

TRANSPORT FOR TEES VALLEY

**Meeting held at Castlegate Quay, Moat Street, Stockton on Tees at
2.00pm on Tuesday, 21st July 2009**

ATTENDEES

Councillor Peter Jackson	Hartlepool BC	Chair
Councillor David Lyonette	Darlington BC	
Councillor Bob Cook	Stockton BC	
David Marshall	Association of North East Councils	
Simon Dale	Redcar and Cleveland BC	
John Anderson	Darlington BC	
Dave Stubbs	Hartlepool BC	
Vanessa Gilbert	Highways Agency	
Mike Robinson	Stockton BC	
Neal McCay	Durham County Council	
Andrew Bainbridge	North Yorkshire County Council	
Richard Whitehouse	Durham Tees Valley Airport	
Brian Glover	Middlesbrough BC	
Tom Bridges	ARUP	
Andrew Johnson	Government Office North East	
Alastair Smith	Hartlepool BC	
Jonathan Spruce	Tees Valley Joint Strategy Unit	
Steve Payne	Tees Valley Joint Strategy Unit	
Sarah Johnson	Stockton BC	

APOLOGIES

Councillor Charles Rooney	Middlesbrough BC
Councillor Mary Lanigan	Redcar and Cleveland BC
Nigel Cay	Network Rail
Councillor David Budd	Middlesbrough BC
Barrie Mason	North Yorkshire County Council
Adrian White	Durham County Council
Mark Wilson	One NorthEast
Simon Dove	One NorthEast
Penny Marshall	Government Office North East

1 CHAIR'S WELCOME

The Chairman (PJ) welcomed attendees to the meeting and thanked the previous Chairman (DL).

2 NOTES OF THE MEETING ON 28TH APRIL 2009

The minutes of the meeting held on 28th April 2009 were agreed as a true record.

3 CONFLICTS OF INTEREST

None.

4 MATTERS ARISING

Regional Funding Advice Round 2

The Board was presented with a report that provided an update on the Regional Funding Advice Round 2. The revised programme was presented to the Board.

Strategic Rail Partnership

The Board was informed that the Strategic Rail Partnership now had a Terms of Reference and a job description had been drawn up for a Partnership Manager.

Community Infrastructure Fund

JS thanked all Officers for their work and indicated that a response to the business case submitted in May is imminent from the Government. It was also noted that the visit from Lord Adonis originally planned for July would now be taking place in September. An event had been planned at Darlington Station. AJ (GONE) agreed to circulate the date of the September event to Board Members.

5 TEES VALLEY BUS NETWORK IMPROVEMENTS

The Board was provided with an update report on the progress of the Bus Network Improvements major scheme.

On 23 June 2009, the Minister of State for Transport, Sadiq Khan, had announced that the Tees Valley Bus Network Improvements project had been granted Programme Entry status by the Department for Transport (DfT). The total funding package was around £60 million, of which £40 million was being provided by the DfT, and the remainder by the Tees Valley Local Authorities and private sector contributions.

The project covers all corridors across the Tees Valley on which the core commercial services operating during the

daytime between Mondays and Saturdays either is at, or will be at, a minimum of six services per hour, fixed for a minimum period of five years. Details of the list of corridors included within the project were provided to the Board, broken down by Borough.

The Board was given details of the types of measures to be implemented on these corridors. The services included within the project were also provided to the Board, broken down by Borough.

Having gained entry into the Government's forward programme, there is a need to secure Full Approval for the project within the next six months. In order to secure the Government funding, an updated business case was required that demonstrated more detailed modelling of the benefits of the agreed measures, as well as some market testing of the cost estimates included within the original bid, and a confirmation of the final cost estimates and expected contributions.

The Board was advised that the next steps within the project would be to:

- develop the schemes within the early part of the revised infrastructure schedule to obtain supplier prices;
- obtain the necessary traffic orders to implement the measures planned within the first year of the project; and,
- work with the Joint Strategy Unit and bus operators to confirm the anticipated benefits for the corridors.

There would also be more local consultation on the proposals for each of the corridors later in 2009, with the aim of substantial work starting early 2010, assuming final Government approval, and completion of work on all of the corridors planned for mid-2012.

It was noted that the Project Board met on Friday 17 July to agree the infrastructure schemes for Year 1.

RESOLVED that the information be noted.

6 DURHAM TEES VALLEY AIRPORT

It was explained that in response to the recent consultation on Reforming the Framework for the Economic Regulation for UK Airports, the Joint Strategy Unit prepared a submission on behalf of the Local Authorities. A copy of the submission was provided to the Board.

In summary, the response rejected totally the proposals and arguments put forward in the proposed regulatory framework justifying the lack of any proposals for the maintenance of regional connectivity to Heathrow, an issue that had been raised by Members previously.

It was noted that discussions were continuing with the Regional Minister and his counterparts in Yorkshire and Humber and the South West, as well as through The Northern Way to try to form a coalition of similar views on regional airport connectivity in an attempt to signal to Government the consequences of the current regulatory framework to regional airports and the clear need for change.

It was explained that ONE were currently looking at whether a Public Service Obligation (PSO) was viable and the likely costs of this. The results of the work were expected by September. The Board endorsed the work by ONE.

RESOLVED that the information be noted.

7 DELIVERING A SUSTAINABLE TRANSPORT SYSTEM

The Board considered a report on Delivering a Sustainable Transport System (DaSTS). The Board was provided with a note from One NorthEast (ONE) which gave a succinct summary of the DaSTS process and its aims and objectives.

At the end of June, the Region submitted its work programme in accord with Stage 1 of the process outlined in the note. This would determine the work required within the North East over the next two years to feed into the scheme prioritisation exercise beyond 2014 and the longer term transport strategy.

Consultants Arup had been commissioned by ONE to lead the preparation of the North East's response, with the clear brief to draw on many of the existing sources of evidence as to the Region's challenges and priorities, primarily two reports agreed by the Region within the last 12 months.

The conclusions of the work programme put forward a number of key studies that were required by the Region to inform Stages 2 to 4 of the DaSTS work. The Board was given further details of some of the key studies.

It was noted that given that the work programme recognised the need to develop work further on the Tees Valley's internal accessibility, the connections with the Tyne & Wear City Region, as well as continuing to work with the Highways Agency to develop improvements for the A66 and A19, it was considered that the work programme encompassed the requirements to develop the Tees Valley's case within DaSTS.

It allocated a significant proportion of the regional allocation for

development funds to the Tees Valley to undertake new data collection in order to update the existing multi-modal and micro-simulation transport models, which should offset some of the issues recently experienced with the DfT through appraisal of major schemes. The Board was provided with a copy of the proposed work programme.

A representative from Arup gave a short presentation on the DaSTS process for the North East.

The Board discussed the possibility of high speed rail links elsewhere in the country and how this could link with the region.

RESOLVED that the information be noted.

8 LOCAL TRANSPORT PLAN 3

Members of the Board were reminded that at the last meeting, the Joint Strategy Unit had indicated that the process of preparing the Third Local Transport Plan (LTP3), covering the period from 2011 to 2016, had begun with a consultation on the draft LTP guidance from the Department for Transport (DfT).

The Local Authorities had been considering the scope, content and format of LTP3, given that the DfT was not intending to issue prescriptive guidance as it did previously, that LTP3 would no longer be a 'bidding' document – indicative block allocations up to 2019 had already been provided – and that there would no longer be any formal monitoring of LTPs.

It was explained that a key theme within the development of LTP3 in the Tees Valley would be joint working between the five Local Authorities wherever possible. This would help to deliver efficiencies and provide a stronger co-ordinated voice for the City Region. To facilitate this, an LTP3 Joint Working Group had been established with representation from the Authorities and the JSU.

The Board was presented with a framework diagram showing the agreed split of responsibilities with the JSU leading on the development of the City Region Transport Strategy and the five Authorities leading on the development of their individual LTP3s. The Board was given further details of the main elements of the framework.

The Board received a presentation from the Transport Strategy Team of the JSU that outlined the intended way forward.

It was explained that LTP3 would be a relatively short document that would refer to other relevant documents and could be easily updated.

It was noted that there was a Local Transport Plan 3 workshop on 7th September.

RESOLVED that the information be noted.

9 ANY OTHER BUSINESS

None.

10 DATE OF THE NEXT MEETING(S)

Tuesday, 20th October 2009

Tuesday, 26th January 2010

Tuesday, 27th April 2010

Meetings to be held at 2pm – venue to be confirmed