



Tyne and Wear Integrated Transport Authority Scrutiny Committee

**Meeting to be held at Civic Centre Newcastle
on Thursday 3 June 2010 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 JP Macaulay(North Tyneside Council) Councillors L Hunter and M Lynch (Newcastle City Council)
Contact Officer ; Paul Staines, Scrutiny Manager Tel 2777524 e mail – paulstaines@newcastle.gov.uk**

AGENDA

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1. Appointment of Chair 2010/11	
2. Appointment of Vice Chair 2010/11	
3. Welcome and Introductions	
4. Apologies for Absence	
5. 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

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Report of Scrutiny Manager, ITA Scrutiny Committee

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Report of Scrutiny Manager , ITA Scrutiny Committee

COMMITTEE REPORTS

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NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.



Tyne and Wear Integrated Transport Authority Scrutiny Committee

Tyne and Wear Integrated Transport Authority Scrutiny Committee

18 March 2010
(10.00am – 11.50am)

Present:

Councillor: Lawrence Hunter, David Forbes (Chair), David Charlton, Graeme Miller and Mike Lynch.

In Attendance:-

Paul Staines	-	Newcastle City Council Scrutiny Team
Scott Vincent	-	ITA Senior Policy Officer
Gordon Harrison	-	Nexus
Ian Stearman	-	Democratic Services, Newcastle City Council

23. WELCOME AND INTRODUCTIONS

The Chair welcomed members to the meeting and introduced officers who were in attendance.

24. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Graham, Richmond, Macaulay and Brady. Also from John Fenwick, Nexus and Les Cain, Newcastle Council Risk Management.

25. DECLARATIONS OF INTEREST

There were no declarations of interest.

26. MINUTES

The minutes of the meeting held on 21 January 2010 were approved as a correct record and signed by the Chair.

Matters Arising:**(a) North East Smart Ticketing Initiative**

Councillor Miller referred to the North East Smart Ticketing Initiative and asked if there had been any developments regarding negotiations with the bus operators on what funding they would be contributing. Paul Staines said that he would speak to John Fenwick of Nexus and ask him to give an update to Councillor Miller

(b) Accessible Bus Network Design Consultation

Councillor Lynch reiterated that there were a number of estates (including two in his Ward), that had no bus service. Despite speaking to Stagecoach requesting a diversion from existing roads into the estates - they had not yet agreed to provide those services. However he was aware that negotiations on the new Bus Strategy for Tyne and Wear were still ongoing.

(c) Bus Strategy Local Transport Act - One Year On

The meeting commented upon several related issues including:

- The Chair referred to the issue of accessibility. Many modern estates were not designed for modern sized buses and smaller buses should be used for easier access.
- The Chair reiterated his view that too many large lorries/wagons were entering town and the city centres. He believed that an out of town hub should be created where lorries could deliver their goods. Deliveries could then be made to central locations by a small fleet of vehicles.
- Councillor Lynch suggested that shops in city and town centres should not open until say 10 am along the lines of outer town shopping centres. This would reduce the pressure on traffic coming into these town and city centres in the morning rush hour.
- The Chair proposed that given increased car use the impact of street parking be added to the ten targets for further work within the Bus Strategy. He also suggested further discussions at a future meeting.

RESOLVED – that the impact of street parking on bus journeys be added to the Committee's work programme.

27. **DISCUSSION PAPER: DELIVERING A VISION FOR TRANSPORT IN TYNE & WEAR**

Submitted: Report of Scott Vincent, Senior Transportation Practitioner (ITA) and Jessica Anderson LTP Core Team Leader.

Scott Vincent introduced the report which outlined a draft vision and overarching objectives for transport in Tyne & Wear. The paper was being shared amongst key

partners and stakeholders. It was envisaged an agreed vision would ultimately underpin the Tyne & Wear Integrated Transport Authority's approach to transport policy across the sub region, as well as providing the overall vision for the next Local Transport Plan. He highlighted the following:

- An understanding of the existing policy framework and new powers and duties for the ITA was required before developing a vision for transport in Tyne & Wear. This framework spans all levels of government from National policy set out in Delivering a Sustainable Transport System, down to local visions and strategic objectives set out in Sustainable Communities Strategies for district authorities.
- The paper outlined a set of key principles for the development of local transport policy and a proposed approach to setting a draft vision and overarching objectives for transport in Tyne & Wear. These were:
 - (i) Focus on where Tyne and Wear transport policy, can add value and support (not duplicate) other plans and strategies.
 - (ii) Quality of life is fundamental
 - (iii) Transport as a tool for delivering local visions and priorities
 - (iv) Acknowledge and build on the distinct qualities and assets of Tyne and Wear
 - (v) Align objectives with the 5 DaSTS Goals
- Based on the above five key principles, the following draft vision and objectives for transport in Tyne & Wear had been produced for discussion amongst local partners:

Vision – “Tyne & Wear will have a truly integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will operate efficiently and sustainably, and our modern and accessible public transport system will link people to employment, services, friends and family.”

Objectives –

- (1) To support the economic development, regeneration and competitiveness of Tyne & Wear, by improving network efficiency, reliability and integration across all modes.
- (2) To reduce carbon emissions produced by local transport networks, and to promote low carbon travel choices
- (3) To create a healthier and safer Tyne & Wear, through the promotion of healthy travel choices and ensuring a safe and secure transport network
- (4) To provide everyone with the opportunity to achieve their full potential and access a wide range of employment, facilities and services

(5) To protect, preserve and enhance our natural and built environments, and improve the quality of life for people in Tyne & Wear

- Following consultation with local partners (both members and officers) the final draft 'ITA Strategic Vision' document would be considered for endorsement by the ITA in May 2010.

The Committee made a number of comments against the key discussion points set out in the report which included:-

- In reply to a comment on the relevance of existing vision/objectives and the fundraising that would be available Scott Vincent said that the existing visions and objectives only had a limited time span. The new vision and objectives would be long term aspirational. Clearly implementing the vision would have major cost implications but not all would be expensive capital projects. There was a place for low cost options.
- Councillor Hunter suggested that the River Tyne and River Wear should be utilised for transport purposes. Scott Vincent said that when considering the next LTP this could be considered as an option alongside more traditional transport methods.
- Councillor Miller thought that the draft vision and objectives should be more explicit and specific about the requirements of the five local authorities, all of which were different. For example the expansion of the Metro to Washington and the 'old coalfields' was key for Sunderland.
- Councillor Miller argued that it was essential to have a time table for the vision.
- Councillor Miller did not agree with closely aligning the local transport objectives with the five DaSTS goals. The uniqueness of local circumstances needed to be the priority.
- Councillor Miller stressed that the public must be consulted as part of this exercise otherwise it would not be credible.

Councillor Lynch indicated his support for a vision that included integrated ticketing. The North East Smart Ticketing Initiative was welcome and may increase modal shift away from the private car.

Councillor Forbes requested that specific measure be included as goals such as an extension of the Metro. Economic ambitions for Sunderland were not likely to be achieved unless people found it easy to shop and work locally. Currently people found it easier to travel into Durham.

Scott Vincent agreed that the draft vision and objectives should be more specific and he expected that this would emerge from consultations. He said that with regard to adding a timetable this could be done perhaps for a period of ten years or longer. With regard to aligning objectives with the five DaSTS goals the guidance from government on the LTP, made it clear that the above goals were the starting point for LTP discussions. Councillor Miller acknowledged this but said they must be realistic.

RESOLVED – That the comment above be fed into discussion on a new vision for transport in Tyne and Wear.

28. **KEY THEME: 'TO CONTRIBUTE TO BETTER SAFETY, SECURITY AND HEALTH FOR ALL CITIZENS, WITH THE DESIRED OUTCOME OF ACHIEVING A FAIRER SOCIETY'**

(a) **ITA Equality and Diversity Issues**

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

Scott Vincent spoke to the report which outlined the key duties placed on the Tyne & Wear Integrated Transport Authority (ITA) with regard to equality issues. Currently ITA and Nexus had a number of equality schemes but these were produced prior to the Passenger Transport Authority becoming the Integrated Transport Authority following the Local Transport Act 2008. At present an Equalities Bill was processing through Parliament and if enacted would require public bodies to produce a Single Equalities Scheme and Action Plan extending provisions to the following areas – gender; race; disability; age; sexual orientation; transsexual people; religion/belief; pregnant women and new mothers. Given these recent and proposed legislative changes along with the wider role and responsibilities of the ITA, officers were currently carrying out a review of the ITA's existing Equality Scheme and policies with a view to merging these into a single Equality Scheme and Action Plan, along with an updated Equality and Diversity Policy. The meeting raised the following issues that should be considered under the review:

- Support for single parents getting to place of work
- New mothers and new fathers

RESOLVED – That the comment made be forwarded to the ITA's Equality and Diversity Working Group.

(b) **Consultation: Mobility Scooters and Powered Wheelchairs**

The report of the Scrutiny Manager updated the meeting on national consultation on proposed changes to the law governing mobility scooters and powered wheelchairs. Members were reminded that following four serious incidents a ban had been imposed on mobility scooters using the Metro in August 2008. The possibility of the return of mobility scooters to the metro system on pre conditions had been considered but a decision had been delayed pending national consultation. The meeting commented as follows:

- It was unanimously agreed that there should be restrictions on the use of mobility scooters and powered wheelchairs, including on the highway.
- Users should receive appropriate training including passing a capability test.

- There should be a registration process.
- Members complete and return by e mail to Paul Staines with any comments on the pro forma provided.

RESOLVED – That any comments be noted.

29. **ITA RISK FRAMEWORK APPENDIX**

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

The report provided the Committee with a summary of strategic risks as identified and reported to the ITA in September 2009. The formal risk process adopted by the ITA aims to provide assurance that significant risks associated with the delivery of ITA business would continue to be identified, and appropriately managed and monitored to derive optimal assurance.

Scott Vincent pointed out that risks fell into two general areas:

- (a) Significant threats, barriers or weaknesses that could cause substantial negative impacts on delivery of ITA business/prevent the achievement of aims and objectives
- (b) Significant opportunities that could cause substantial possible impacts on the delivery of ITA business/secure the delivery of aims and objectives

The report also set out the risks that were currently prioritised as having a high/red priority rating

Councillor Miller proposed that as priority had been given to developing a high speed rail line serving the west of the country economic risks for the North East should be added to the risk document as a separate item even if it was included within an existing risk. Councillor Hunter also sought assurance that the challenging financial climate and its impact on scheme delivery was reflected.

RESOLVED – That the comments made be considered by ITA's Risk Managers.

30. **NATIONAL NETWORKS UPDATE**

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

The report updated members on recent developments regarding the planning and policy of the national transport networks including high speed rail and the strategic road network.

Scott Vincent highlighted the following:

- Although the government had announced that priority would be given to the high speed rail network beginning on the West side of the country from London to the West Midlands lobbying was continuing making the case for an eastern high speed rail route. It was emphasised that the government had not precluded developments on the east of the country but they would not be part of the initial development.

Members expressed support for the lobbying campaign as the announced plans would give an economic advantage to the south of the country.

The Chair highlighted his desire to see single (electric) traction on all UK train lines. He also set out an option for better connections to Scotland using space currently occupied by the A1 hard shoulder, possibly using maglev technology.

In terms of rail, a number of Members also stressed the need for continued pressure to ensure investment in other routes and stations.

- Following the premature end of the National Express East Coast franchise the DfT had issued a consultation paper explaining reasons for the re-let of the franchise to run from Autumn 2011.
- Although long term improvements to the A1 Gateshead Western Bypass had not yet been progressed the Highways Agency had been investigating more limited improvements which could be delivered relatively quickly. The Highways Agency had now reported this outcome to the DfT which would make recommendations to the government in due course. With regard to the A19 there were four junction improvement schemes currently identified within the Regional Funding Allocation (RFA) transport programme.

RESOLVED – That the report be received.

(a) **Report of ITA Senior Policy Officer**

(b) **Appendix A High Speed Rail: The Case for an Eastern Route**

31. **SUMMARY OF DECISIONS: ITA 28 JANUARY 2010**

Report of Scrutiny Manager ITA Scrutiny Committee (previously circulated and copy attached to official minutes).

RESOLVED - That the report be noted

32. **SUMMARY OF DECISIONS: ITA 20 FEBRUARY 2010**

Submitted: Report of the Scrutiny Manager ITA Scrutiny Committee (previously circulated and copy attached to official minutes)

RESOLVED - That the report be received

33. **WORK PROGRAMME 2009/10**

Submitted: Report of Scrutiny Manager ITA Scrutiny Committee (previous see copy attached to official minutes)

RESOLVED – That the report be noted.

34. **COUNCILLOR DAVID FORBES**

The Chair reported that this was likely to be his last meeting of the Committee as he would be retiring from Sunderland City Council at the forthcoming local elections.

Paul Staines on behalf of the Councillors and officers paid tribute to Councillor Forbes past service and offered their best wishes for the future.

RESOLVED – That the Committee's appreciation Councillor Forbes outstanding past service be recorded.



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: TIME AND DATE OF MEETING 2010/11

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To confirm the date and time of meetings in 2010/11.

2. Recommendation

2.1 The committee is asked to agree dates and times for its meetings in 2010/11.

3. Background / Discussion

3.1 The ITA Scrutiny Committee meets up to six times a year at venues across the five Tyne and Wear Districts. It is suggested this arrangement continues. Given busy diaries, however, Councillors are invited to consider if the date and time are the most convenient available. The current pattern uses the third Thursday at 10am. Using known work programme commitments, this would provide for meetings on:

- 15th July, 2010 (10am) – Gateshead
- 16th September, 2010 (10am) – North Tyneside
- 18th November (10am) – South Tyneside
- 20th January, 2011 (10am) – North Tyneside
- 17th March, 2011 (10am) – Sunderland

4. Opportunities/Risks

4.1 Maximising attendance by Councillors will ensure the broadest possible scrutiny of issues under debate. There is benefit in reviewing, from time to time, the date and time of meetings.

5. Background Papers

5.1 None

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: LOCAL TRANSPORT PLAN 3 - EQUALITIES
REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 To receive a presentation from Jessica Anderson, Tyne and Wear Core Team Leader, on work to ensure Local Transport Plan 3 incorporates national ambitions in promoting '*greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society*' (see Delivering a Sustainable Transport System www.dft.gov.uk/about/strategy/transportstrategy/dasts).

2. Recommendation

- 2.1 The committee is asked to comment on how the ITA is developing this LTP theme.

3. Background

- 3.1 The committee has adopted a theme-based approach - focussing on the five national goals in DaSTS. Focus ensures the committee maximises its influence on ITA policy making. It also provides structure for those being scrutinised. The new approach was supported by the ITA on 24th September, 2009.

4. Presentation

- 4.1 Jessica will set out in her presentation:
- The changing policy context: what is different about planning LTP2 and LTP3 - including new responsibilities on the ITA
 - The importance of the five DaSTS goals in local policy setting
 - Process being followed in policy development
 - Key dates and activity
 - Partnership with Districts and the incorporation of local geographical and communities of identity and interest priorities
 - Specific activity to improve particularly social inclusion and equality of access

- 4.2 The presentation will conclude with an opportunity to ask questions.

4.3 Members might like to consider:

- What they think are key local issues in improving social inclusion and equality of access ?
- If there are particular issues relevant to their District or to Tyne and Wear in general, thinking about geographical communities, communities of interest and communities of identity ?
- Who the Core Team should talk to in developing a response to this DaSTS ambition ?
- How LTP3 can deliver on known needs and developments ?

5. Opportunities/Risks

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

6. Background Papers

6.1 Delivering a Sustainable Transport System (November, 2008)

Tyne and Wear ITA Agenda and Minutes 24th September, 2009

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



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: NORTH EAST SMART TICKETING
REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To receive an update on the North East Smart Ticketing Initiative (NESTI).

2. Recommendation

2.1 The committee is asked to comment on progress to date.

3. Background

3.1 Councillors programmed a NESTI update to this meeting. An outline of what is proposed by NESTI was considered at the meeting on 21st January, 2010.

3.2 NESTI is being hosted by Nexus and the ITA as 'lead authority'.

3.3 NESTI's key objective is to facilitate the roll-out of smart cards similar to those used in cities like London.

4. Update

4.1 Tom Hardwick, Regional Smart Ticketing Programme Officer, will set out progress made and answer Councillor questions.

5. Opportunities/Risks

5.1 The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy.

6. Background Papers

6.1 Agenda and Minutes 21st January, 2010

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: NEXUS CONSULTATION PANEL

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To consider the make-up and work of the Nexus Consultation Panel.

2. Recommendation

2.1 The committee is asked to comment on progress to date.

3. Background / Discussion

3.1 Nexus has recently established a Consultation Panel. A key ambition of the Panel is to help deliver the national ambition of '*... greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society*' (Delivering a Sustainable Transport System www.dft.gov.uk/about/strategy/transportstrategy/dasts).

3.2 Graham Robinson, Business Planning Officer, will outline the work of the Panel.

3.3 a) Consultation to date

3.3.1 Panel members receive a standard survey - the results of which helps Nexus gauge transport usage and satisfaction with key elements of public transport services. The survey is currently issued on a quarterly basis to monitor changes and satisfaction over time.

3.3.2 The first work Panel members were involved in was proposed Bus Strategy Consultation in October 2008. Feedback helped finalise key areas of improvement and action plans to support the improvement process.

3.3.3 In November 2009, the Panel gave views on options for a proposed Engagement Strategy. Results will feed into strategy and support decision making.

3.3.4 In the most recent survey (April 2010) views were sought on new technologies to assist development of the Customer Service Strategy. An opportunity was also extended for current members to opt in/out; allowing Nexus to recruit new members and ensure a balanced membership.

3.4 b) Planned Consultation

3.4.1 The Consultation Panel will continue to provide a standard survey on public transport usage and satisfaction. Nexus is considering reducing the regularity of this survey to six monthly or annually. The reason for the reduction is there is not a sufficient interval between surveys to observe any major change in results.

3.4.2 In 2010/11 the Consultation Panel will be involved the Smart Ticketing project. It is proposed members will be invited to take part in ongoing qualitative research over a 12 - 18 month period. This will involve testing the Smart Card design, layout, and ease of use.

3.4.3 Nexus is in discussions with partners, including using the Panel to capture views on Local Transport Plan 3 - with a combination of quantitative and qualitative work. This project would be timetabled for late 2010.

3.4.4 There are further opportunities to use of the Panel in future Strategy development. For instance: a Park and Ride Strategy, Ferry Strategy, Safety and Security Strategy, School Travel Strategy and Long Term Metro Strategy.

3.5 c) Further Information

3.5 Further information on the Panel is set out at Appendix A.

4. Opportunities/Risks

4.1 The committee has an opportunity to review the make-up and use of the Nexus Consultation Panel. The Panel is used to help frame key ITA/Nexus Strategies.

5. Background Papers

5.1 None

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

Nexus Market Research

Consultation Panel Profile

May 2010

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INTRODUCTION

1.1 Background

The make up of the panel was based on census population figures for Tyne and Wear by district.

Recruitment of the panel took place in stages, initially during Metro surveys in both 2005 and 2007 when a total of 276 people were recruited, later these were rejected due to the length of time between recruitment and start up of the panel.

A further 537 people were recruited in 2007 during Linkup and TaxiLink surveys, these were also later rejected due to the members using a very specific mode of travel, although these details have been kept as they may be relevant in certain surveys.

Details for those members which do not currently fit the criteria of the consultation panel, for instance, under 17's and those living outside Tyne and Wear, have been stored and may be used to refresh the panel or in particular surveys.

During a 2007 concessionary travel survey 154 members were recruited, a Metro survey in 2008 recruited another 93 members, a Nexus awareness survey in 2008 recruited 18 members and the Bus priorities survey 2008 recruited a further 73 members; they were all added to the panel database when it was started up.

The market research department recruited 1,100 new panel members (quota sheet shown in appendix 2) during August 2008 which were added to those who had been recruited earlier. The panel is maintained with each intake of questionnaires - the database is updated with new details and those who wish to be removed from the panel database are noted.

Nexus Consultation Panel members receive a periodic standard survey (appendix 1) which will help us gauge their usage and satisfaction with public transport services. The panel have also assisted Nexus with research for Strategy development including: the Bus Strategy, the Participation and Engagement Strategy and the Customer Service Strategy.

During the most recent round of surveying panel members were asked to update their profile information such as age, gender, ethnicity and disability. The refresh of this information will help us to target consultation more effectively. As part of this refresh, during recent public consultation events Nexus have actively recruited new panel members. Also to ensure the Consultation Panel is representative the equality and diversity section are actively recruiting new members, specifically seeking out people from black and minority ethnic backgrounds and people suffering with a long term illness or disability.

The market research section periodically sends out a newsletter to keep Consultation Panel members informed of recent consultation activity and any other news and views.

1.2 Objectives

To detail the Profile of active panel members:

- Location
- Age
- Gender
- Ethnic origin
- Illness or disability
- Journey Frequency
- Mode
- Consultation Involvement

THE SURVEY

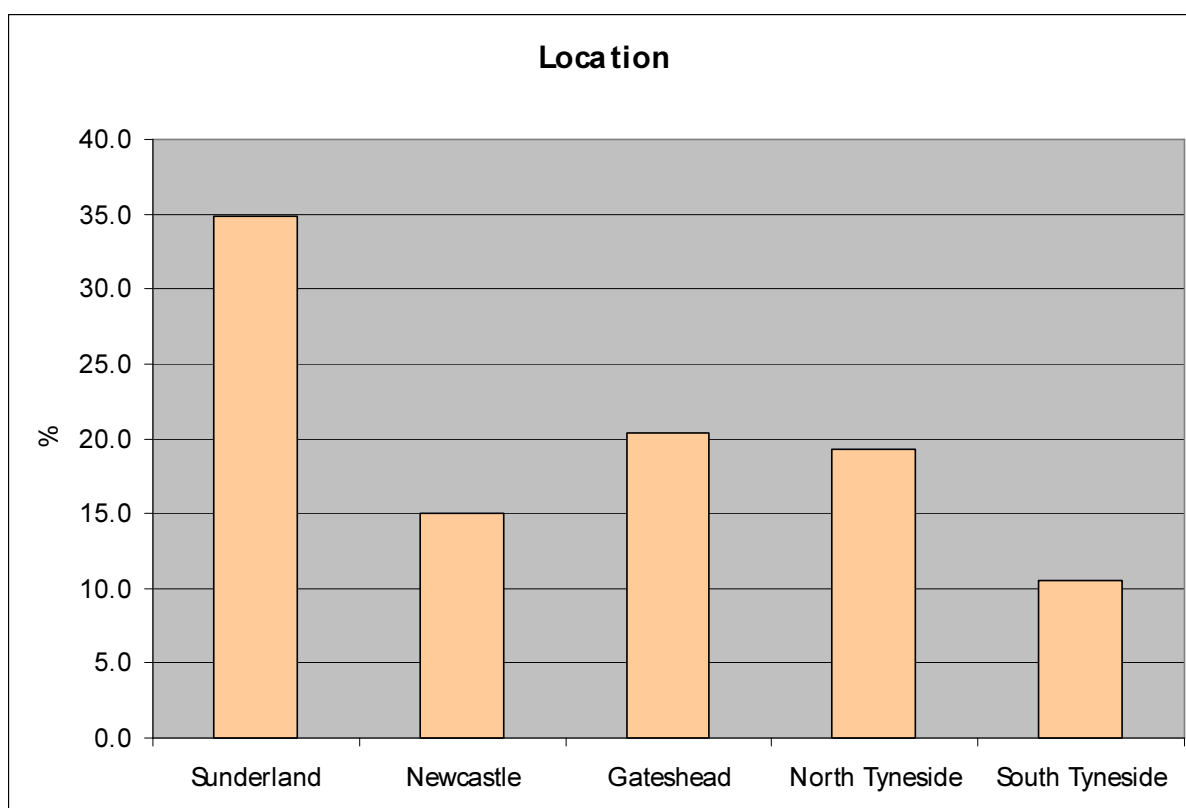
2.1 Methodology

The current number of registered panel members is 1,116.

2.2 Sample

Table 1 – Location of respondents address

Location	May 10 No.	May 10 %	Jan 10 %
Sunderland	389	34.9	35.1
Gateshead	227	15.1	20.1
North Tyneside	215	20.3	18.9
Newcastle	168	19.3	15.2
South Tyneside	117	10.5	10.7
Total	1116	100	100

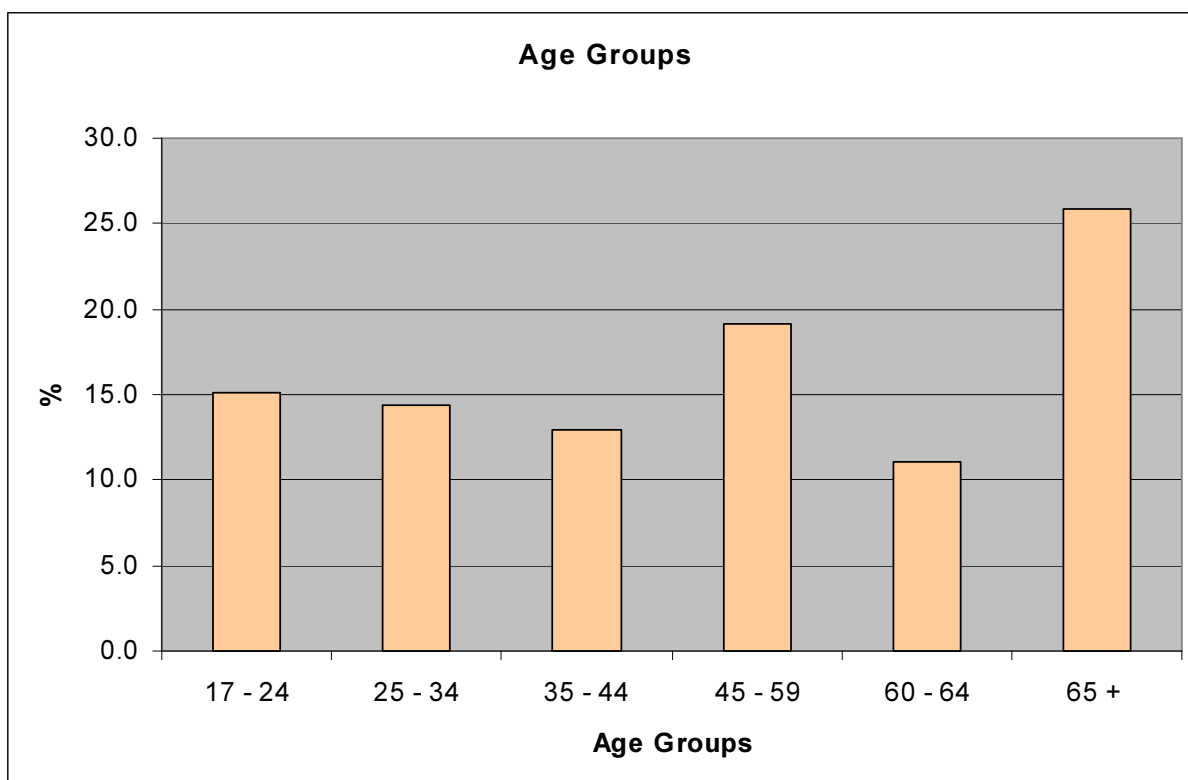


THE SURVEY

Table 2 - Age of Panel Members

Age	May 10 No.	May 10 %
17 - 24	168	15.1
25 - 34	160	14.3
35 - 44	144	12.9
45 - 59	214	19.2
60 - 64	123	11.0
65 and over	289	25.9
Missing	18	1.6
Total	1116	100

The age groupings have changed since the original panel recruitment; this was due to changes in the concessionary travel scheme. The panel profile update has allowed the panel members to be categorised in the age groups shown in table 2.

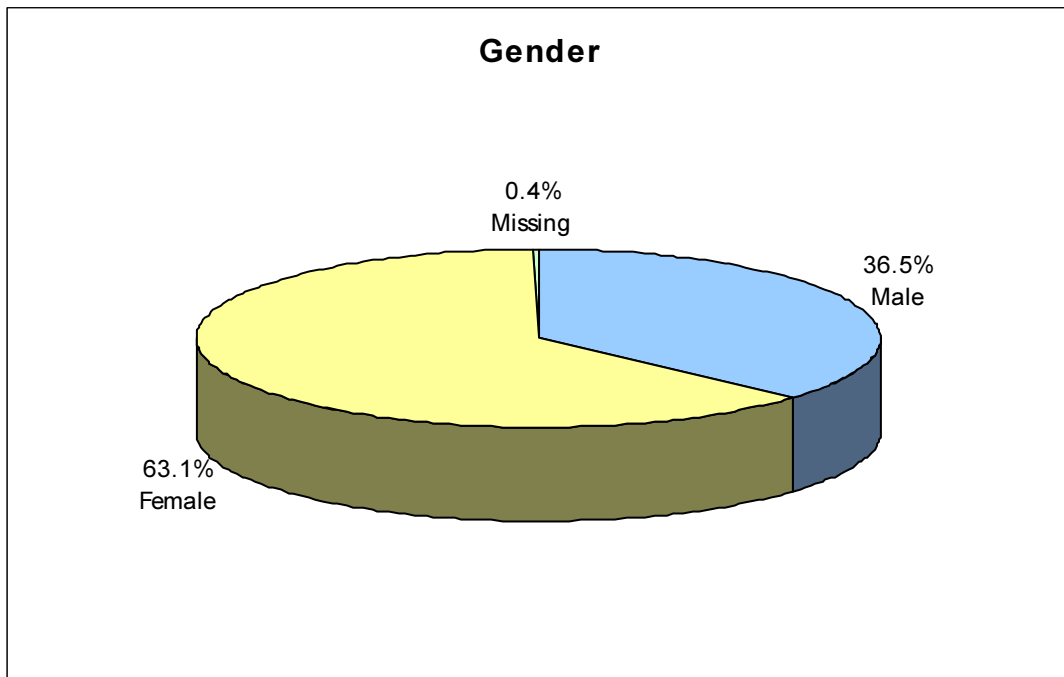


THE SURVEY

Table 3 – Gender of Panel Members

Gender	May 10 No.	May 10 %	Jan 10 %
Male	408	36.6	36.2
Female	704	63.1	63.4
Missing	4	0.4	0.4
Total	1116	100	100

Only 0.4% of panel members have not given their gender.

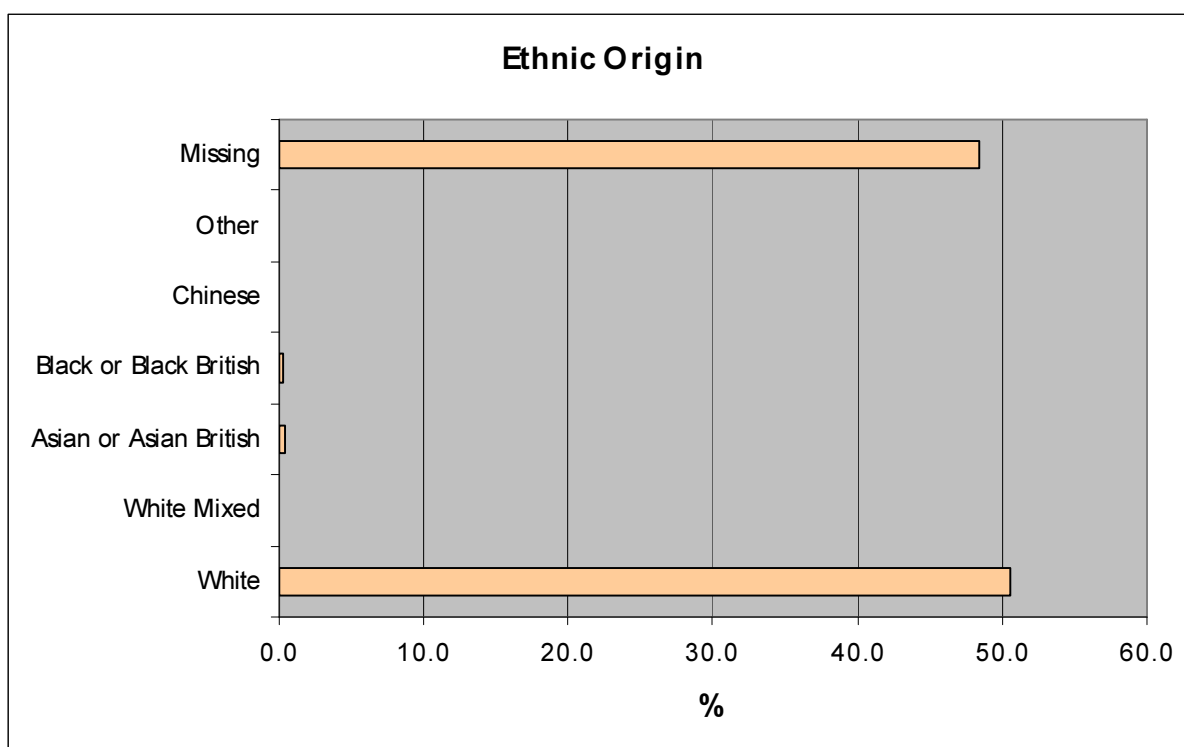


THE SURVEY

Table 4 – Ethnic Origin of Panel Members

Ethnic Group	May 10	May 10	Jan 10
	No.	%	%
White	564	50.5	39.5
White mixed	2	0.2	0.2
Asian or Asian British	4	0.4	0.1
Black or Black British	3	0.3	0.2
Chinese	2	0.2	0.2
Other	1	0.1	0.2
Missing	540	48.4	59.7
Total	1117	100	100

Just under half (48.4%) of panel members have not responded when asked about their ethnicity. The recent profile update has shown an improvement on the missing data (down from 59.7% in January 2010).

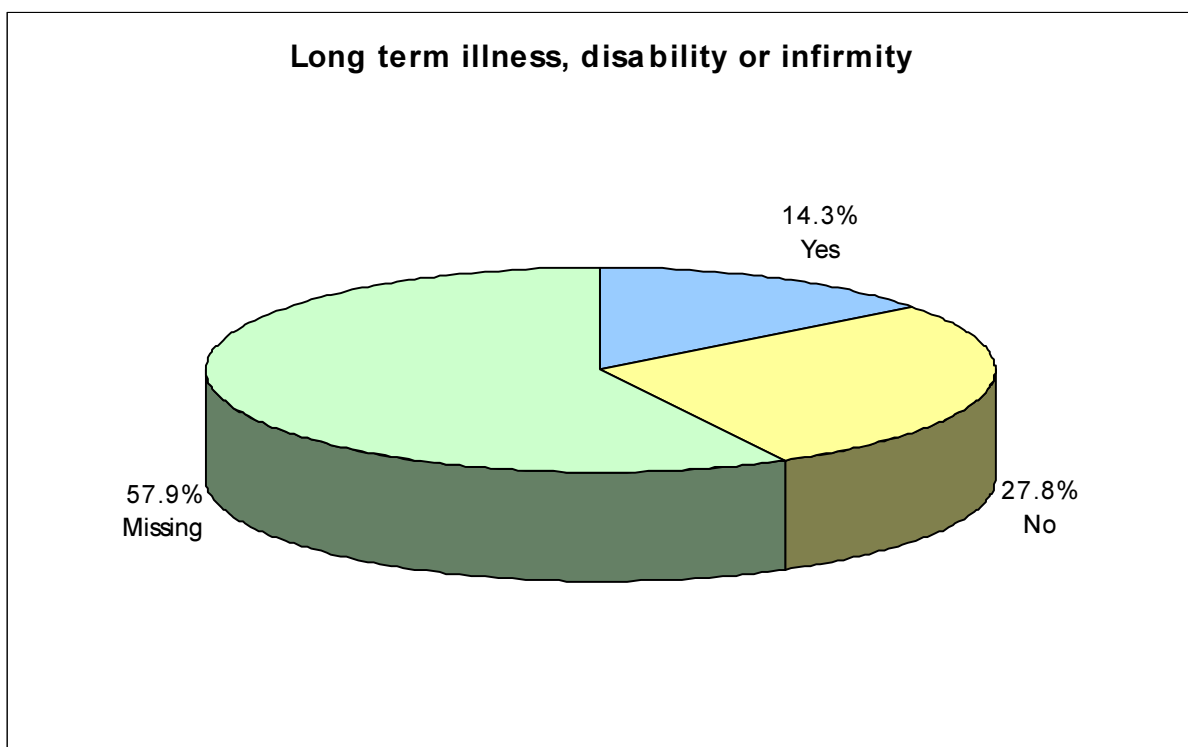


THE SURVEY

Table 5 – Do you have any long standing illness, disability or infirmity?

	May 10 No.	May 10 %	Jan 10 %
Yes	160	14.3	10.9
No	310	27.8	26.4
Missing	646	57.9	62.7
Total	1116	100	100

57.9% of panel members have not responded when asked if they suffer any long standing illness, disability or infirmity. The recent profile update has shown a slight improvement on the missing data (down from 62.7% in January 2010).



RESULTS

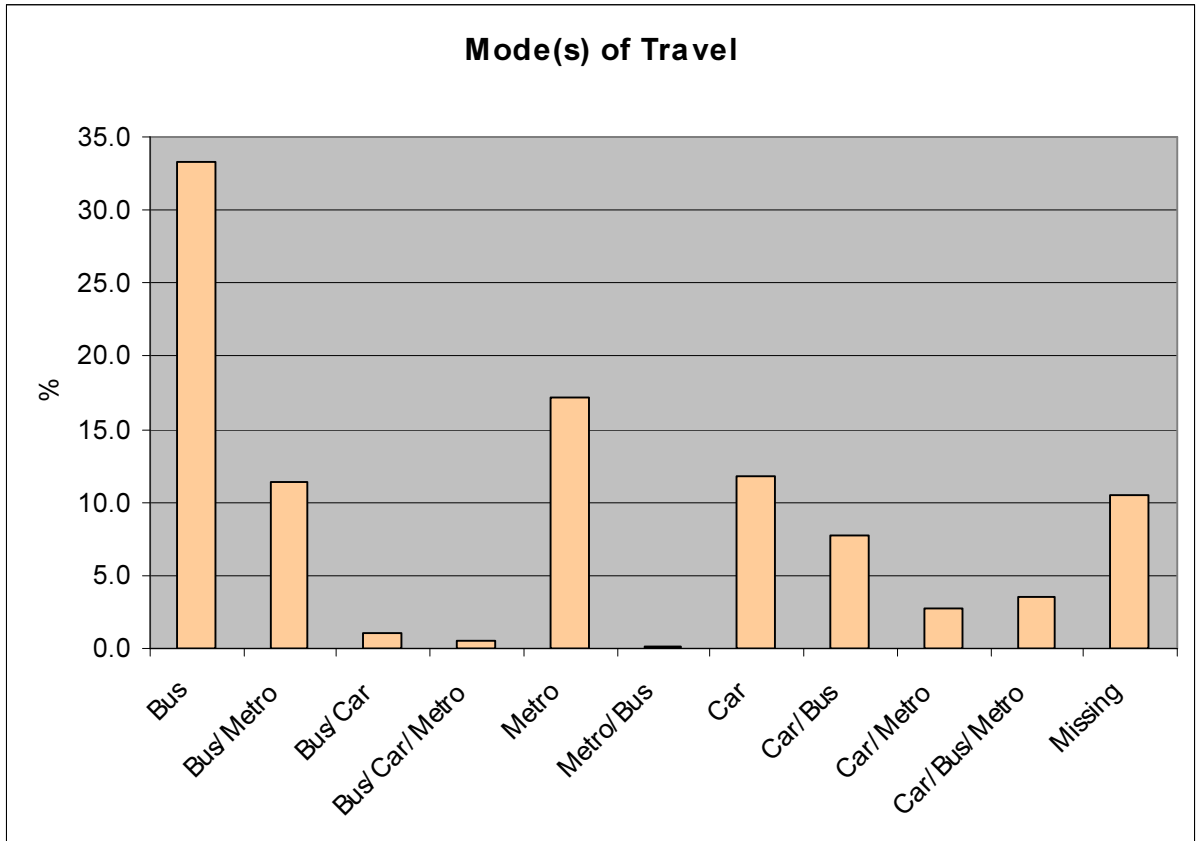
3.1 What types of public transport do you use?

Panel members were asked the types of public transport they use.

Table 6 – Types of public transport

Mode	May 10	May 10	Jan 10
	No.	%	%
Bus	372	33.3	32.9
Bus/Metro	128	11.5	11.0
Bus/Car	11	1.0	0.9
Bus/Car/Metro	6	0.5	0.6
Metro	192	17.1	17.1
Metro/ Bus	1	0.1	0.1
Car	132	11.8	12.2
Car/Bus	87	7.8	8.1
Car/Metro	31	2.8	2.7
Car/Bus/Metro	40	3.6	3.6
Missing	117	10.5	10.7
	1116	100	100

The modes are listed in order of most frequently used i.e. Panel members that specified Bus/Metro as their modes of travel would mainly use the Bus and use the Metro less often.



RESULTS

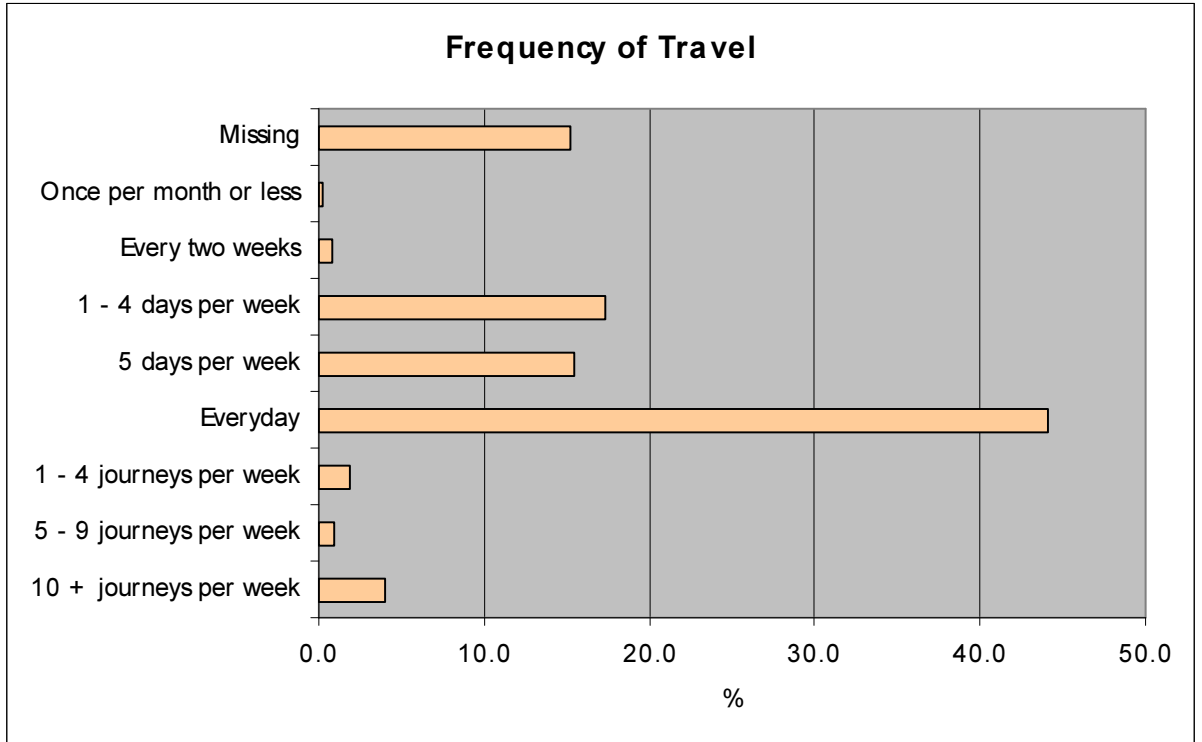
3.2 How often do you travel by public transport?

Panel members were asked how frequently they travel by public transport.

Table 7 – Frequency of Travel by Public Transport

Frequency of Travel	May 10	May 10	Jan 10
	No.	%	%
10 or more journeys per week	45	4.0	3.9
5 to 9 journeys per week	11	1.0	1.0
1 to 4 journeys per week	21	1.9	2.0
Everyday	492	44.1	43.9
5 days per week	172	15.4	15.2
1 – 4 days per week	194	17.4	17.5
Every two weeks	9	0.8	0.9
Once per month or less	2	0.2	0.3
Missing	170	15.2	15.3
Total	1116	100	100

44.1% of the panel travel by public transport everyday of the week and 32.8% travel between one and five days per week.



RESULTS

3.3 Response rate to consultation –

Panel members have been sent five postal surveys and one profile update request, the response rate for each is shown in table 8 below –

Table 8 – Response rate

Consultation/Survey	2010 No. of Members Included	2010 No. of Members Responded	2010 % Response Rate
Bus Strategy Survey 2008	1204	455	37.8
March Standard Survey 2009	1125	326	29.0
November Standard Survey 2009 Engagement Strategy Survey 2009	1191	300	25.2
Customer Services April 2010 Panel Profile Update April 2010	1186	227	19.1

During the most recent wave of surveying in April 2010 members of the consultation panel were sent a customer service survey, specifically related to methods of increasing levels of customer service via the use of new technologies, the results will be used to evidence the Nexus Customer Service Strategy. Alongside this the panel were asked to update their profile

information; the information was used to update the profile details of panel members including gender, age, and ethnicity and disability data, this will help us focus our consultation more effectively.

Table 2	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Bus							
Metro							
Car – as driver							
Car – as passenger							
Taxi							
Ferry							
Local Rail services							

Q.4 Please rate the services that you have used on the following criteria

Very Good (1)	Good (2)	Adequate (3)	Poor (4)	Very Poor (5)
---------------	----------	--------------	----------	---------------

Table 3	Bus	Metro	Taxi	Ferry	Local Rail	Link Up
Reliability						
Cleanliness						
Cost						
Frequency						
Customer service						
Ticketing options						
Quality of the service						
Safety and security						

Q.5 Please rank the following service aspects in order of importance to you when travelling by public transport. (1 being most important and 9 being least important)

Table 4	Rank	Comment
Frequency of service		
Reliability of service		Cont ...

Changes to ticketing (please specify)		
Improved vehicles		
Customer service		
Stop/station information		
Cleanliness (waiting areas)		
Cleanliness (vehicles)		
Safety and security (perception of)		

Q.6 What is your home postcode or street name and area?

Q.7 Do you have use of a car as a driver or passenger?

As a driver		As a passenger	
Yes, at any time	[]1	Yes, at any time	[]1
Yes, at certain times	[]2	Yes, at certain times	[]2
No	[]3	No	[]3

Q.8 Which of these age groups do you fall into?

17 – 24	[]1	45 – 59	[]4
25 – 34	[]2	60 – 64	[]5
35 – 44	[]3	65 and over	[]6

Q.9 Are you Male []1 Female []2

Q.10 How would you describe your ethnic origin?

White	[]1	Black or Black British	[]4
Mixed	[]2	Chinese	[]5
Asian or Asian British	[]3	Other	[]6

Q.11 Do you have any long-standing illness, disability or infirmity? Yes []1 No []2

If Yes, **What form does this take?**

Hearing impairment	[]1
Walking difficulties	[]2
Physical co-ordination difficulties	[]3
Learning difficulties	[]4
Speech impairment	[]5
Reduced physical capacity	[]6
Severe disfigurement	[]7
Mental illness	[]8
Visual impairment (not corrected by spectacles/lenses)	[]9
Other	[]10

APPENDIX – 2

Original panel quota set below. Green shows excess amounts and white shows amount not achieved.

Sunderland

Males Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71									

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
01	02	03							

Males Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68		

Females Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
01	02								

Females Under 45

Newcastle

Males Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62								

Males Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55					

Females Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67			

Females Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	

Gateshead

Males Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40

Males Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65					

Females Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61									

Females Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98		

South Tyneside

Males Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31									

Males Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36				

North Tyneside

Males Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58		

Males Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47			

Females Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68		

Females Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74						

Females Under 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33							

Females Over 45

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43							

APPENDIX – 3

We are always trying to improve our products and our services. Your opinions about your experiences using public transport are invaluable contributions to this process.

We are looking for people to join a Panel to give us feedback from a customer point of view. If you are interested in taking part please complete the address box below and we will be in touch with further details.

Title Mr / Ms / Mrs / Miss /

Name

Address 1

Address 2

Address 3

Postcode

Telephone _____ email

Year of Birth _____

How would you describe your ethnic origin?

- White []1
- Mixed []2
- Chinese []3
- Black or Black British []4
- Asian or Asian British []5
- Other []6

How often do you travel by?

	Car	Bus	Metro
Every Day	1	1	1
5 Days per week	2	2	2
1 to 4 Days per week	3	3	3
Every 2 weeks	4	4	4
Less often	5	5	5
Never	6	6	6

Do you have any long-standing illness, disability or infirmity?

- Yes []1
- No []2

If Yes, What form does it take

- Hearing impairment []1
- Walking difficulties []2
- Physical co-ordination difficulties []3
- Learning difficulties []4

Speech impairment	[]5
Reduced physical capacity	[]6
Severe disfigurement	[]7
Mental illness	[]8
Visual impairment (not corrected by spectacles/lenses)	[]9
Other	[]10

Does this illness or disability present any problems to you when using public transport?

Yes []1 No []2

If Yes, What problems



Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: SUMMARY OF DECISIONS:
INTEGRATED TRANSPORT AUTHORITY 25TH MARCH, 2010
REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

- 1.1 A short digest of business transacted by the ITA on 25th March, 2010, focusing on decisions made.

2. Recommendations

- 2.1 The Scrutiny 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 - 28th January, 2010: Matters Arising

a) Sunderland Station: The Director General, Nexus advised phase one was complete. Engineering work had begun on phase two. It was anticipated all work would be complete in the first week of June

b) Metro Sub-Committee: The Director General, Nexus advised the Metro Sub-Committee would meet for the first time on 6th April, 2010

c) High Speed Rail Update: The Director General, Nexus updated following the 11th March announcement by the then Secretary of State. Proposals were for a Y-shaped network linking London to Birmingham, Manchester, the East Midlands, Sheffield and Leeds. An interchange for Heathrow Airport was included. Tracks on the West and East Coast mainlines would enable services to be extended to other cities (including Newcastle). Formal public consultation would start in the autumn.

The ITA noted the three updates and supported a briefing on High Speed Rail to help formulate the ITA's response.

3.2 Rate of Increase of Members' Allowances 2010/11

The ITA considered a report from the Independent Remuneration Panel and Clerk.

The ITA approved a new scheme (revoking existing arrangements) and agreed there would be no increase in Councillor Allowances in 2010/11.

3.3 2009/10 Capital Programme - Third Quarterly Review

The ITA considered a joint report from the Clerk to the Authority and Director General, Nexus on the overall performance of the Capital Programme in the three months to 31st December, 2009. A number of proposed variations were set out, including two new schemes (website development and RNIB REACT talking signs at Haymarket Metro). These could be afforded due to reductions in scheme costs elsewhere. Some concerns were expressed at daytime closures to the Haymarket Metro Station towards the end of redevelopment. A general update on investment across Metro Stations was noted.

The ITA agreed a revised programme as set out in the report

3.4 Revenue Budget Monitoring Report April to February, 2010

The Deputy Clerk and Treasurer, ITA introduced a report that provided a Revenue Budget Monitoring Report for the period April, 2009 to February, 2010. Included was information on borrowing and lending. There were no unexpected costs or issues to report.

The ITA noted the financial position set out in the report.

3.5 Treasury Management Statement

The Treasurer and Deputy Clerk set out how the Authority's Treasury Service supported capital decisions taken, day to day treasury management and limitations on activities through prudential indicators. Production of this type of technical report was now a requirement on all local authorities. A number of aspects were highlighted including borrowing limits for the year and approved institutions for external investments

The ITA approved all six elements of the report covering: a) Treasury Management Strategy 2010/11 - 2012/13, b) Investment Strategy 2010/11, c) Treasury Policy Statement, d) Security, liquidity and yield benchmarking e) an Approved Institutions list for external investment and f) revisions to financial regulations.

3.6 Tyne Tunnels Byelaws Update

The Clerk, Legal Advisor and New Tunnel Crossing Project Director sought approval for minor revisions to Tyne Tunnel Byelaws. Suggestions were supported by the Department for Transport.

The ITA agreed to proposals set out.

3.7 **InterCity East Coast Franchise Consultation**

The Director General, Nexus shared a draft response to Department for Transport consultation. There was also positive feedback to a suggestion that Network Rail should manage more stations along the route, including Newcastle, ensuring better continuity of management and investment. A number of issues were highlighted by ITA members including life expectancy of existing train sets and connections to Sunderland and Chester-le-Street. Train services from May, 2011 would have a similar frequency, but with some faster train times. 'Super Express Trains' were also being explored after 20h00.

The ITA agreed to comment set out by the Director General

3.8 **Tyne and Wear City Region Transport Governance Review**

The ITA considered a paper from the Clerk setting out conclusions from a review of transport governance. The model proposed was considered to offer best value for money. Review had always been about options rather than satisfying a particular model of decision-making. The report to this meeting built upon earlier reporting.

The ITA received and noted the report.

3.9 **Tyne Crossing Update**

The New Tyne Tunnel Project Director gave an overview of progress made and consultation since the last update in January, 2010. It was now possible to walk north-south through the new tunnel. Key dates were being met. Distribution of surplus toll income was also discussed, ie monies paid by drivers above the advertised rate.

The ITA noted progress being made and to proposals for distribution of surplus toll on a 50:50 basis between the ITA and TT2, the tunnel operator. A visit by ITA members would be arranged.

3.10 **Secured Services Strategy**

The Director General, Nexus sought approval to a Secured Services Strategy to take effect from 1st April, 2010. 'Secured Services' encompassed a variety of products aimed at filling the gap between commercial provision and what is required to standardise services across Tyne and Wear. A draft strategy was shared. This gave an overview rather than looking at particular services/a particular geography. Clarification was sought on any replacement of 'Link-Up' buses. Decisions would take full account of public consultation and feedback as part of the Bus Network Design Project. Any change would be carefully managed and reflect the total picture of services available.

The ITA agreed the Strategy set out.

3.11 **Tyne and Wear Bus Corridor Improvement Major Scheme**

The Director General, Nexus set out work to prioritise Phase 2 schemes. The report was an update following queries at the January meeting. Confirmation had been received from Government Office prioritisation was needed as bids exceeded the £14.9m available. Prioritisation had looked at strategic fit, deliverability and benefit to both bus operations and bus users. Scoring had resulted in joint priority for a) Boldon Lane and Stanhope Street, South Shields (£1.7m) and Great North Road/Haddicks Mill, Gosforth (£6.9m), leaving £6.1m available. This could be offered to promoters of the 3rd, then 4th ranked schemes (and so on) until a scheme could be identified matching funds available. It was noted news was still awaited on Phase 1. As a way forward, discussions could take place with Council Leaders.

The ITA agreed to defer consideration to allow consultation with Council Leaders.

3.12 **Improving Bus Passenger Services through the Regulatory Framework**

The Director General, Nexus summarised a consultation paper seeking views on how bus travel might be improved by possible changes in the legal framework. Key issues were: bus service registration, changes to contract provision, bus fares and driver and passenger conduct. At the request of members, Nexus undertook to remind bus service providers of their general duty of care.

The ITA agreed a response should be sent.

3.13 **Concessionary Travel Update - Eligibility for Passes and Special Grant Funding**

The Director General, Nexus advised of a change in date at which women became eligible for national concessionary travel. This reflected equalising-out across the sexes and would be gradually introduced. Targeted advice had been provided nationally and locally. The Director General also set out 2010/11 grant allocation following consultation on future arrangements. PTeG continued to make representations to ensure none of the ITAs saw a loss. Members also raised the issue of affordability for both senior citizen and teen concessions.

The ITA noted changes in the national regime, redistribution of grant and asked that information on change be shared across local Councillors not on the Authority.

3.14 **Metro Reinvigoration Phase 2**

The Director General, Nexus advised on the final funding offer from the Department of Transport, progress with Deutsche Bahn Regio Tyne & Wear (DBRTW) in mobilising ahead of operations on 1st April, contracting to deliver the Asset Renewal Plan 2010/11-2012/13 and discussion on the future of Metro at the new ITA Metro Sub-Committee. The Director General also gave an oral update referring particularly to the smooth transfer of 400 staff from Nexus to DBRTW.

The ITA noted the update.

3.15 **NESTI Progress Update**

The Clerk to the Authority and Director General, Nexus set out progress delivering the North East Smart Ticketing Initiative (NESTI). The ITA had taken on the role of lead authority. A grant of £1.1m had been secured from the Department for Transport to promote development in Tyne and Wear. Smartcard technology was being fully investigated - including applicability wider than just transport. A Collaboration Agreement was being finalised for parties involved.

The ITA noted progress, the award of grant and agreed arrangements for concluding the Collaboration Agreement.

3.16 **Urban Challenge Fund**

The Clerk to the Authority and Director General, Nexus outlined proposals in the Department for Transport's *Supporting Cities: A discussion paper on plans for an urban challenge fund*. This built on Government's report on the future of urban transport that had been discussed at the last meeting.

The ITA agreed that a draft response to the discussion paper be received at the May meeting.

3.17 **Support to the Local Economy: Progress Report**

The Clerk to the Authority and Director General, Nexus gave an update on the part being played by Nexus/the ITA in supporting the economy of Tyne and Wear.

The ITA noted the report, supporting activity being undertaken.

3.18 **Confidential Items**

The ITA discussed the negotiated concessionary travel settlement with operators in 2010/11 and Nexus Board membership. An opportunity was also taken to update on changes to the funding of concessionary travel in 2011/12. The Clerk and Treasurer would work to ensure a more favourable formula

4. **Opportunities/Risks**

- 4.1 An opportunity is provided to note outcomes from the ITA's recent meeting. Reports, presentations, etc can be requested to inform the work of this committee. It is suggested reports are best linked to the five key transport planning ambitions set out in the work programme report elsewhere on the agenda.

5. **Background Papers**

- 5.1 Agenda Integrated Transport Authority 25th March, 2010

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.

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Tyne and Wear Integrated Transport Authority

Scrutiny Committee

3rd June, 2010

TITLE: WORK PROGRAMME 2010/11

REPORT OF: SCRUTINY MANAGER, ITA SCRUTINY COMMITTEE

1. Summary / Purpose of Report

1.1 To agree an outline work programme for 2010/11.

2. Recommendation

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

3. Background

3.1 The ITA Scrutiny Committee has terms of reference to (quote):

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

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

3.3 Last year's members will recall from the last meeting, the ITA is currently reviewing its overall vision and objectives. That said, the principal objective of the ITA can be described as:

- promoting and encourage safe, integrated, efficient and economic transport facilities and services for Tyne and Wear and its surrounding area through the development of partnerships between other local authorities, transport operators, public service providers, local communities and Nexus.

Its main priorities in moving towards this objective are:

- to halt the decline in public transport use in the area
- to increase public transport use in Tyne and Wear
- to market public transport as a key ingredient in the reduction of social exclusion, the regeneration of the economy, the improvement of the environment and the reduction of the ill effects of traffic congestion on health and the economy
- to support mobility for all regardless of levels of income and car ownership

3.4 As a result of the Transport Act, 2008, the ITA took on responsibility for preparation of Local Transport Plan 3 (see earlier on this agenda).

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

4. Work Programme 2010/11 - Discussion

4.1 Councillor will, no doubt, want to keep the best of what has worked well whilst discussing what can be improved. It is suggested focus today is on key issues for scrutiny. In addition, digests of ITA meetings will continue to keep Councillors 'in the loop'. Work programme review will also be built in.

4.2 To aid discussion this report aims to set out:

- What was considered in 2009/10
- What is being carried forward into 2010/11
- Know challenges and other issues for possible scrutiny

4.3 Key questions Councillors might like to ask themselves in developing this year's work programme are, will topics:

- 'Add value' and support big ambitions under DaSTS ?
- Provide timely and purposeful challenge to the ITA/Nexus, etc ?
- Address know resident concerns and feedback ?
- Be strategic, ie focussed on Tyne and Wear issues ?
- Enable meaningful involvement with partners, stakeholders and the public ?
- Raise a positive public profile of the ITA/ITA Scrutiny Committee ?
- Contribute to continuous service improvement ?
- Understand the key role played by Councillors as community advocates
- Ensure scrutiny remains Councillor-led ?

4.4 Councillors might also like to ask themselves:

- Is less more ? - fewer agenda items might provide capacity for more detailed scrutiny ?
- Are others already doing something ? - eg local scrutiny committees
- Is there scope for working jointly with others ? - eg ITA's Equalities Committee
- Are there issues that need prioritising ? - what are the committee's 'must dos' in 2010/11

4.5 **a) What was considered in 2009/10**

4.6 The committee agreed a theme-based approach to its work focussing on the five goals in Delivering a Sustainable Transport System (national transport ambitions). Focus ensures the committee maximises its influence on ITA policy making. Set out below is an extract of the committee’s 2009/10 Annual Report to the ITA. This highlights, against DaSTS themes, scrutiny undertaken:

4.6.1	National Goal	Work of the Scrutiny Committee 2009/10
	Support national economic competitiveness and growth by delivering reliable and efficient transport networks	<ul style="list-style-type: none"> • Scrutinising the Tyne and Wear Traffic and Accident Data Unit. TADU manages traffic flow data • Understanding the contribution of the ITA to regional transport strategy, with a watching brief on the review of governance arrangements. Also what was available under new ‘well-being’ powers • Walking the site of the new Tyne Tunnel • Monitoring representations being made to press the case for high speed rail to the North East • Understanding national priority being given to improvements to A19 junctions
	Reduce transport’s emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change	<ul style="list-style-type: none"> • Scrutinising ITA and Nexus Action Plans following their signing of the Nottingham Declaration on climate change • Understanding investment in the Tyne Foot Tunnel, suggesting opportunities to promote its use as part of cycling and walking networks
	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	<ul style="list-style-type: none"> • Writing to the DVLA requesting more use of the tax disc reminder to promote safe driving • Writing to Nexus to suggest a more formalised dialogue with local NHS Trusts • Understand the work of TADU in supporting Road Safety officers across Tyne and Wear • Commenting, as part of national review, on the safety of mobility scooters/powerd wheel chairs • Understanding the ITA’s approach to recording risk
	Promoting greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society	<ul style="list-style-type: none"> • Promoting the Nexus ‘Bridge’ card developed to help those with limited mobility take a seat on local buses • Understanding the take up/promotion of concessionary fares • Commenting on consultation proposals on a developing vision for transport in Tyne and Wear • Commenting on how the ITA is addressing equalities
	Improving quality of life for transport users and non transport users and to promote a healthy natural environment	<ul style="list-style-type: none"> • Understanding the North East Smart Ticketing initiative • Commenting on public consultation proposals to support a review by the ITA of its subsidy to local bus services

4.7 **b) What is carried forward into 2010/11:**

4.7.1 Attached at Appendix A is a list of items carried forward into 2010/11. Councillors may want to give a quick overview to ensure:

- All items are still current
- Discussion is timely

4.7.2 Councillors might also like to return to issues scrutinised in 2009/10 to note progress. This might include:

- Tyne and Wear Traffic and Accident Data Unit
- Outcomes from Bus Network Design Project
- High Speed Rail - the case for a route to the North East

4.8 **c) Known challenges and other issues for possible scrutiny**

4.8.1 Purely to aid debate officers also set out a number of other issues, not currently in the draft work programme, that might be considered for scrutiny:

- **New ITA vision for Transport in Tyne and Wear:**
 - Accompanying Implementation Plans - what's in them ?
 - Priorities for Action - what are they ?
 - Perceived measures of success, including key stages
 - Delivery against priorities, ie progress
 - Barriers to delivery - finance, attitudes to public transport, etc
- **Local Transport Plan 3:**
 - Framework - locally determined timescales
 - Consultation feedback and how the ITA has responded
- **Feedback challenges:**
 - Annual Governance Statement
 - 'red' issues in the ITA Risk Register - controls being put in place, eg delivery of bus corridor schemes, development of Park & Ride Strategy
- **Local Response to powers in the Transport Act, 2008:**
 - What is possible, what is agreed to date and what plans for the future ?
- **Capital Investment Being made:**
 - eg roads, in Metro (Nexus & DB Regio), private sector bus operators
 - Progress in delivering specific schemes – eg 'Metro Reinvigoration'
- **Concessionary Fares:**
 - Barriers to take up
 - Mapping take up and options in other ITAs
- **Mapping local views:**
 - What emerges from local consultations ? - eg Resident Surveys
 - What are the 'hot' issues and how is the ITA responding ?

5. **Next Steps**

5.1 Having considered **possible** issues for scrutiny, the committee is asked to:

- A. Identify what has worked well to date and what needs to be improved ?
- B. Consider topics for scrutiny in 2010/11
- C. Identify how those issues should be delivered:
 - themed meetings
 - policy reviews officer reports
 - visits

6. Opportunities/Risks

- 6.1 The Scrutiny Committee provides Councillors from across Tyne and Wear with an opportunity to discuss key issues in the development of local transport policy. The committee has a budget to undertake discreet pieces of work, including policy review, research, attend conferences, etc. In linking the work programme of the committee to key national ambitions, there is more scope to hold to account those delivering decision making locally. Clear work programming aids those being presenting reports and provides the public with an opportunity to become involved. The committee will be aware there are limited resources available. Accordingly, Councillors need to prioritise topics for reviews at the start of the year and keep this under review throughout 2010/11.

7. Background Papers

- 7.1 Delivering a Sustainable Transport System (November, 2008)

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

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3rd June, 2010 * - Newcastle		15th July, 2010 - Gateshead	
<p>Key Theme: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society'</p> <ul style="list-style-type: none"> • Election of Chair and Vice-Chair • Equality Priorities - Development of Local Transport Plan 3 • Make up and use of Passenger Panel • North East Smart Ticketing Initiative 	<ul style="list-style-type: none"> • Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks • High Speed Rail: Update/outcomes of representations from North East • A19 Junction Improvements: Update • National Rail/Nexus/ITA links 		
16th September, 2010 - North Tyneside		18th November, 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 CO² Reduction Action Planning: Exceptions Report • Tyne Tunnel: Update and Visit 	<ul style="list-style-type: none"> • Key Theme: 'to improve the quality of life for transport users and non-transport users, and to promote a healthy natural environment' • ITA policies & approach to no car lanes 		
20th January, 2011 - North Tyneside		17th March, 2011 - Sunderland	
<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 CO² Reduction: Exceptions Report 	<ul style="list-style-type: none"> • Key Theme: 'to contribute to better safety, security and health for all citizens, with the desired outcome of achieving a fairer society' 		
2nd June, 2011 * - Newcastle		July, 2011 - Gateshead	
<p>Key Theme: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society'</p>	<ul style="list-style-type: none"> • Key Theme: 'to support national economic competitiveness and growth by delivering reliable and efficient transport networks 		

Meetings = third Wednesday at 10am - venues across Tyne and Wear

* = later date to accommodate Council AGMs.