. The deliverables in the Strategy will be monitored via the corporate business plan and the Strategy itself refreshed annually. The actions will be cascaded into service area delivery plans through the Corporate Business Plan process.

The actions will mainly be delivered through existing resources. Where this is not possible cost / benefit analysis will be completed and recommendations fed in to the appropriate budgetary process.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

19th November, 2009

TITLE: HIGH SPEED RAIL: UPDATE

REPORT OF: ITA POLICY MANAGER

1. Summary / Purpose of Report

1.1 This report provides Members with an update on developments relating to High Speed Rail.

2. Recommendation

2.1 Members are recommended to:

1. note the content of report
2. raise any questions relating to progress on High Speed Rail (HSR)

3. Background

3.1 The railways are booming; more people are using the railways now than any time since the Beeching cuts of the 1960's. Forecasts show that demand will continue to grow. Many routes are operating at capacity or will be operating at full capacity in the near future. There is a hive of activity regarding the debate around high speed rail amongst policy makers and decision takers.

3.2 The case for high speed rail is compelling:

- It can provide considerable additional rail capacity, which forecasts show will be sorely needed in the future
- High speed rail can deliver a step-change improvement in journey times
- HSR is an environmentally-sustainable solution to the country's transport needs

3.3 By providing effective links between city regions and international gateways, high speed rail can boost economic development in the Midlands, the North and Scotland.

3.4 Lord Adonis has encouraged debate around this issue. There are a number of 'players' regarding the debate on HSR.

4. High Speed 2

4.1 HS2 was established by the DfT in January 2009. Its purpose is to help consider the case for new high speed services from London to Scotland. As a first stage the DfT have asked the company to develop a proposal for an entirely new line between London and the West Midlands and potentially beyond. The objectives of HS2 are

- Passenger capacity
- Speed
- Land use and development objectives
- Freight
- Mode shift from car
- Mode shift from air.

4.2 A series of regional seminars have been held attended by senior officers. HS2 are looking to produce a report with recommendations to DfT by the end of 2009.

5. Greengauge21

5.1 GG21 is a not-for-profit organisation which aims to research and develop the concept of a high speed rail network, and to promote its implementation as a national economic priority. GG21 has driven the debate forward on HSR, prior to the establishment of HS2.

5.2 It released its report in September 2009 which recommended:

- a comprehensive network of routes linking all Britain's major cities, which it believes to be vital for a competitive and sustainable Britain
- a national HSR network comprising two north south routes, one on each side of the country. It has three key east-west connections too, in central Scotland, across the Pennines and between London and Bristol/South Wales.

5.3 This 1,500km-long network of high-speed routes would carry 178 million passengers a year. The cost of the first national HSR line is estimated to be £19 billion, including allowances for risk and contingency.

5.4 Greengauge's work has informed debate and has been made available to HS2.

6. HSR\UK

6.1 Lord Adonis, when speaking about HSR, suggested that cities should lobby on the case for a HSR network. Lord Adonis is very keen on getting cross party support for this

6.2 The aim of this group is to raise awareness of the economic benefits of a HSR network to the north and improving connectivity to London and Europe. It emphasises the message that we are lobbying for a high speed rail network across the UK, not talking about specific routes.

6.3 The partners are the 11 cities of Birmingham, London, Glasgow, Edinburgh, Bristol, Sheffield, Leeds, Nottingham, Liverpool, Newcastle and Cardiff who have produced a lobbying strategy.

6.4 This group was launched on 9 September 2009. All three main political parties have welcomed the development of this group and the Leader of Newcastle City Council has been closely involved in the development of this group.

7. Network Rail

7.1 On 26 August, Network Rail added to the debate when it produced its own analysis of the case for new lines. Four corridors were identified, and Network Rail concluded that the strongest business case was demonstrated by a route between London and Scotland via Preston, with branches to Birmingham, Liverpool and Manchester, offering up to 16 trains per hour in each direction.

7.2 The analysis concludes that a branch between Manchester and the North East via Leeds would not provide significant journey time benefits over the existing London route via the East Coast Main Line (ECML).

7.3 Network Rail's conclusions are extremely disappointing for the North East; however they must be taken in the context of being just one of several pieces of work being carried out to inform the high speed rail debate.

8. Association of North East Councils (ANEC)

8.1 ANEC launched their high speed rail advocacy paper in October 2009, which makes the case for high speed rail to the North East. It focuses on the economic benefits, the sustainability and environmental benefits that high speed rail could bring to the region.

9. Next Steps

9.1 Various lobbying channels continue to be explored as outlined above and progress will be reported to Members at future meetings.

10. Background Papers

- 10.1
- ITA Papers 24 September 2009
 - High Speed 2 website – www.hs2.org.uk
 - Greengauge21 website – www.greengauge21.net
 - High Speed Rail UK website – www.highspeedrailuk.com
 - High Speed Rail New Lines Programme - <http://www.networkrail.co.uk/asp/5892.aspx>
 - ANEC high speed rail advocacy paper – available from ITA Policy Manager (contact details below).

11. Contact Officer(s)

11.1 Roger Gill, ITA Policy Manager, 0191 211 4805, roger.gill@newcastle.gov.uk

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

19th November, 2009

TITLE: A19 JUNCTIONS: UPDATE

**REPORT SCRUTINY MANAGER, ITA SCRUTINY ADVISORY COMMITTEE
OF:**

1. Summary / Purpose of Report

1.1 To note the current position on A19 junction improvements.

2. Recommendation

2.1 The committee is asked to consider if further information is required.

3. Background

3.1 At its last meeting, the committee highlighted concerns at a lack of national priority given to A19 junction improvement. There was concern at the impact on both the local economy and environment from queuing traffic. It was considered engineering solutions were needed to increase capacity following the opening of the new Tyne Tunnel crossing.

4. Update

4.1 The Second Tyne Crossing is due to be complete by 2011, alleviating a key congestion hotspot on one of Tyne & Wear's most important strategic routes. Committee concern at problems of onward travel is shared by the ITA, Leaders of North and South Tyneside councils, together with senior officers. Concern is particularly strong about the Silverlink/Coast Road junction. Congestion is already an issue here and there are worries journey time savings offered by the new tunnel will be lost in increased congestion and delays at Silverlink - and other A19 junctions - if nothing is done to improve capacity.

4.2 In response to comment at the last meeting of the ITA, representations will be made to the Highways Agency emphasising the regional importance of the A19. An assurance has been given by the Clerk to the Authority that every effort will be made to ensure pressure is applied to bring forward work.

5. Opportunities/Risks

- 5.1 There is an opportunity at this meeting to discuss further concerns about programming of A19 works. This can be in the context of recent discussion at the ITA.

6. Background Papers

- 6.1 Delivering a Sustainable Transport System (November, 2008)
ITA Agenda 24th September, 2009

Contact Officer: Paul Staines

0191 277 7524

paul.staines@newcastle.gov.



Tyne and Wear Integrated Transport Authority Scrutiny Committee

19th November, 2009

TITLE: SUMMARY OF DECISIONS TAKEN AT THE INTEGRATED TRANSPORT AUTHORITY'S MEETING HELD ON 24TH SEPTEMBER 2009

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 A short digest of business transacted by the ITA on 24th September 2009 is set out focusing particularly on decisions made.

2. Recommendations

2.1 The Scrutiny Advisory Committee is recommended to consider if it would like to add ITA agenda items, or decisions made, to its own work programme.

3. ITA Discussion

3.1 Minutes, 23rd July 2009

The Director General, Nexus provided a number of updates. He confirmed Metro Re-invigoration was running to timetable. Work at Sunderland station had begun.

The ITA noted updates received.

3.2 Appointment of Clerk to the Authority

The ITA was asked to confirm a new Clerk.

The ITA appointed Mr Barry Rowland as Clerk to the Authority.

3.3 Office of Fair Trading Market Survey of Local Bus Services

The Director General, Nexus set out findings from an investigation by The Office of Fair Trading. OFT was seeking comment. It had found of a market that could prevent, restrict or distort competition. One proposal was to refer the issue to the Competition Commission. Pteg, the federation of ITAs, had produced a statement.

The ITA noted the report.

3.4 Rail Update

The Clerk to the ITA and Director General, Nexus updated Members on: high speed rail feasibility work, the appointment of national 'Station Champions', aspirations for improved access to Newcastle Central Station, a Route Utilisation Strategy for northern England and increased frequency on Grand Central Trains.

Disappointment was expressed at a preference by Network Rail for a western route for high speed rail phase I. Representations were planned by constituent Councils. The importance of efficient rail to the economy of the North East could not be underestimated. The Clerk underlined the need to establish and if possible secure other investment in rail planned by Network Rail or freedom to improve local stations.

Work to substantially improve the station offer, above ground, at Sunderland Central was welcomed. A report on options was expected in late October, 2009.

The ITA noted the report.

3.5 2009/10 Capital Programme - First Quarterly Review

The Director of Finance and Resources outlined performance of the Capital Programme at 30th June 2009. The ITA had established a revised Capital Programme of £57.248m in May 2009. Variations to the programme were set out and there were no concerns that major and other works could not be delivered.

The ITA noted the revised position, approved a number of scheme changes and an approach to development costs for schemes in future years.

3.6 Development of Taxicard and Companion Card

The Director General, Nexus set out progress in delivering the Taxicard and Companion Card. Whilst overall satisfaction was at 86%, it was appreciated more could always be done to improve take-up. There were also differential rates of take-up in districts. Proposals, to take effect from April 2010, would see a new upper limit on spend per person for Taxicard and removal of the requirement to pay the first £1.50. Membership of the Companion Card scheme would be simplified. Changes could be contained within existing 2009/10 budgets.

The ITA agreed to affect changes as set out in the report.

3.7 Wycliffe Avenue Residents' Petition

The Director General, Nexus highlighted discussion with Stagecoach following a petition to Newcastle City Council about services 15/15A. This was run on a commercial basis and routing had changed given road safety concerns.

The ITA noted the report and ongoing work to assess if highway arrangements could be improved.

3.8 **Local Democracy, Economic Development and Construction Bill and Strengthening Local Democracy Consultation: An Update**

The Clerk to the ITA and Director General, Nexus highlighted key issues for the ITA, particularly in terms of alignment of economic and transport agendas. Members discussed how they could have sight of an ITA response, noting tight timescales.

The ITA agreed a draft response would be circulated for comment.

3.9 **Possible Co-option of Independent Members onto the Scrutiny Advisory Committee**

The Scrutiny Manager, set out a request and comment from the Scrutiny Advisory Committee that scrutiny would be enhanced by co-option of independent members.

The ITA decided:

- *That effective scrutiny is already provided via themed meetings based on 'Delivering a Sustainable Transport System (DaSTS)', the national transport priorities. This also meets the only requirement of the committee in the ITA's 2008/09 Annual Governance Statement;*
- *To change the name of the committee to delete 'advisory';*
- *The key issue for the ITA is to encourage constituent authorities to ensure their members attend. Recognising Councillors have busy diaries, constituent authorities were requested to appoint substitutes;;*
- *Better understanding of the work of the committee/links to ITA business would be provided if members received meeting papers/invites to ITA seminars;*
- *This committee continues to invite interest groups, representatives of business, concerned individuals, etc to attend as it has done in the past.*

3.10 **Revenue Budget Monitoring Report (April 2009-August 2009)**

The Deputy Clerk and Treasurer provided Members with a Revenue Budget monitor for April 2009-August 2009. The monitor set out expenditure compared to original estimates. Spending was as planned.

The ITA noted the current financial position.

3.11 **Regional Transport Priorities**

The Clerk to the ITA and Director General, Nexus updated Members on RFA2 - regional funding advice - from Government. Attention was drawn to: the increasing likelihood of reductions in public spending beyond 2010, increased emphasis on CO² reduction, the need to strengthen regional governance arrangements and changed timescales - particularly for a number of local schemes. DaSTS Guidance had also been published providing opportunities for regions to review their priorities. Members stressed the importance of A19 schemes.

The ITA commented on the impact of changes set out in RFA2 advice and DaSTS guidance.

3.12 **Strategic Risk Update**

The Clerk to the ITA set out a six monthly update on risk. Members were invited to challenge progress and suggest significant risks or mitigating actions that needed to be considered. Members were generally happy with actions in place, but requested assurance around protecting key workers in the event of Swine Flu pandemic.

The ITA noted the current risk Register.

3.13 **Audit Commission - Annual Governance Report 2008/09**

The Deputy Clerk and Treasurer provided a copy of the Annual Governance Report. Members were pleased to see positive opinions from the Audit Commission.

The ITA noted the report.

3.14 **Annual Report and Accounts 2008/09**

The Deputy Clerk and Treasurer set out the outcome of the of audit of accounts.

The ITA approved accounts set out.

3.15 **Annual Governance Statement**

The ITA Officer Co-ordination Group set out, for inclusion in the final accounts, an Annual Governance Statement. The AGS set out the systems and processes, culture and values through which the ITA directed and controlled its activities.

The ITA approved the AGS for 2008/09 as set out

3.16 **Annual Report and Accounts 2008/09**

The Deputy Clerk and Treasurer asked Members to approve finalised accounts for 2008/09 following audit and inspection. Subject to a minor amendment concerning the presentation of information, it was confirmed there was support from the ITA's Standards and Audit Committee. Accounts were presented to meet revised accountancy standards. Comment was made the Chair's foreword might benefit from reference to the environmental benefits of using public transport.

The ITA approved group accounts set out for 2008/09 .

4. **Opportunities/Risks**

- 4.1 An opportunity is provided to note outcomes from the ITA's recent meeting(s). Reports can be requested to inform the work of this Committee. It is suggested reports are best linked to the five key transport planning ambitions.

5. **Background Papers**

- 5.1 Agenda Integrated Transport Authority 24th September, 2009

Contact Officer: Paul Staines 0191 277 7524 paul.staines@newcastle.gov.uk

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.



Tyne and Wear Integrated Transport Authority Scrutiny Committee

19th November, 2009

**TITLE: SUMMARY OF DECISIONS TAKEN AT THE INTEGRATED TRANSPORT
AUTHORITY'S MEETING HELD ON 2ND OCTOBER 2009**

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To receive a short digest of business transacted by the ITA on 2nd October 2009.

2. Recommendations

2.1 The Scrutiny Advisory Committee is asked to consider if it would like to add any issues arising to its own work programme.

3. ITA Discussion

3.1 The Director General, Nexus set out a report on progress with the Metro Operating Concession. This was supported by reports: from the Contract Assurance Committee, an operating concession & evaluation report and tender evaluation document. Information remained commercially sensitive. A decision on the successful bidder would be taken by the Nexus Board, but needed to be fully informed by views from ITA members. Views had already been sought from Council Leaders. Questions and comments were made by the ITA and these would be taken forward into the decision-making process. Two bidders would go forward.

4. Opportunities/Risks

4.1 An opportunity is provided to note outcomes from the ITA's recent meeting(s). Reports can be requested to inform the work of this Committee. It is suggested reports are best linked to the five key transport planning ambitions.

5. Background Papers

5.1 Agenda Integrated Transport Authority 2nd October, 2009

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

19th November, 2009

TITLE: WORK PROGRAMME 2009/10

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY ADVISORY COMMITTEE

1. Summary / Purpose of Report

1.1 To review and update, if necessary, the committee's work programme.

2. Recommendation

2.1 The committee is asked to:

- 1) Review its work programme to ensure continued focus on key issues (Appendix A); and
- 2) Approve dates for meetings in 2010.

3. Background

3.1 At the June meeting, the committee adopted a new theme-based approach - focussed on the five goals for national transport policy. Focus will ensure the committee maximises influence on ITA policy making as envisaged in committee terms of reference. Previously, agendas were based on a mix of reports and presentations. The five national goals are to:

- **Support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks
- Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**
- **Contribute to better safety security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- **Promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- **Improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**

- 3.2 The committee's new approach will enable Members to also discuss, in a systematic way:
- The wider role of the ITA - including around the Local Transport Plan - not part of previous discussion
 - Formal inspection of the ITA and Nexus
 - Known risks - and how assurances are delivered
 - The move to Comprehensive Area Assessment, where all agencies need to demonstrate they are shaping and improving the lives of local people
 - Opportunities for better engagement with the public and stakeholder groups (eg business, transport user groups, traditionally disadvantaged communities)

3.3 The effectiveness of this approach was supported by the ITA at its meeting on 24th September when considering if the membership of the committee should be reviewed.

4. Dates of Future Meetings

4.1 As a committee of the ITA, the Scrutiny Committee has been impacted by the recent review of transport governance arrangements. Accordingly, the work programme had only been outlined to the end of 2009. It is now suggested, as there is no suggestion this committee should be abolished, that dates are set for meetings in 2010. Suggestions are as follows. These are based on the existing bi-monthly schedule (3rd Thursday - all starting at 10:00am):

- 16th January, 2010
- 20th March, 2010
- 15th May, 2010
- 17th July, 2010
- 18th September, 2010
- 20th November, 2010

4.2 It is suggested meetings continue to rotate around the constituent authorities.

4.3 Given scrutiny is Member-led, the committee is asked for suggestions for key themes for meetings/topics for review.

5. Opportunities/Risks

5.1 The Scrutiny Advisory Committee provides Councillors from Tyne and Wear an opportunity to discuss key issues in the development of local transport policy. In linking the work programme of the SAC to key national ambitions, there is more scope to hold to account those delivering decision making locally.

6. Background Papers

6.1 Delivering a Sustainable Transport System (November, 2008)

www.dft.gov.uk/about/strategy/transportstrategy/dasts

19 th November, 2009 - North Tyneside		16 th January, 2010 - South Tyneside	
<p>Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'</p> <ul style="list-style-type: none"> • Nottingham Declaration on CO²: Implications and Action Plan, Milestones and Process • Nexus Environment Strategy • Tyne Tunnel Update (moved from January given location of this meeting) • High Speed Rail (added at the last meeting) 	<ul style="list-style-type: none"> • How accessible is public transport (Bus Network Design, Concessionary Fares) • 'Link Up' - review & user feedback • Make up and use of Passenger Panel 	<p>Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment'</p>	<p>Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment'</p>
20 th March, 2010 - Sunderland		15 th May, 2010 - Newcastle	
<p>Key Theme: 'to contribute to better safety, security and health for all citizens, with the desired outcome of achieving a fairer society'</p> <ul style="list-style-type: none"> • Equality Scheme and process/ priorities from Equality Impact Assessment • Scooters on the metro • How key risks are being addressed 	<p>Key Theme: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society'</p>	<p>Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'</p>	<p>Priorities from Equality Impact Assessment</p>
17 th July, 2010 - Gateshead		18 th September, 2010 - North Tyneside	
<p>Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks'</p>	<p>Key Theme: 'Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change'</p>		
20 th November, 2010 - South Tyneside			
<p>Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment'</p>			

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