



Tyne & Wear ITA - Scrutiny Committee

**Meeting to be held: Lamesley Room, Gateshead Civic Centre ,Regent Street,
Gateshead
on Thursday 20 January 2011 at 1.00 pm**

Membership: Councillors G Miller and D.Tate (Sunderland City Council); Councillors M.Graham and T Graham (Gateshead Council) ; Councillors B Watters and R Porthouse (South Tyneside Council) ; Councillors D Charlton and J Macaulay (North Tyneside Council) and Councillors L Hunter and M Lynch (Newcastle City Council)

Contact Officer: Paul Staines, Scrutiny Manager Tel. No. 2777524 e mail – paul.staines@newcastle.gov.uk

A buffet lunch and refreshments will be provided

AGENDA

Page

3. Declarations of Interest

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

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

4. Minutes of Meeting held on 18 November 2010 **1 - 10**

5. Matters Arising

COMMITTEE REPORTS

6. Local Transport Plan 3 Development **11 - 16**

Report of Joint Transport Steering Group

7. Park and Ride Facilities at Northumberland Park **17 - 20**

Report of Director of Finance and Resources Nexus

- | | | |
|------------|---|----------------|
| 8. | Conference Report - UK Rail 2010 ' Transforming the UK Rail Landscape' | 21 - 24 |
| | Report of Scrutiny Officer, ITA Scrutiny Committee | |
| 9. | ITA Scrutiny Committee Work Programme | 25 - 30 |
| | Report of Scrutiny Officer , ITA Scrutiny Committee | |
| 10. | Summary of Decisions : Integrated Transport Authority 25 November 2010 | 31 - 34 |
| | Report of Scrutiny Officer , ITA Scrutiny Committee | |

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 & Wear ITA - Scrutiny Committee

18 November 2010
(1.00 pm – 4.00 pm)

Present:

Councillor: Graeme Miller (In the Chair)

Councillors: David Charlton, Malcolm Graham, Tom Graham, Lawrence Hunter,
Mike Lynch, David Tate and Councillor Bob Watters.

IN ATTENDANCE:-

Paul Staines	-	Newcastle Scrutiny Team
John Fenwick	-	Nexus
Rachelle Forsyth	-	Nexus
Roger Gill	-	ITA Policy Team
Eleanor Goodman	-	Finance, Newcastle City Council
Ian Stearman	-	Democratic Services, Newcastle City Council

31. WELCOME AND INTRODUCTIONS

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

32. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Julia Macaulay and Richard Porthouse, Paul Woods (ITA Deputy Clerk), Gordon Harrison and Graham Robinson (Nexus).

33. DECLARATIONS OF INTEREST

In relation to the item on ITA Budget Planning, the Chair declared a non-pecuniary interest as the Sunderland City Council representative on the Tyne and Wear Pensions Fund. Also Councillor M Lynch declared a personal interest in that a member of his family was paid through the Tyne and Wear Pension Fund.

34. MINUTES OF MEETING HELD ON 16 SEPTEMBER 2010

The minutes of the meeting held on 16 September 2010 were approved as a correct record and signed by the Chair.

Matters Arising:-**(a) New Tyne Tunnel – Open Day**

Councillor T Graham referred to a proposal that an open day be held for the public prior to the opening of the new tunnel to traffic. He said that this should be pursued, possible via Leaders of the Councils on the Tyne. A charge could be made for walking through the tunnel with the proceeds going to a local charity such as the Bobby Robson Appeal.

(b) Local Transport Plan 3

Paul Staines reported that Jessica Anderson, LTP Core Team Leader, provided an update on the items raised at the last meeting by members. The salient points were:-

- In relation to civil emergencies, it was confirmed that emergency planners had been consulted in developing the LTP.
- At the mid point of the public consultation period, 240 responses had been received to date via the website. 98% of these were from individuals. Articles in the press, websites and council display screens had been published with further articles to follow. Stakeholders, organisations and groups were e-mailed, sent letters at the start of the consultation with reminders to follow in the next few weeks. Schools and passenger transport hubs would be visited to generate media interest/content for social networking sites.
- With regard to the suggestion that consultation be undertaken through Council Ward Committees/Area Committees, it was explained that local authorities were making their own arrangements for consultation but members of the Core Team were available to attend on request.
- With regard to the proposal that large employers be consulted, it was confirmed that large employers were included in the list of key stakeholders. In addition, businesses were being consulted by the City Regional Transport Strategy 'breakfast briefings' in December 2010.
- Arrangements were being made to ensure a fair cross-section of society were included within the consultation process. In particular, socio-demographic data was gathered as part of the survey (age, gender, ethnicity, disability) so responses could be weighed to reflect Tyne and Wear characteristics. Also data was available through the Equality Impact Assessment Report.

The meeting commented as follows:-

- Roger Gill circulated a copy of the LTP3 consultation document, together with a summary of the responses received so far (circulated and copy attached to Official Minutes).
- The Chair emphasised that the number of responses received so far (264) was very poor given the large number of people using the transport system/living in

Tyne and Wear. He suggested that in support of the existing consultation process staff should undertake one to one surveys with users in stations, at bus stops etc.

- Councillor M Graham underlined that it was important that as many users as possible take part in the consultation process and he hoped that it would be better publicised in the coming weeks.
- Councillor Watters felt it would be helpful for the survey if users could be questioned at the start and end of their journeys.
- Councillor L Hunter felt that there was too much emphasis on IT techniques as significant users of public transport (e.g. older people) had limited IT access.
- Councillor M Lynch asked if there had been any responses from local bus operators. Roger Gill confirmed that they were key consultees and their views were crucial to the process.
- Councillor T Graham was pleased that stakeholders were being engaged as (naturally) local people would prioritise comment about their immediate locality

Roger Gill said that in the light of comments at the meeting, he would speak to the Nexus Market Research Team about introducing face to face interaction with users as part of the consultation process. He would also seek to measure the impact of using new techniques (Facebook, etc), as recommended by the ITA's communication experts, compared to consultation for LTP2.

Paul Staines commented that Local Authority Councillors had a crucial role to play in publicising the process and increasing the response. He would make arrangements to involve local authority Scrutiny Councillors in the process.

35. **ITA BUDGET PLANNING**

Submitted: Report of Senior Accountant (previously circulated and copy attached to Official Minutes).

Eleanor Goodman shared a powerpoint presentation that had been given to the ITA on 28 October. This highlighting:-

- Overall budget context
- Current ITA spend
- ITA administration costs
- Timescales for agreeing the 2011/12 ITA budget setting
- The four streams of the ITA's review of all its activities to provide budget savings.

Paul Staines set out, in detail, possible options for the future of scrutiny. These were: a) maintaining existing arrangements, b) reducing the frequency of meetings, c) retaining scrutiny but enhancing its effectiveness, d) combining scrutiny with the ITA's Standards & Audit Committee, e) having no Scrutiny Committee, but provide an opportunity within the full ITA meeting for local Councillors to speak and f) leave ITA scrutiny to individual Districts. There were pros and cons for each option.

The Committee made a number of observations/comments as follows:-

- With regard to ITA support, the Committee accepted that, in the light of the scale of reductions required, change to the ITA was inevitable.
- The proposed significant reduction in the cost of operating the ITA website was strongly supported.
- The Committee unanimously agreed that scrutiny should be maintained, including the continuation of the Scrutiny Committee. There were several proven practical reasons for retaining Scrutiny. Principally, because it was important to have an independent, visible and transparent scrutiny process. This was especially so in an economic climate where public sector resources were being depleted and key decisions impacting on front line services were being taken. This was a reassurance to the public. Councillors also gave freely of their time
- Councillor L Hunter gave a recent example of the value of scrutiny. This related to a proposed park and ride scheme in his area which was wrongly included in the Nexus Park and Ride Strategy. In fact this site was withdrawn by the City Council some two years' ago. Clearly, without the scrutiny process, this could have had embarrassing consequences.
- It was stressed that the terms of reference of the Committee should be strengthened. Currently, whilst it was called a Scrutiny Committee, it was only advisory and crucially did not have any call-in powers. It was the unanimous view of the meeting that this Committee required the status of a proper Scrutiny Committee, and 'properly held to account' those it scrutinised. If the ITA only required informal advice, then it was felt to be a viable alternative option to merge this Committee with the ITA Standards and Audit Committee.
- There was support for reducing the Scrutiny Committee's budget by £3,000, particularly as the full budget had never been spent.
- There was an assurance that if ITA membership was reduced, the same proportionality would apply to the Scrutiny Committee.
- There was support for reducing officer attendance across meetings.
- The Committee could reduce the number of its meetings. The key issue was the timeliness of comment rather than the number of meetings.
- There was no support for enhancing significantly delegations to officers. This undermined the role of Councillors.

- There needed to be a clearly articulated argument as to why the ITA needed to be a member of the LGA in its own right. In fact, members questioned the need for the ITA having LGA membership given that the supporting local authorities were already members.
- There was support for workstream savings such as making more use of IT rather than printing agendas.
- External audit fees appeared high. It was understood this was out of the ITA's control, but care needed to be taken to ensure privatised audit didn't lead to an escalation in fees
- The outline proposals relating to pensions was noted.
- In relation to Financing Charges, the Committee needed more clarification in relation to the proposals. In particular Councillors were not aware of what made up ITA debt and how this would affect local authorities if transferred. Even if this was a 'book exercise', there might be impact on the credit worthiness of Levying Districts.

RESOLVED – That the above comments be referred to the ITA and a report be presented to the next meeting clarifying ITA debts

36. **GENERAL TRANSPORT UPDATE**

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

Roger Gill spoke to a draft the report to the ITA which gave an update on recent announcements regarding Transport Policy. He highlighted the following:-

- The Department for Transport had recently published its Business Plan for 2011-15. The priorities had been defined as – deliver the Coalition's commitments of high speed rail; secure railways for the future; encourage sustainable local travel; tackle carbon and congestion on the roads and promote sustainable aviation.
- The DfT had indicated that work on the A19 junctions at Testos and A19/A1058 Coast Road junctions had been put back to after 2015. Also the proposed schemes for A19 Moor Farm and A19 Seaton Burn had been cancelled.
- The DfT had streamlined the number of funding streams for local transport from 26 to 4.
- Stagecoach North East received the second largest funding allocations in the recent £30m DfT Green Bus Fund challenge.
- Concerning High Speed Rail, a recent announcement co-ordinated with the Government's Comprehensive Spending Review, the Secretary of State for Transport confirmed support for the so called 'Y alignment', with two lines branching out from a core route between London and the West Midlands, one

heading for Manchester and the other for the East Midlands and Yorkshire. The choice of the latter option was considered to offer greater capacity and faster journey times between the North East and the capital than would have been possible on journeys via Manchester.

- The DfT had recently published a Strategic National Corridor consultation document. The changes suggested in the consultation document had implications for the North East. The changes include the A1 north of Newcastle being included in the Strategic National Corridors. A regional response via ANEC had asked that the A19 from the Tees Valley up to the junction with the A1 at Seaton Burn be considered for inclusion within the Strategic National Corridor. The A19 had been identified as an important corridor which would help attract investment. The opening of the new Tyne Crossing in 2011 would provide dual carriageway standards all the way from North Yorkshire to the A1 north of Newcastle, providing relief from current congestion problems.
- The Tyne and Wear City Region Transport Strategy was underway and progressing well. It would focus on international gateways of the region's airports and ports, the A1/East Coast Main Line, A19/Durham Coast Rail Line and A69/Tyne Valley Line corridors, together with the Metro system.

The Committee made a number of comments which included:-

- Councillor T Graham stressed that the emphasis should be on improving the junctions at Testos, Moor Farm and Silverlink. Without this, the work on dualling the A1 north of Newcastle would be pointless as there would be major blockages at the existing and new Tyne Tunnels. He also hoped the new contractor for Quaylink would not resort to using old diesel buses as had been experienced under the old contract
- Councillor D Charlton concurred that without investment to improve the junctions on the A19, the value of the new Tunnel would be negated.
- The Chair felt that there were important socio-economic arguments to support the lobby for resources to undertake the A19 junctions improvements work. Paul Staines highlighted the Committee had already agreed to look at how the ITA considered socio-economic impact. The Committee could consider, as examples, the impact of not carrying out the A19 junction work within the ITA's own Risk Strategy. It was noted that socio-economic considerations maybe removed from new duties under the Equality Act
- The Chair felt that a stronger approach should be made within the regional lobbying concerning the high speed rail debate. He argued that the concerns of the North East should be better addressed within the lobby documents. He asked that the Committee's concerns be passed to the ITA.

RESOLVED – That the report be received and comment made be considered by the ITA.

37. NEXUS STRATEGIES

Submitted: Report of the Transport Strategy Officer (previously circulated and copy attached to Official Minutes).

Rachelle Forsyth outlined the following new strategies that had been developed by Nexus for consideration by the ITA at their next meeting:-

(a) **Ferry Services**

The Strategy identified proposals for the future of the Shields Ferry service, and examined suggestions for other waterborne public transport along the rivers Tyne and Wear. The salient points included:-

- The Shields Ferry was an efficient and effective operation when compared to similar services in the UK.
- It was currently subsidised by Nexus at approximately £1m per annum.
- It was hoped to further improve efficiency, and to maximise the use of vessels.
- There was inconsistent patronage but the opening of the new Tyne Tunnel in 2012 might boost usage.

Private hire was the most profitable use of the ferries.

- The possibility of introducing a ferry service on the River Wear had been proposed. The suggestion had been evaluated and although such a service was unlikely to be affordable as a public transport service, it might be worthwhile for other interested parties to pursue as a tourism/cultural service.
- Another suggestion had been the development of a riverbus from North Shields/South Shields landings up to Newcastle upon Tyne. This was not considered feasible because of the amount of time it would take due to the current river speed limit of 6 knots. Also the introduction of a riverbus would require the construction of over 21 landings.
- The connections with other forms of public transport were better on the north than the south ferry landings.
- By amendments to the ferry timetable, savings could be made, probably in the region of £20m.

The Committee commented as follows:-

- Councillor M Lynch asked if it would be feasible to run a riverbus from the Newburn/Ryton area to Newcastle upon Tyne rather than from North Shields/South Shields landings. Rachelle Forsyth pointed out that the mud flats to the west of the River Tyne bridges would make it very expensive and require landings in the middle of the River.

- Councillor T Graham said that by increasing the 6 knots speed limit to say 12 knots would reduce the journey time from North Shields/South Shields to about 30 minutes. Also he did not believe that it required 21 landings as he envisaged an express service. He added that one of the great values of waterborne transport was that there would be no major weather problems. Rachelle Forsyth explained that the reason for 21 landings was to maximise patronage thereby making it less expensive to run. She emphasised that any river service would be in competition with the Metro service
- Councillor L Hunter pointed out that there were boats, which by design, would cause no waves, and this would enable a higher speed limit. They were used heavily elsewhere in Europe. The Chair agreed this could be reconsidered
- There was support for exploring, with Sunderland University, if a simple boat service crossing over the Wear was economically viable .

RESOLVED – That the report be noted.

(b) **Park and Ride** (a revised draft strategy was circulated at the meeting)

The following main components of the Strategy were outlined:-

- Park and Ride schemes had been developed principally as a solution to urban congestion.
- Nexus had been involved in the provision of Park and Ride schemes in Tyne and Wear since the development of the Metro system thirty years ago. There had also been small scale bus based schemes for special events or weekend shopping. Most of the existing provision or previous initiatives had been carried out in an ad hoc fashion with no real analysis of the contribution that Park and Ride was or was not making to policy objectives, and little understanding of what the customer wanted.
- There was a role for Park and Ride within the overall transport and parking offer in Tyne and Wear but there needed to be a very clear demonstration of the financial, social and regeneration reasons for justifying the investment on a case by case basis.

The Committee commented as follows:-

- Councillor M Lynch pointed out that the schedule, it showed that the Bank Foot facility was free to users. This was not now the case and, as a result, he had seen the average occupancy reduce from around 88% to 25%.
- In reply to a question from Councillor Tate on whether any further Park and Ride sites had been identified in Sunderland, Rachelle Forsyth said that whilst there were no specific areas confirmed, the Ryhope area and Doxford Business Park might be feasible.
- Councillor M Lynch said that after the withdrawal of the Lemington site, the possibility of a site near the A69 in Throckley might be considered.

- The Chair commented that the site at Northumberland Park current average occupancy was only 14%. Also the patronage at Great Park was very poor. He therefore stressed that both these should be investigated given the cost Nexus were paying to lease the sites. It was pointed out that rather than the potential site of Emmanuel College at Lobley Hill, in Gateshead a site in say Blaydon would be more appropriate for Park and Ride traffic from the west.
- Councillor M Graham made reference to the public congestion problems at the north and south ends of the A1 through the Team Valley area and said this should be a priority.

RESOLVED – That the report be received and a report be presented, to the next meeting, investigating further the cost benefits of the Northumberland Park and Great Park sites.

(c) Safety and Security

The Strategy emphasised that public transport in Tyne and Wear was normally very safe to use. Whilst the Strategy aimed to tackle problems of crime and anti-social behaviour on public transport, the vast majority of the 185 million journeys made every year on the public transport system passed off without incident. The main outcomes to achieve through the Strategy were increase of passenger safety on the public transport network; reduce the incidence of crime committed on the transport network, reduce passengers' fears and perceptions of crime and reduce passengers' tolerance of low level disorder and increase their reporting of such incidents.

The Committee made a number of comments as follows:-

- The Chair commented that clearly a key issue was to reduce the perception of crime on the transport network. How best to monitor this was also important.
- It was suggested that policing of the Metro system should be reviewed. One possibility was to provide at night only one carriage which would obviously be easier to police. This form of uncoupling Metro cars could be undertaken after 8.00 pm. By doing this, there would also be less wear and tear on the cars as a result. Those savings would help mitigate the expense of uncoupling the cars.
- Councillor D Charlton sought assurances that CCTV cameras on Metro trains were always being monitored. Councillor T Graham agreed and shared experiences discussed at the Gateshead East Area Committee
- Councillor M Lynch emphasised the need to provide more security at night by employing visible wardens in carriages. Rachelle Forsyth commented that clearly there would be a cost implication to provide extra members of staff in evenings.

RESOLVED – That the report be received.

Circulated: Report of the Team Manager Transport (previously circulated and copy attached to Official Minutes).

The Committee's attention was drawn to the draft Forward Plan which was now extended into 2011. This would help the Committee given their decision at their last meeting to move away from scrutiny meetings being based around DaSTS' themes. This was to ensure a more timely hold to account of the ITA and keep abreast of emerging issues. They also addressed a request by a member of the ITA Standards and Audit Committee that this Committee prioritises in its Annual report to the ITA, how it had acted as an effective 'critical' friend to the ITA.

RESOLVED – That the report be noted.

39. **SUMMARY OF DECISIONS OF THE ITA**

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

(a) **Meeting held on 22 July 2010**

(b) **Meeting held on 23 September 2010**

RESOLVED – That the reports be received.

40. **SCRUTINY COMMITTEE WORK PROGRAMME**

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

The following items were identified to be added to the Programme:-

- Make up of ITA debt (next meeting)
- Pedestrian Tunnel update
- Outcome of ITA decisions on the future of the ITA Scrutiny Committee
- Update on LTP3 public consultation response programme.

RESOLVED – That the report be received and the issues above form the basis of the Committee's work programme.



Tyne and Wear Integrated Transport Authority Scrutiny Committee 20th January, 2011

TITLE: LOCAL TRANSPORT PLAN 3 DEVELOPMENT
REPORT OF: JOINT TRANSPORT STEERING GROUP

1. Summary / purpose of report

- 1.1 This report summarises progress and achievements that have been made since our last report in September 2010 and identifies progress and achievements planned for the next period (January - March 2011).

2. Recommendations

- 2.1 ITA Scrutiny Committee Members are recommended to note the report.

3. Timescales

- 3.1 The draft LTP3 was published on 18 October 2010. Formal public consultation ended on Friday 10 December 2010 but due to the adverse weather responses to the website were accepted until the end of 2010. A report on consultation will be submitted to full ITA on 27 January.
- 3.2 A report highlighting the major changes recommended to be made to LTP3 will be submitted to full ITA on 27 January. Changes will be made during February with a final version being taken to ITA in March 2011.
- 3.3 Final approval is required before the end of March 2011.

4. Consultation Draft LTP3

- 4.1 The consultation draft LTP3 published on 18 October comprised three separate documents:
- Strategy 2011-2021
 - Delivery Plan 2011-2014
 - Consultation Summary & Questions

4.2 Limehouse software (now Objective Online) was used to develop LTP3 and manage the consultation process.

5. Consultation Activities

5.1 Admiral PR were appointed to assist the plan partners in the public consultation process for LTP3. They are currently working on the Be Air Aware campaign and are also part of the team with WSP and JMP to develop the T&W City Region Transport Strategy.

5.2 Articles were placed in council magazines to advertise the process and material provided in hard copy upon request. News items were placed on each partner website and display screens in council offices.

5.3 Stakeholders were advised of the process by distribution of a covering letter and consultation summary. Individual meetings with key stakeholders were offered upon request. A reminder was sent by email on 29 November.

5.4 12 page A4 consultation summary (including questions) of the LTP for stakeholders and hard copies of the full document were placed in council offices and libraries.

5.5 A new LTP website was set up with links to the official 'Limehouse' consultation site.

5.6 Admiral hosted a presence on social networking sites such as Facebook and Twitter, directing users to the LTP website to make formal comment.

5.7 An editorial campaign was run in partnership with local press. In the later stages of the consultation period plans to generate content (e.g. school assemblies) were hampered by the bad weather.

5.8 In addition, Nexus Market Research team carried out face to face interviews in all five districts (target 80 surveys in each) using the same questions as the consultation summary document.

6. Response to Consultation

6.1 A presentation will be given to highlight key facts and figures from the consultation process.

6.2 Over a thousand individuals responded to the questionnaire. A list of organisations that have responded are attached in Appendix A

7. Next Steps for LTP3

7.1 A separate report will be prepared on recommended changes to LTP3 as a result of the consultation and other factors e.g. CSR, local government financial settlement and review of national indicators.

7.2 It is proposed to draft a separate Executive Summary (25pp) to accompany the final LTP3.

8. Background Papers

8.1 Guidance on Local Transport Plans, DfT, July 2009. Available from <http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportplans>

9. Contact Officer (s)

9.1 Gary MacDonald, Chair of the Joint Transport Working Group, 0191 277 8971
Jessica Anderson, LTP Core Team Leader, 0191 211 6139

APPENDIX A: Responses from organisations as at 7 January

- Admiral PR & Marketing Ltd A Floor Milburn House Dean Street Newcastle upon Tyne NE1 1LE
- AECOM
- Age UK North Tyneside (incorporating Older People's Network (OPEN) and the Older People's Forum (OPF))
- Benton Park View Public Transport Users Group.
- Biddick Hall Community Focus Group
- Blue Line Taxis and Blue Line Taxis (Newcastle) Ltd
- Bridging NewcastleGateshead 1st Floor, Central Exchange Buildings 128 Grainger Street Newcastle upon Tyne NE1 5AF
- British Horse Society
- City of Sunderland College Durham Road Sunderland SR3 4AH
- Cobalt Park
- Compass Community Transport Unit 11-12 Sandmere Road Leechmere Industrial Estate Sunderland SR2 9TP
- CTC
- Cyclops (disabled cyclists) and a local group of cyclists in North Tyneside
- East Coast
- Elders Council Newcastle
- English Heritage
- Gateshead Council
- Gateshead Muslim Society
- Highways Agency
- I am also responding on behalf of all the fed up people on the Enterprise Park SR5 3XB, who are left standing at the bus stop when the bus does not come, in all weathers and when stood at the bus stop the main topic of conversation being how bad the transport
- Labour Party
- Link Gateshead: which includes a prov healthcare / social care services in Gateshead which also includes nexus transport to get to healthcare services - surgery, hospitals, etc.

- Living Streets
- Living Streets Meeting
- Motorcycle Action Group (North East)
- NE Road Safety Project
- NECTAR
- Network Rail
- Newcastle CVS Meeting
- Newcastle Cycling Campaign 3 Windsor avenue Gosforth Newcastle NE3 1PS
- Newcastle Intl Airport NE13 8BZ
- Newcastle Society for Blind People
- Newcastle Youth Council
- Nexus
- NT Older Peoples Forum, Tynemouth Village Association
- North Tyneside Council
- Older Peoples Forum North Tyneside (Joyce Leeson)
- One North East
- Pical CIC
- Public Health - NHS North of Tyne
- Quorum Development Partners The Hub @ Q 5 Quorum Business Park Benton Lane Newcastle upon Tyne NE12 8BS
- Recyke y'Bike, Newcastle
- Ryhope Community Association, Black Road, Ryhope, Sunderland, SR2 0RX
- Save our Specials "association"
- Skills for People Transport Meeting
- South East Northumberland Rail User Group
- South of Tyne PCT
- South Shields Pensioners
- Station Lane Area Residents Association, Birtley.

- Sunderland Carers Centre Partners Group Meeting
- Sunderland Council
- Sunderland Hackney Carriage Operators' Association, C/O Station Taxis, 11 Riverside Road, Sunderland, SR5 3JG.
- Sustaine
- Sustrans - NE1 4XX
- T&W City Region Third Sector Focus Group (Tpt) [19 third sector organisations]
- Third Sector Transport Focus Group Meeting
- Tyne and Wear Public Transport Users Group
- Tyne and Wear Public Transport Users Group Meeting
- Westerhope Transport Forum
- Whickham View NGC Guild
- Woodlands Park Womens Institute
- WWT Washington Wetland Centre, Pattinson, Washington NE38 8LE



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

20th January, 2011

TITLE: PARK AND RIDE FACILITIES AT NORTHUMBERLAND PARK

REPORT OF: DIRECTOR OF FINANCE AND RESOURCES, NEXUS

1. Purpose of Report

1.1 To provide further information to the Scrutiny Committee relating to the background to the provision of a park and ride multi-storey at Northumberland Park Metro station.

2. Recommendations

2.1 Members are asked to comment on the report.

3. Summary of Key Issues

3.1 The history and performance of the multi-storey park and ride facility at Northumberland Park is discussed, along with action being taken to improve levels of use.

4. Information

4.1 At the last meeting of the Scrutiny Committee, Members requested further information on the background to the construction of the multi-storey car park at Northumberland Park, and in particular the strategic forecasts and assumptions used to underpin the decisions in support of its construction.

4.2 Prior to the opening of the multi-storey facility at Northumberland Park in 2007, there existed a 50-space surface-level free car park which was regularly full. Market research undertaken by consultants on behalf of Nexus - based on an evaluation of the site, nearby catchment areas and similar locations elsewhere in the UK - concluded that in the longer term, demand at Northumberland Park could reach around 350 vehicles per day, based on a £1 daily charge.

4.3 This forecast was made in the context of significant amounts of housing development under way in nearby areas of North Tyneside and the construction of the retail centre now comprising Sainsbury's and associated businesses; the proximity of the nearby

A19 trunk road is also a significant factor, as is steadily increasing patronage on Metro.

- 4.4 A 400-space car park was built as part of the wider development of the area surrounding Northumberland Park Metro station. It is a normal requirement for housing and retail applications of this size to include residential and customer parking facilities, in addition to the park and ride element, and it was on this basis that the application was approved by North Tyneside Council. It should be noted, when examining current levels of use by park and ride customers, that the original proposals envisaged only a part of the car park structure being allocated specifically for park and ride purposes; the remainder being allocated for general business and residential parking adjacent to local shops and houses. Northumberland Estates, developer of the area surrounding Northumberland Park, met the bulk of the cost of the facility (£2.75 million), with Nexus meeting approximately 7% of the cost, mainly relating to 'fitting out' the car park e.g. provision of ticket machines etc. from its Metro capital programme. The site and structure belong to Northumberland Estates. The facility is leased to DB Regio Tyne & Wear Limited (DBTW), or its successor, for a 15-year term.
- 4.5 During 2009/10, the final year during which Nexus had responsibility for the facility, average occupancy reached around 25% on weekdays, requiring an annual subsidy of £165,000, which formed part of the Nexus revenue budget, as agreed by the ITA in January 2009. The DBTW bid for the Metro operating concession took account of this occupancy rate and previous forecasts of future usage, as the concession agreement provides for any revenue obtained from parking charges to be retained by the concessionaire.
- 4.6 In October 2010, as outlined in its tender submission, charges at all previous paid-for Metro car parks were standardised by DBTW at £1.60 per day in order to assist in meeting financial targets and hence reduce the level of the subsidy paid by Nexus (NB: the concession agreement between Nexus and DBTW provides for Nexus to approve any proposals in regard to car parking charges and the October 2010 increase had been deferred from an original anticipated date of April 2010).

5 Discussion and Action Being Taken

- 5.1. Predicting the levels of use of transport infrastructure includes forecasts and projections subject to uncertainty and subsequent change. 'Build it and they will come' was the guiding tenet of transport planners during much of the 20th century and although this has been largely replaced by a more rigorous analytical and evidence-based approach, this cannot wholly supplant an element of risk. The argument can also be made that if all infrastructure investment was based upon certainties, then substantially less would be provided for the public good. The balance is therefore generally found in the commissioning of independent research to provide a reasoned judgment as to the expected level of use of a facility, based upon a combination of the attributes of that particular location, and application of the experience derived from the use of similar facilities elsewhere. This was the case prior to the construction of the facility at Northumberland Park.

- 5.2 Indeed, it was never envisaged that car park usage at Northumberland Park would immediately hit capacity, it being recognised that facilities often take time to become established, with usage growing through recommendations and greater marketing and publicity, hence the need to provide an adequate provision within the Nexus revenue budget in 2009/10 in order to subsidise an element of the gross operating costs of the facility.
- 5.3 It is worth noting that passenger numbers at Northumberland Park station have increased by more than 30% since 2008. Boardings at the station now rank 34th out of 60 on the network, indicating that patronage growth is expected to feed through to increased use of the car park.
- 5.4 A number of actions are being taken to improve the performance of the facility.
- 5.5 This involves:-
- Signs advertising the park and ride site from the southbound A19 trunk road
 - Discounts for Metro season ticket holders and simplified payment procedures – smart ticketing technology offers positive prospects here
 - Site-specific marketing and branding at the facility and in the catchment area
 - Publicity to emphasise the facility's safety and security benefits and the environmental benefits of driving fewer miles by car.
- 5.6 As a wider point, planning for future park and ride facilities, as outlined in the strategy document approved by the ITA at its November 2010 meeting will also take account of:
- The relative costs and availability of city centre parking and those of park and ride
 - Relative journey times between sites and city centres by car and by public transport
 - The influences of highway congestion and public transport overcrowding as relevant to the circumstances of each transport corridor
 - Effective market research into the stated preferences of car users using corridors identified as potential park and ride locations

6. **Contact Officer(s)**

Gordon Harrison, Strategic Planning Manager, Nexus (Tel: 0191 203 3662)

This page is intentionally left blank



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

20th January, 2011

TITLE: CONFERENCE REPORT - UK RAIL 2010 'TRANSFORMING THE UK RAIL LANDSCAPE'

REPORT OF: SCRUTINY OFFICER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To report on issues discussed at a national conference.

2. Recommendation

2.1 The committee is asked to note feedback provided.

3. Background

3.1 Councillor Bob Watters and the Scrutiny Officer attended 'Transforming the UK Rail Landscape' in London on 7th December, 2010. Costs were met from the committee's own budget (see minutes of the meeting on 16th September, 2010).

3.2 The conference is considered to be the key gathering of those with a role and interest in the rail industry. This year's Chair was Rt Honourable Lord Foulkes of Cunnock MSP. Lord Foulkes held a number of Ministerial posts in Government. The conference was attended by approximately 80 delegates, including an officer from Nexus.

4. Conference Feedback

4.1 a) Britain Relies on Rail - Planning Infrastructure to Support the Economy

Charles Robarts, Director of Planning and Regulation Network Rail, highlighted that, in relative terms, the Department for Transport had emerged well from the Comprehensive Spending Review. Government recognised the economic value investment in rail could bring. Positives that needed remembering were: passenger journeys were at their highest since 1946, there were more trains than ever, rail was the safest form of transport and there were high levels of public satisfaction. The challenge looking ahead was how to accommodate patronage, forecast to nearly double in the next 30, on an essentially Victorian network. Rail freight also needed to be supported. £12.23 billion of capacity schemes were underway with a minimal amount of rail line closures. This was important given that 1 billion of the 1.3 billion trips were by commuters. NetworkRail was being required to make 21% efficiency savings on top of 27% made since 2003. NetworkRail had published, for consultation, its planning document 'Prioritising

investment to support our economy. 'Period 4' high level priorities (to 2014) were spelt out of safety, performance, capability, capacity, station condition, keeping the railway open, asset stewardship and customer satisfaction. For Period 4 and into Period 5 (to 2019) NetworkRail was keen to develop infrastructure partnerships and this would need to include devolving accountabilities, greater transparency on costs and increased alignment of objectives.

4.2 b) Passenger Satisfaction

Mark Leving, Passenger Focus, highlighted key issues impacting public perception. Overall Government investment was being maintained, but the scale of electrification had been reduced and new/additional rolling stock procurement had been decelerated. This might result in overall levels of passenger satisfaction reducing, a demand for better value for money and resistance to visible expressions of extravagant investment. Key issues identified by passengers themselves for improvement were: value for money (price, ability to get a seat, assistance at times of disruption), punctuality & reliability and trains at times passengers need them. CSR had restored 'basket flexibility', removing the cap on fare increases. Fares would rise above inflation. Passengers were being expected to contribute to investment. Perception changes might also be local. A number of capital schemes, aimed at improving the passenger experience, were outlined - including Thameslink. Completion of the project (re-profiled to 2018) would see a fleet of new trains. Existing rolling stock in the South would be relocated to the North West where there was a programme to extend electrified routes. Diesel Units (often old) could then be retired or moved to other parts of the country (including the North East).

4.3 c) The Future for European High Speed Rail

Steffen Geers, Project Director Deutsche Bahn, spoke of proposals to bring ICE trains into London St Pancras International. DB saw a strategic fit to the extensive network of long distance fast trains across Europe. DB already served six countries and had ordered a further 15 new trainsets. Germany-London and Netherlands-London were both markets with potential. Expected journey times (Frankfurt to London in under five hours, Amsterdam-London in under four hours) were technically feasible, but a significant amount of discussion was necessary to deliver access to the network, station buildings, etc. It was hoped a service could start in 2013. Unfortunately, it was unlikely a scheduled service would be in place before the 2012 London Olympics.

4.4 d) The UK's first Cyclepoint: Leeds

Councillor Ryk Downes, Vice-Chair West Yorkshire ITA, outlined how a dedicated Cyclepoint had been provided to meet the demand of train/cycle commuters. Cyclepoint was based on a successful Dutch model. Partnership across agencies and with the rail franchisee provided a dedicated building offering: secure storage (from £1 per day with discounts for longer periods), repairs, cycle rental and information. The Leeds Cyclepoint had opened in August, 2010 and had x50 regular users. Councillor Downes also spoke of how the West Yorkshire ITA was working to ensure better integration to Leeds Bradford Airport and invested (with Northern Rail) in station improvement.

4.5 e) The Economic Benefits of Investment in London's Transport System

Kulveer Ranger, Transport Adviser to the London Mayor, outlined the policy direction of Mayor Boris Johnson. London considered it had a particular need for continued investment in rail infrastructure. It was felt this had been articulated well which was why major schemes had not been too greatly impacted by CSR. Construction was well underway on CrossRail and included an Academy to train future rail workers.

4.6 f) The Met Office - Helping the Rail Industry Plan

Phil Evans, Services Director, explained how the Metrological Office could assist the rail industry. The UK had just experienced its coldest December in over 30 years. Early indicators were known in October. Accurate weather forecasting could help the industry in messages to passengers and in the protection and deployment of rolling stock. Fluctuations in weather were increasingly likely as a result of climate change.

4.7 g) Delivering Value for Money in the Rail Industry

Sir Roy McNulty, Chair of the Government review of value for money in the rail industry, outlined the committee's interim findings. The study had been commissioned by Lord Adonis, former Transport Minister, and would report by April, 2011. Areas of work prioritised by the committee were: industry objectives, strategy and outputs; industry leadership, planning and decision-making; interface, incentives and structure; revenue; asset management; supply chain management; innovation, standards and safety and people. The industry was considered to be performing generally well, but unit costs had increased. The current level of public subsidy was unsustainable. Barriers to better value for money included: insufficient clarity on the overall purpose of rail; divided leadership between Government and industry; a lack of whole-system planning; the general approach to franchising and current approaches to asset management. There needed to be an incentivisation to think more clearly about costs. Greater co-operation was seen as one solution through decentralisation of NetworkRail; better alignment between train operators and NetworkRail; safeguards for freight and 'open access' operators and ending a one size fits all approach. Making more use of technologies and reforming working practices offered opportunities. Work was ongoing to complete the study. Following a question, Sir Roy indicated Councils did have a role to play in determining the face of the local rail industry. Representations were welcome.

4.8 h) UK Rail Investment - Priorities post the Comprehensive Spending Review

Louise Ellman MP, Chair of the House of Commons Transport Select Committee, spoke supporting the study chaired by Sir Roy McNulty. This would provide an important marker in the sand and strong indication of where next for the industry. The House of Commons Select Committee had published its own report on priorities for investment in the rail industry in February, 2010. Ms Ellman emphasised that in CSR, rail had fared better than roads but the removal on the cap in fares had the potential to have a significant impact of passengers. It was hoped people wouldn't return to less sustainable forms of transport such as the private car with impacts too on congestion. Estimates were that total fares would increase by 30% over the next four years at a time when the personal income of many was reducing. It was hoped initiatives to reduce overcrowding would be successful but clarification was required as the announcement on new trains had only recently been made. There were also likely to be differential benefits depending on where you lived. A review of the operational framework for the industry as a whole was overdue. As an example, the public had rightly been concerned that, despite overcrowding, the West Coast operator had not been permitted to introduce new trains as they were not programmed for introduction until 2012.

4.9 i) Long-term Vision - An Industry Perspective

Michael Roberts, Chief Executive of the Association of Train Operating Companies, set out ambitions for the next 25 years. As an industry, these were to: continue improving passenger satisfaction - to at least 90%; carry twice as many passengers more quickly and better integrated; deliver services that were amongst the safest in Europe and help the UK to reduce its CO² emissions. Network improvements and other enhancements

would continue (eg to stations, passenger information). Four areas key to a more successful rail industry were identified as: franchise reform (longer - say 15/20 years, allowing private sector investment and innovation); aligning train and track (closer working to deliver value for money; with the possibility of vertical integration, ie operator controlled infrastructure investment); targeted and sustained investment (with a better mix of smallscale and larger projects) and a smarter fares (targeted deregulation and better information). In essence, there needed to be redefined relationship and operational boundaries. Separate threads of reform should be brought together.

4.10 j) The Crucial Role of Heavy and Light Rail in Greater Manchester

Stephen Clark, Rail Programme Director, Greater Manchester Passenger Transport Executive, spoke about the economic strength of the Greater Manchester economy. A successful and efficient transport system was key to continued success. Governance structures around local transport planning were shared. A fund allocated resources from a shared pot. It was pleasing that a number of rail bottlenecks, identified for some time, were to be addressed as part of national investment plans. Reform of the rail industry might consider a greater role for individual Councils/organisations like ITAs and PTEs.

4.11 k) Achieving a Railway to World Class Standards

Bill Emery, Chief Executive of the Office of Rail Regulation, reminded the conference UK railway safety was amongst the best in the World. The ORR was both the economic and safety regulator. It was independent of Government and the industry and had statutory freedom to balance activity best calculated to promote the public interest. It was recognised that structural reform was likely with publication of the McNulty report and ongoing review of franchising and NetworkRail's role and structure. Opportunities already existed for better integration and incentivisation and Government had been clear the existing regime was not affordable.

4.12 l) London Relies on Rail

Howard Smith, Chief Operating Officer London Rail emphasised that London, compared to the rest of England, was very dependent on rail. Research also indicated continued employment and population growth ensuring that investment in the capital continued to present good value for money. Although 1,000 new carriages were programmed, capacity would remain an issue - and an expensive issue to resolve. Transport for London had identified a package of congestion relief and interchange schemes. The Mayor's Transport Strategy also recommended a package of other improvements including new overground service standards, fares and ticketing simplification, improved accessibility, maintaining reliability and safety and reducing carbon emissions

5. Opportunities/Risks

5.1 Attendance by representatives of this committee provided an opportunity to understand key issues for the UK rail industry from the key annual conference.

6. Background Papers

6.1 Agenda and Minutes 16th September, 2010



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

20th January, 2011

TITLE: ITA SCRUTINY COMMITTEE WORK PROGRAMME

REPORT SCRUTINY OFFICER, ITA SCRUTINY COMMITTEE
OF:

1. Summary / Purpose of Report

1.1 To schedule reports to future meetings of this committee.

2. Recommendation

2.1 The committee is asked to:

- 1) Agree items for discussion at the next meeting of this committee; and
- 2) Consider issues to carry forward into 2011/12.

3. Background

3.1 The committee agreed, in November, 2010, that its agendas should shadow policy items being considered by the ITA. This was to provide timely scrutiny and input into debate. Regular review enables the committee to take account of the balance of the programme, new and emerging issues, changing scrutiny priorities and discussion at meetings. It is also appreciated it is coming towards the end of the Council year. Are there any 'must do' issues that need to be looked at before the end of 2010/11 ?

3.2 Items already identified for scrutiny that are not part of this agenda are:

- ITA Budget 2011/12 - to follow high level discussion in November (suggested for consideration by this committee in March)
- This committee's annual report (to be drafted for the March meeting)
- The outcome of national consultations on Mobility scooters by the Department for Transport
- Impact and risks on capital schemes not going ahead (eg A19 improvements)
- Tyne Pedestrian Tunnel Update
- Port of Tyne contribution to local transport infrastructure
- Outcomes of the first year of work of the ITA Equality Working Group
- ITA and Nexus Action Plans arising from the Nottingham Declaration on CO² reduction

3.3 Attached is an updated schedule of items to be considered by the ITA in January and March, 2011. The list is **draft** and is prepared to assist this committee. Councillors will appreciate reports will be subject to change. Other reports maybe added. The schedule is a 'snapshot in time'.

4. Opportunities/Risks

4.1 The committee can assist delivery of local priorities by holding to account those responsible. Councillors can also hear, independently, local views and undertake original research. Clear work programming aids those presenting reports and provides the public with an opportunity to become involved.

4.2 The committee will be aware there are limited resources available. Accordingly, Councillors will need to prioritise.

5. Background Papers

5.1 None

Contact Officer: Paul Staines

0191 277 7524

paul.staines@newcastle.gov.uk

Tyne and Wear ITA: DRAFT Forward Programme for remainder of 2010/11

*Note: All items listed are indicative and subject to change

ITA Meeting Date	Report title	Report by
27 January 2011	ITA Financial Strategy and Capital Programme	ITA Treasurer and Nexus Director of Finance
	Local transport funding (looking at outcomes of Departmental spending decisions and implications for IT Block, Maintenance, Major schemes etc)	ITA Treasurer
	Local Transport Plan 3 Update - Report from Consultation	LTP Team Leader
	General Transport update	ITA Policy Manager
	Rail / High Speed Rail update	Nexus / ITA Policy Manager
	New Tyne Crossing update	NTC Project Director
	ITA Work Programme 2010/11 - 2011/12	ITA Policy Manager
	Non-Metro Capital Programme. Quarter 3 update and proposals for 2011/12 and 2013/14	ITA Treasurer and Nexus Director of Finance
	Concessionary Travel/Metro Gold Card	Nexus
Ferry Fares Revision 2011	Nexus Director of Finance	

25 March 2011	Local Transport Plan (final for approval)	LTP Team Leader
	City Region transport update	ITA Policy Manager
	Rail / High Speed Rail update (?)	Nexus / ITA Policy Manager
	New Tyne Crossing update	NTC Project Director
	ITA Corporate Document	ITA Policy Manager
	NESTI Update	Director General Nexus
	Budget Monitoring Report	ITA Treasurer
	Policy Update	ITA Policy Manager
	Annual Review of Members Allowances	ITA Clerk
	Risk Register Update	ITA Treasurer
26 May 2011 Annual Meeting	Local Transport Plan Update	LTP Team Leader
	City Region transport update	ITA Policy Manager
	Rail / High Speed Rail update (?)	Nexus / ITA Policy Manager
	New Tyne Crossing update	NTC Project Director
	Membership of Authority - Appointments	Clerk
	Calendar of Meetings 2009/10	Clerk
	Review of Corporate Governance	Clerk

	Financial Regulations	ITA Treasurer
	Annual Governance Statement & Local Code of Corporate Governance	ITA Treasurer
	Other Reports	?

DRAFT

This page is intentionally left blank



Tyne and Wear Integrated Transport Authority Scrutiny Committee 20th January 2011

**TITLE: SUMMARY OF DECISIONS:
INTEGRATED TRANSPORT AUTHORITY 25TH NOVEMBER 2010**

REPORT OF: SCRUTINY OFFICER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 A short digest of business transacted by the ITA on 25th November 2010.

2. Recommendation

2.1 The Committee is asked if it would like to add any issues arising from ITA discussion to its own work programme.

3. ITA DISCUSSION:

3.1 Minutes 23rd September: Matters Arising

Further representations requesting reinstatement of a bus service in Dinnington, Newcastle were reported. ITA subsidy would not represent value for money. Arriva North East had withdrawn the service as it was not commercial.

A briefing had been prepared for MPs on High Speed Rail. This committee had been keen to understand the specific role of the ITA/Nexus in promoting HSR to the North East.

It was hoped that a report could be presented to the January, 2011 meeting on feedback from Districts clarifying how a standard approach could be taken to use of bus lanes.

3.2 Treasury Management and Investment Strategies Update

The Deputy Clerk and Treasurer set out a mid year report, required by Code of Practice, on the ITA's borrowing and lending activity. Investment activity April - October, 2010 was set out. In view of relatively low interest rates, external investments would be reduced to nil by November, 2010. Cheaper borrowing had been possible.

The ITA reviewed and authorised revised arrangements set out in the report.

3.3 Revenue Budget Monitoring Report

The Deputy Clerk and Treasurer provided a Revenue Budget Monitor for April - October, 2010. Final outturn was expected to be within the agreed budget. ITA borrowing and lending were described.

The ITA noted the current financial position.

3.4 Annual Audit and Inspection Letter 2009/10

The Deputy Clerk and Treasurer was pleased to report a generally positive and unqualified opinion from Auditors. There was a suggestion that the ITA should consider its environmental impact.

The ITA noted the current financial position.

3.5 General Transport Update

The Clerk presented a report (that had been considered in draft at the last meeting of this committee). The ITA echoed similar comment that the outcome of Local Transport Plan 3 consultations should be compared to LTP2 to assess how effective new communication channels had been. A report on LTP3 consultation would be presented to the January, 2011 ITA meeting.

The ITA noted the update.

3.6 Revision to Fares 2011

The Director General, Nexus set out the annual review of Metro fares. Increases were necessary to offset running costs. There had been no increase last year. An average rise of 5.5% was proposed from January, 2011. Simplification/removal of some ticket types and moving the date of any change on Student and 16-18 Cards to January was proposed. Simplified ticketing would assist as new barriers and ticket machines were installed. To encourage travel and promote sustainability into adult life, children's Metro tickets would be frozen. Online purchase of MetroSaver would also be frozen to encourage growth of Epay although it was fully recognised not all residents had easy access to ICT. GoldCard was being reviewed separately. Publicity would be given to changes agreed. It was confirmed that the price of the Sunderland University Student Card would be frozen.

The ITA agreed proposals set out in the report.

3.7 Christmas and New Year Services 2010/11

The Director General, Nexus set out a schedule of Metro, ferry, secured bus and Northern Rail services for the festive period. Members of the ITA commented on the different approaches being taken by commercial bus operators and welcomed benefits that would be accrued as a result of an extended Boxing Day service from GoAhead.

The ITA noted the report.

3.8 Non-Metro Capital Programme - Second Quarterly Report

The Clerk and Director General, Nexus advised on the overall performance of the Capital Programme to the end of the second quarter (16th October, 2010), setting out a revised programme of £59.229m (from £58.779m). The principal variation on the last report was a re-profiling of the ticketing and gating scheme. Full re-prioritisation of schemes would take place given announcements in the Comprehensive Spending Review

The ITA noted the report.

3.9 Transport Strategy Update

The Director General Nexus set out three strategies (Ferry, Park & Ride and Safety & Strategy) considered in draft by this committee at the last meeting. ITA members discussed the rationale behind the proposal not to support river ferries along the Tyne and Wear, recognised the existing Tyne ferry operated with subsidy. Work was underway to increase ferry income (from the leisure market) and reduce crewing costs. Comment was made at the appearance of the Northumberland Park Metro Car Park (subject to a report elsewhere on this agenda) and to the positive improvement in security on Metro services, though fear of crime was a more difficult issue to address.

The ITA supported the strategies set out.

3.10 Tyne and Wear Local Transport Plan - Non-Metro Public Transport Capital Programme 2010/11

The Director General Nexus sought approval to a revised programme following the decision of Government to reduce in-year funding by 25% (equating to £1.607m). A table set out reductions across Districts and Tyne and Wear wide initiatives

The ITA agreed a revised programme.

3.11 Major Scheme Funding Update

The Director General, Nexus updated on a new regime for major schemes. In June, 2010 Government had suspended both current schemes and the making of decisions on future schemes. The Regional Funding Allocation process was no longer considered affordable. Guidance had made clear there was a continued commitment to Metro re-invigoration (£350m). Phase 1 local bus corridor improvements had been re-scheduled to the lowest category of need. Advice was Phase 2 should not be progressed. Consistent with the theme of Localism, Government was seeking to move away from centralised approvals.

The report was noted.

3.12 New Tyne Crossing - Progress Report

The Project Director set out an update of recent activity. Work was running to schedule.

The ITA noted the update.

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.

This page is intentionally left blank