
TRANSPORT FOR TEES VALLEY

**Meeting held at TAD Centre, Ormesby Road, Middlesbrough at 2.00pm on
Tuesday, 20th January 2009**

ATTENDEES

Councillor David Budd	Middlesbrough BC	Chair
Councillor David Lyonette	Darlington BC	
Councillor Charles Rooney	Middlesbrough BC	
Mike Robinson	Stockton on Tees BC	
Simon Dale	Redcar and Cleveland BC	
Dave Stubbs	Hartlepool BC	
Vanessa Gilbert	Highways Agency	
Brian Glover	Middlesbrough BC	
Alistair Smith	Hartlepool BC	
Martyn Pellew	PD Ports	
Simon Dove	One NorthEast	
Mark Wilson	One NorthEast	
Robin Knight	Stagecoach North East	
Penny Marshall	Government Office North East	
Barrie Mason	North Yorkshire County Council	
John Lowther	Tees Valley Joint Strategy Unit	
Jonathan Spruce	Tees Valley Joint Strategy Unit	
Peter Bell	Stockton on Tees BC	

PRESENTERS

Phil Berczuk	Steer Davies Gleave
Craig Nelson	Steer Davies Gleave

APOLOGIES

Councillor Bob Cook	Stockton BC
Councillor Mary Lanigan	Redcar and Cleveland BC
Councillor Peter Jackson	Hartlepool BC
Ian Parker	Middlesbrough BC
Richard Whitehouse	Durham Tees Valley Airport
Jonathan May	Arriva North East
Liz Smith	CBI
Adrian White	Durham County Council
Nigel Astell	Tees Valley Regeneration
Andrew Johnson	Government Office North East
Lee Scott	North East Sourcing Limited

1 CHAIR'S WELCOME

The Chairman (DB) welcomed attendees to the meeting.

2 NOTES OF THE MEETING ON 21ST OCTOBER 2008

The minutes of the meeting held on 21st October 2008 were agreed as a true record.

3 CONFLICTS OF INTEREST

No conflicts of interests were declared.

4 MATTERS ARISING

There were no matters arising.

5 PROJECT EXECUTION REPORT

Members were presented with a report on progress towards the three main transport projects within the City Region Business Case and MAA. It specifically focused on reporting exceptions to the project programme and their overall impact.

A meeting had been arranged with the Department for Transport on 8th January to work through a comprehensive set of responses to the latest questions on the Bus Network Improvements major scheme business case and agree a timetable for approvals.

For Tees Valley Metro, Tees Valley Regeneration and the Local Authorities had agreed to split the additional cost of finalising the draft major scheme business case for the project, with an anticipated completion date of the end of February 2009. TVR and the Local Authorities had also developed a joint delivery programme that was being used to scope out the next stages of the project with Network Rail.

The preliminary findings of the A66/A19/A174 Area Action work had been produced, and the detailed modelling phase would commence in February. In the meantime, work had started to examine regulatory and financial barriers to implementing the plan.

RESOLVED that:

1. The report be noted.
2. Members comments be noted.

6 REGIONAL FUNDING ADVICE ROUND 2

JL updated Members on the Regional Funding Advice Round 2, and **JS** provided a specific update on transport schemes.

Having carried out a reassessment of all RFA1 schemes not legally committed to ensure that they continue to meet strategic priorities, remain value for money and were deliverable within the programme period, the Region confirmed its commitment to the schemes already included within the RFA programme.

However, the Region also appraised a number of new schemes, taking account of the emerging strategic framework for the region, sub-regional priorities, and requirements in relation to carbon and environmental impact. A list of 'provisional priorities' were identified, comprising schemes which demonstrate good strategic fit, which could proceed within the programme period and which will provide the region with flexibility to manage the programme.

This list includes an allocation of £30 million as a "contribution to Stage One of Tees Valley Metro", £15 million towards Phase 1 of the Area Action Plan and a £4 million allocation for the East Billingham Transport Corridor.

RESOLVED that the update be noted.

7 LOCAL TRANSPORT ACT

Members were aware that the Local Transport Act received Royal Assent in November 2008, following an 18 month passage through the legislative procedures.

The Act had three main parts:-

It enabled local authorities to improve the quality of local bus services;

It reformed the arrangements for local transport governance in major conurbations; and

It reformed the existing legislation relating to local road pricing

schemes.

During the Bill's passage through Parliament, the Tees Valley authorities and other partner organisations had been working together in anticipation of the Act to produce a locally-tailored response to all three parts of the Act. The rest of this report set out the response in more detail.

In summary, the response involved:-

The development of a Quality Partnership Scheme (QPS) with the principal bus operators, in line with the major bus scheme funding bid that was with Government for approval. Our QPS would follow the scope outlined in the Act and was likely to be the first multi-authority, multi-operator agreement of its type in the country.

The setting up of a non-statutory Transport Board, Transport for Tees Valley, within the new governance structure of Tees Valley Unlimited.

A new way of working with the Highways Agency to make better use of the existing strategic road network without the need for a local road pricing scheme for the foreseeable future.

RESOLVED that the report be noted.

8 DELIVERING A SUSTAINABLE TRANSPORT SYSTEM

The "Delivering a Sustainable Transport System" document, published by the Department for Transport on 25 November 2008 was intended to set out how the Government would take forward transport investment beyond 2014 and how it intended to map out a new 30 year transport strategy over the next 18 months.

The report provided a short outline of the key implications of the document, and in particular its relationship to key Tees Valley priorities and the work being undertaken in the North East region on regional challenges and priorities.

Consultation on the document would be open until 27 February 2009, and a co-coordinated Tees Valley response was suggested in conclusion. It was reported that it may also be worthy of partaking in a regional response on some of the

issues relating to the Strategic National Corridors defined within the document.

Members provided comments on the summary of the document and its implications.

RESOLVED that:

1. The report be noted.
2. Members comments on the DaSTS and its implications be noted.
3. A co-ordinated Tees Valley response to the consultation be endorsed.

9 CONNECT TEES VALLEY – A NEW INFORMATION PORTAL

At the last meeting Members agreed to fund an information portal for transport in the Tees Valley. The initial work on the portal had now been completed and Phil Berczuk and Craig Nelson from Steer Davies Gleave were in attendance at the meeting to present Members with a demonstration version of the system.

Members were very impressed with the demonstration version of the portal and gave some feedback on some possible additions to the system.

RESOLVED that the presentation be received.

10 ANY OTHER BUSINESS

Strategic Rail Partnership

JS reported that the JSU and Northern Rail has commissioned a scoping study into a new strategic rail partnership, and it was intended to bring the action plan from this study to a future Board meeting.

It also was reported that Arriva Cross Country may make a timetable change regarding all services going via Leeds which would help provide a more regular frequency of service at Darlington.

11 DATE OF NEXT MEETING(S)

28th April 2009, venue to be confirmed.
