



Transport North East (Tyne and Wear) Sub-Committee

Thursday 9th October 2014, following the conclusion of the Transport North East Committee

Meeting to be held: North Tyneside Council, Quadrant, The Silverlink North, Cobalt Business Park, NE27 0BY

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AGENDA

Page No

1. **Apologies for Absence**
2. **Declarations of Interest**

Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be handed to the Democratic Services Officer).
Please also remember to leave the meeting where any personal interest requires this.
3. **Minutes of the Previous Meeting** **1 - 2**
4. **Improving Local Bus Services ***
5. **The Role of Transport North East Sub-Committee and Delivery of Functions ***
6. **Tyne and Wear Local Sustainable Transport Fund (LSTF) Programme - Go Smarter** **3 - 8**
7. **Monitoring Nexus' Performance**
 - (a) **Nexus: delivery of Metro Asset Renewal Programme (Metro ARP) ***
 - (b) **Nexus: Corporate Performance Monitoring ***

8. **Decision making support processes** **9 - 14**
9. **Date and Time of Next Meeting**
Thursday, 13 November 2014 at 2pm at Sunderland Civic Centre.
10. **Exclusion of Press and Public**
Under section 100A and Schedule 12A Local Government Act 1972 because exempt information is likely to be disclosed and the public interest test against disclosure is satisfied.
11. **Nexus Board - Temporary Extension of Contract ***
12. **Tyne Tunnels**
- (a) **New Tyne Crossing Update Report** **15 - 22**
 - (b) **New Tyne Crossing Operations Report** **23 - 36**
 - (c) **Tyne Pedestrian And Cyclist Tunnels (TPCT) - Phase 3 Improvement - Works Update** **37 - 44**
 - (d) **New Tyne Crossing - Proposed Variations to the Project Agreement ***

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

Contact Officer: Victoria Miller Tel: 0191 211 5118 E-mail: victoria.miller@newcastle.gov.uk

To All Members

North East Combined Authority

Transport North East (Tyne and Wear) Sub-Committee

29 July 2014

Meeting held: Committee Room, Newcastle Civic Centre, NE1 8QH

Present:

Councillor: Lott (Chair)

Councillors: McElroy, Watson and West

7 APPOINTMENT OF CHAIR AND VICE-CHAIR FOR THE MUNICIPAL YEAR 2014/15

Submitted: A report of the Monitoring Officer (previously circulated and copy attached to Official Minutes).

Members considered the report which invited them to appoint the Chair and Vice-Chair of the Sub-Committee for the Municipal Year 2014/15.

RESOLVED – That:

- I. Councillor Lott from North Tyneside Council be appointed as Chair of the Sub-Committee for the Municipal Year 2014/15; and
- II. Councillor West from South Tyneside Council be appointed as Vice-Chair of the Sub-Committee for the Municipal Year 2014/15.

8 APOLOGIES FOR ABSENCE

Councillor McCarty.

9 DECLARATIONS OF INTEREST

There were no declarations of interest.

10 MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 29 May 2014 subject to exclusion of Councillor Hobson from the list of attendees were approved as a correct record and signed by the Chair.

11 BUS STRATEGY DELIVERY PROJECT UPDATE

Members considered the report which provided a background briefing on the Bus Strategy Delivery Project and informed Members on the process that was intended to take place over coming months to determine a way forward.

RESOLVED – That:

- I. The background information contained in this report be noted; and
- II. A further report be received at the next meeting of the Sub-Committee in order to inform its decision to make any appropriate recommendation(s) to the North East Leadership Board regarding the creation and development of a Quality Contract Scheme or a Voluntary Partnership Agreement.

12 ASSIGNMENT OF THE LEASE OF LAND AT STRAWBERRY PLACE, NEWCASTLE UPON TYNE

Members considered the report which sought Members' approval for the assignment of the lease of land at Strawberry Place, Newcastle Upon Tyne to Morgan Sindall Investments Limited.

RESOLVED – That the assignment of the lease of land at Strawberry Place, Newcastle Upon Tyne to Morgan Sindall Investments Limited be agreed.

13 DATE AND TIME OF NEXT MEETING

September 2014, date and time to be confirmed, and 7 October 2014 at 2pm. Members' availability would be checked.

Members requested detailed reports to a future meeting on all key elements of the public transport, including the Tyne Pedestrian and Cycling Tunnels, freight and taxis to ensure they were informed of any developments and could therefore exercise effective governance. The Chair asked that consideration should be given to the possibility of establishing working groups.

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Transport North East (Tyne and Wear) Sub Committee

DATE: 9th October 2014

SUBJECT: Tyne and Wear Local Sustainable Transport Fund (LSTF) Programme – Go Smarter

REPORT OF: Transport Lead Executive Officer

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the progress towards the delivery of the Tyne and Wear 'Schools Go Smarter' and 'Go Smarter to Work' programmes, being delivered as part of the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) programme.

RECOMMENDATIONS

It is recommended that the Committee agree to receive this report for information.

1 **Background Information**

1.1 **Schools Go Smarter**

Schools Go Smarter (SGS) began in July 2011, following the successful bid to the DfT. £4.904m of funding was awarded to the ITA to be delivered by March 2015.

School run traffic has a significant impact on congestion. During school holidays, peak journey times reduce by over 25% on our main corridors. This shows the impact it has on the traffic on our roads which affects business growth and the environment. By encouraging more children and their parents / carers to use alternative transport, including walking and cycling, SGS aims to reduce congestion as well as reduce CO2 emissions, improve health and benefit the local economy.

Through Schools Go Smarter we are delivering an integrated programme of initiatives to encourage children and parents to try alternatives to car travel. These include projects involving walking, cycling, road safety and public transport initiatives. The projects have been grouped under five key themes: Active Travel; Road Safety; Infrastructure; Promotion and Marketing; and Programme Management. In the past two years (2011/12 – 2013/14), car use for the school run has dropped by 4% in Tyne and Wear (31% to 27%), based on the results for the 2011/12 and 2013/14 Hands Up Survey.

Go Smarter to Work

Go Smarter to Work (GSW) began in September 2012, following the successful bid to the DfT, £4.995m of funding was awarded to the ITA to help relieve the congestion on the A1 Western Bypass and to invest in measures that promote sustainable transport across Tyne and Wear, and in particular key employment areas served by the A1 Gateshead Western Bypass, up to the end of March 2015.

Go Smarter to Work is currently delivered through four scheme packages:

- Improved infrastructure – bus priority, cycle and pedestrian routes, and cycle parking at interchanges;
- Improved travel information – real time passenger information and marketing;
- Behaviour change measures through business engagement and smarter choices initiatives; and
- Travel support for jobseekers.

The behaviour change measures, through business engagement, are concentrated in four key employment areas – Metrocentre, Newcastle Gateshead Urban Core, Team Valley and Washington. This is targeted at reducing congestion on the A1 Western Bypass, in particular the number of short-distance, work related trips which are the primary cause of congestion and delay.

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2 **Extension Funding**

- 2.1 In the Autumn of 2013, DfT announced there was a potential underspend on the LSTF programme nationally and invited further bids from authorities, who were able to deliver and spend funding by March 2015. This was referred to as 'Extension Funding'.

Tyne and Wear submitted a bid to DfT in October 2013, which consisted of an enhancement of the current programmes – both SGS and GSW.

In March 2014, DfT contacted Tyne and Wear and announced that £2 million had been identified across the LSTF programmes nationally. £904,000 of this was awarded to Tyne and Wear. A further 8 areas / programmes across the country also benefitted however Tyne and Wear received the most substantial allocation. This is all revenue money.

Of the total £904,000, £609,000 was allocated to the SGS programme and £295,000 to the GSW programme.

3 **LSTF 2015/16**

- 3.1 All current LSTF programmes in England are due to finish at the end of March 2015. In January 2014, DfT made an additional £78.5m in revenue funding available for LSTF programmes in England during 2015/16. The grant is available for the period from 1 April 2015 to 31 March 2016.

In March, Tyne and Wear ITA submitted a bid to the 2015/16 funding scheme. This bid also needed to complement infrastructure investment established through the LSTF Capital 2015/16 Bid for Tyne and Wear, Durham and Northumberland. This capital bid forms part of the Strategic Economic Plan produced by the North East Local Enterprise Partnership.

The bid will help to address congestion on the A1 Western Bypass and the A19 Corridor, by targeting peak time travel to employment areas and to schools. It will also assist with reducing CO2 emissions, improving health and benefitting the economy of Tyne and Wear. Significant road works are expected on and around the A1 Western Bypass and A19 Corridor in the near future impacting on travel flows. Therefore it will be particularly important to encourage a shift to sustainable modes of transport to ensure the economic prosperity of the area is not detrimentally impacted.

In July, DfT announced that Tyne and Wear were successful in their 2015/16 revenue bid. This results in a total award of £3.85 million revenue grant funding for the Tyne and Wear Go Smarter programme for April 2015 to March 2016 delivery. The 2015/16 programme will include:

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Schools Go Smarter:

Continuation of the revenue elements of the Schools Go Smarter Programme by delivering walking, cycling, public transport and road safety based projects which are presently being delivered at schools in Tyne and Wear. This will be aimed specifically at those schools on the corridors feeding the A1 and A19.

Go Smarter to Work:

Continuation of the existing behaviour change and business engagement work being carried out through Go Smarter to Work, at four key employment sites: Metrocentre; Newcastle Gateshead Urban Core; Team Valley; and Washington, which are all served by the A1 Western Bypass.

Replicating this behaviour change and business engagement work on the A19 Corridor by targeting six employment areas: Cobalt Business Park, Tyne Tunnel Trading Estate in North Tyneside; Boldon Business Park, Port of Tyne and Bede Industrial Estate in South Tyneside; Sunderland Enterprise Park, Doxford Park in Sunderland.

Continuation of the Scooters to Work and Jobseekers Ticketing initiatives, whilst also supporting revenue costs for some of the LSTF Capital 2015/16 proposals such as Real Time Passenger Information (RTPI), Urban Traffic Management and Control (UTMC), and Gateways.

4 Potential Impact on Objectives

- 4.1 Successful delivery of the Tyne and Wear Local Sustainable Transport Fund programme is intended to:
- Support economic development and regeneration and safe and sustainable communities by tackling the problems of congestion thereby improving the reliability and predictability of journey times.
 - Address climate change by increasing the use of sustainable and active modes of travel and thus reducing harmful emissions generated by single occupancy private car use.
 - Support safe and sustainable communities by enhancing road safety and expanding travel opportunities.

5 Finance and Other Resources

- 5.1 This report is for information and there are no direct financial or resource implications for the Combined Authority arising from these recommendations. The report demonstrates the success of the region in attracting additional grant funding to support its objectives. It should be noted that, to secure the £3.85m additional revenue grant funding, linked transport capital match funding of the £2.408m was identified together with a revenue match of £0.197m from the 5 Tyne and Wear districts and Nexus.

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6 **Legal**

- 6.1 There are no specific legal implications arising from this report. The report is solely to update members on progress with the delivery of projects falling within the Local Sustainable Transport Fund (LSTF) programme.

7 **Other Considerations**

7.1 Consultation/Community Engagement

Several consultations have taken place during the course of the current programme. These include Stakeholder Analysis for both the SGS programme and the GSW programme. More recently, Customer Service Satisfaction Surveys have been undertaken for both programmes of work.

7.2 **Human Rights**

There are no direct human rights implications arising from this report.

7.3 **Equalities and Diversity**

All eligible residents / communities / commuters of Tyne and Wear have access to the Go Smarter programmes.

7.4 **Risk Management**

The programme is managed through Project Vision. A detailed Risk and Issues log is updated monthly with risks and issues managed appropriately.

7.5 **Crime and Disorder**

There are no direct implications for crime and disorder arising from the report.

7.6 **Environment and Sustainability**

The programme aims to address climate change by increasing the use of sustainable and active modes of travel and thus reducing harmful emissions generated by single occupancy private car use.

8 **Background Documents**

- 8.1 Key Components Schools Go Smarter Bid (2011)

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Go Smarter to Work Bid (2012)
SGS Extension Bid (October 2013)
GSW Extension Bid (October 2013)
Go Smarter Revenue 2015/16 Bid (March 2014)

All Background Documents are available from the Contact Officers

9 **Links to Plans in the Policy Framework**

- 9.1 This report links to the North East's Strategic Economic Plan (SEP) which emphasises the benefits of promoting sustainable travel to reduce congestion, contribute to our environmental objectives and improve public health.

10 **Appendices**

- 10.1 No Appendices to the report

11 **Contact Officers**

- 11.1 Nick Clennett (Programme SRO)
Head of Transport Strategy
Gateshead Council
Phone: 0191 433 2526
Email: nickclennett@gateshead.gov.uk

Melanie Carls
Tyne and Wear LSTF Programme Manager
Regional Transport Team
Civic Centre Newcastle
Phone: 0191 211 6023
Email: melanie.carls@newcastle.gov.uk

12 **Sign Off**

- Head of Paid Service ✓
- Monitoring Officer ✓
- Chief Finance Officer ✓

The Tyne and Wear Sub-Committee of the Transport North East Committee

DATE: 9 October 2014

SUBJECT: Decision making support processes

REPORT OF: The Monitoring Officer

EXECUTIVE SUMMARY

The purpose of this report is to consider options to enable the provision of appropriate and timely information to Members of the Committee specifically through the use of working group/or briefing arrangements to support the decision-making of the Tyne and Wear Sub-Committee of the Transport North East Committee.

RECOMMENDATIONS

It is recommended that the Committee:-

Note the contents of the report, and establish an informal process which would provide for member briefing and discussion, without the need to set up formal Working Groups.

1 Background Information

- 1.1 The North East Combined Authority (the NECA) was established on the basis that it would be a lean, efficient and streamlined decision making body when exercising the economic development, regeneration and transport functions allocated to it by the Order establishing the Authority. The streamlined approach is reflected in the Authority's committee structure and processes for decision making in general. The governance structure currently within the Constitution provides for a total of three committees in addition to the Leadership Board and one sub Committee, namely the Transport North East (Tyne and Wear) Sub Committee.
- 1.2 The resources available for the support of the Authority are focussed on the functions of the NECA as described above. In addition to the resources within the Constituent Authorities to support their functions held concurrently with the NECA, namely Economic Development and Regeneration, support is provided through Service Level Agreements to ensure the Transport and the NECA core support functions are fulfilled. This includes support to the Leadership Board and Committees established by the Leadership Board referred to above.
- 1.3 At the meeting of this Committee on 29 July Members sought information regarding the options for the sub-committee to create additional support structures to assist the Committee in fulfilling its role. To provide additional

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clarity regarding this issue, a report is also on the Agenda which provides information on the role and responsibilities of the Committee and the role of Nexus. In addition reports are also submitted which provide updates on a range of matters which prior to the creation of the NECA were considered by the former ITA such as the New Tyne Crossing performance and construction related matters and progress with works on the Tyne Pedestrian and Cyclist Tunnel. It is envisaged that such updates will continue to be provided on progress on these matters in the future.

- 1.4 Should members wish to receive additional information regarding the delivery of the Transport responsibilities less formally two options have been identified for this purpose. Firstly, the establishment of Working Groups similar to those previously used in the Integrated Transport Authority and secondly, the creation of workshop arrangements which may be used to assist in the development of skills and knowledge of Members with roles within the NECA and also provide an opportunity for such Members from across the Authority's area to meet and work together on topics of common interest. This also offers the opportunity for consultation with Members on topics to be considered by the Leadership Board or other NECA committees.

Working Groups

- 1.5 The working groups established by the former ITA comprised both Members and officers who work together on specified topics for the purpose of sharing information with those members informally, seeking views and making recommendations to the ITA committees for decision. The working groups would be focussed on matters specifically relevant to the sub committee.
- 1.6 Under the ITA arrangements, the membership of a working group was flexible, and made up of members of the ITA, officers and/or members or officers of the its constituent authorities.
- 1.7 If working groups are to be arranged under the new NECA arrangements, a protocol to determine when such groups are to be established would need to be agreed by the Leadership Board. Such a protocol would comprise principles for the creation of such a working group that would be applicable for both transport functions and other functions exercised by the NECA. Such a protocol could address issues including –
 - How the scope of the work to be undertaken is determined to avoid duplication and the carrying out of non priority work. In this context the role of Overview and Scrutiny Committee in supporting the development of policy would need to be taken into account.
 - Inclusiveness: Seeking nominations from each authority and to ensure inclusiveness. Also noting that not all Authorities may be interested/affected and whether joint working groups with Constituent Authorities would be envisaged.

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- The Constitution currently states that the Thematic Leads would Chair Working Groups, this could be amended to include their nominee if desired

1.8 At the present time the Constitution only provides for the creation of Scrutiny Groups to work on specific studies but does not otherwise make provision for similar working groups for other Committees and associated application of resources to support such groups. The Constitution is subject to review at this point and changes to introduce new and additional arrangements may be recommended to the Leadership Board for inclusion in the Constitution if requested by the sub committee.

Workshops/Officer Briefings

- 1.9 As an alternative to establishing working groups, regular briefings or discussion groups on topics relevant to the ongoing establishment and development of the role of the NECA and emerging operational matters as appropriate may be arranged. A programme of topical workshops could be developed and could be open to all Members of the NECA and NELEP and, where appropriate, to members of the Constituent Authorities interested in the subject matter. The workshops may be lead by subject specialists who may be officers of the NECA or officers from bodies outside NECA such as Nexus or the constituent authorities or potentially through the NELEP or other by other third party specialists.
- 1.10 The subject matter of a seminar could be wide ranging and developed in conjunction with Members with roles across the Authority, from the Leadership Board, Transport North East Committee or this sub committee, the Governance Committee or the Overview and Scrutiny Committee. The seminars could provide the opportunity to receive information on progress in specific areas of the NECA's responsibility, current topical matters include the combined Transport Plan, Quality Contracts Scheme and/or Voluntary Partnership Scheme as well as Metro performance, for example. It may also be used as a method of seeking views of members on topics of wide interest.
- 1.11 A programme similar to that proposed is currently emerging with the Overview and Scrutiny Committee and Governance Committee being jointly provided with the opportunity to attend briefings on regeneration and inward investment and the transport responsibilities of the NECA in October and December. In addition briefings on the Bus Strategy were held on 1 October and were open to all TNEC Members.
- 1.12 Such a programme of workshops could be developed with out any necessary amendment to the Constitution and progressed without delay by invitations to the sessions currently organised being extended to other Members with roles in the NECA.

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2 Proposals

- 2.1 That the sub-committee considers this report, and agrees to establish workshops as appropriate to consider high priority issues, without the need to establish more formal arrangements or to amend the constitution at this stage.

3 Next Steps

- 3.1 Depending on the recommendations emerging appropriate recommendations will be made to the Leadership Board to enable Working Groups to be set up, or otherwise the development of a programme of seminars will be progressed.

4 Potential Impact on Objectives

- 4.1 The recommendation will provide additional support to the sub committee so that it is equipped to undertake its decision making responsibilities from a sound knowledge base.

5 Finance and Other Resources

- 5.1 No staffing capacity or funding to support working groups was provided for in establishing the currently NECA corporate budget. Support will either need to be provided by constituent councils or from any existing/identifiable budgets for Transport/ Economic Development or skills or would form part of a request for use of corporate reserves or additional corporate budget for future years for consideration by the Leaders Board as part of the budget process.
- 5.2 The source of funding for any capacity or support costs of any working group will need to be identified in discussion with the Chief Finance Officer of NECA and considered as part of the decision to establish any working groups or seminars.

6 Legal

- 6.1 The constitution currently only provides for working groups to support the delivery of the functions of the NECA for Overview and Scrutiny Committee. Such Scrutiny Groups would be supported and resourced through the service level agreements and associated arrangements currently in place to support the NECA. Amendment to the Constitution to include additional working groups with the associated provision of additional resources is a matter for consideration by the Leadership Board.
- 6.2 A review of the Constitution is progressing and will be addressed by the Leadership Board shortly. Proposed changes to the Constitution require the unanimous support of the Leadership Board.

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6.3 The provision of informal seminars/briefings are within the delegated powers of the Head of Paid Service to secure and do not require any changes to the Constitution.

6.4 The creation of any new sub committees, although technically within the power of the parent Committee, may be dissolved by the Leadership Board if not supported and resourcing agreed by the Leadership Board. The current Access to Information legislative requirements would apply to any sub committee in the usual way.

7 Other Considerations

7.1 Consultation/Community Engagement

There are no specific consultation/community engagement considerations arising from this report.

7.2 Human Rights

There are no human rights implications directly arising from this report.

7.3 Equalities and Diversity

There are no equalities and diversity implications directly arising from this report.

7.4 Risk Management

There are no specific risk management implications arising from this report.

7.5 Crime and Disorder

There are no crime and disorder implications directly arising from this report.

7.6 Environment and Sustainability

There are no environment and sustainability implications directly arising from this report.

8 Background Documents

8.1 The NECA Constitution.

9 Links to Plans in the Policy Framework

9.1 There are no links to plans in the policy framework.

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10 Appendices

10.1 None

11 Contact Officers

11.1 Vivienne Geary, Monitoring Officer – Viv.geary@northtyneside.gov.uk,
Tel: 0191 6435339

12 Sign off

- Head of Paid Service ✓
- Monitoring Officer ✓
- Chief Finance Officer ✓

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