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**TRANSPORT FOR TEES VALLEY**

**Meeting held at City Learning Centre, Normanby Road, South Bank at  
2.00pm on Tuesday, 21<sup>st</sup> October 2008**

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**ATTENDEES**

Councillor Bob Cook	Stockton on Tees BC	
Councillor David Budd	Middlesbrough BC	Chair
Mike Robinson	Stockton on Tees BC	
Simon Dale	Redcar and Cleveland BC	
John Anderson	Darlington BC	
Brian Glover	Middlesbrough BC	
Alistair Smith	Hartlepool BC	
Dave Parker	Highways Agency	
Martyn Pellew	PD Ports	
Simon Dove	One NorthEast	
Barrie Mason	North Yorkshire County Council	
Andrew Johnson	Government Office North East	
John Lowther	Tees Valley Joint Strategy Unit	
Jonathan Spruce	Tees Valley Joint Strategy Unit	
Peter Bell	Stockton on Tees BC	

**PRESENTERS**

Stephen Larkin	Institution of Civil Engineers
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**APOLOGIES**

Vanessa Gilbert	Highways Agency
Councillor Mary Lanigan	Redcar and Cleveland BC
Councillor David Lyonette	Darlington BC
Councillor Peter Jackson	Hartlepool BC
Councillor Charles Rooney	Middlesbrough BC
Richard Whitehouse	Durham Tees Valley Airport
Adrian White	Durham County Council
Nigel Cay	Network Rail
Penny Marshall	Government Office North East

**1 CHAIR'S WELCOME**

The Chairman (DB) welcomed attendees to the meeting.

**2 NOTES OF THE MEETING ON 22<sup>ND</sup> JULY 2008**

The minutes of the meeting held on 22<sup>nd</sup> July 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 EXECEPTION 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.

The response from the Department for Transport (DfT) to the business case for the Bus Network Improvements scheme had been delayed from the anticipated date of September to the end of the year, following the request for a substantial amount of additional information on traffic modelling. This meant that the majority of the implementation work would not commence until Spring 2009.

The Tees Valley Metro project had been agreed as a regional priority but with the Region stating that it was outside the scope of Regional Funding Advice (RFA) and requesting that DfT consider an alternative funding source. TVR and the Local Authorities were drawing up an agreed timetable for further consultation on the project, both with the DfT and within the Tees Valley, from which a more firm date could be established for the likely submission of business case to Government.

The outcomes of the A66/A19/A174 Area Action plan project had been delayed due to traffic modelling resources being redeployed on other projects. However, the findings of the project were likely to be available towards the end of October, and the delay would not have an adverse impact on the preparation of a funding bid for RFA2 later in 2008.

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With regard the Tees Valley Network Improvements Members felt that if there had not been an answer to the proposals from the DfT by the next meeting of Transport for Tees Valley in January 2009 then a letter be sent to Government Ministers.

With regard the Tees Valley Metro, Andrew Johnson (GONE) reported that he had formally wrote to DfT requesting that the DfT take on the project. A response had not yet been received but Andrew Johnson indicated that all the DfT money was committed until 2014 and that they wouldn't like to commit to a capital project. Andrew Johnson reported that he was trying to see if the DfT would be more flexible and their response may indicate request that the project be broken down into bite size bits.

With regard the A66/A19/A174 Area Action Plan, Andrew Johnson reported that there had been approximately 21 bids for approximately £45 million of work from the North East and therefore prioritisation would be difficult. The RFA2 bidding process would be starting soon and there may be a Community Infrastructure Fund bid.

RESOLVED that:-

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

## **6 REGIONAL FUNDING ALLOCATIONS AND SUB NATIONAL REVIEW**

The RDA Board and the Leaders' Forum had been asked to provide advice to Government by February 2009 on the expenditure of the regional funding allocation on major transport schemes, housing (i.e. Regional Housing Board budget), economic development (ONE budget), regeneration (ONE and Homes and Communities Agency) and the priorities for expenditure on adult skills. Two groups had been set up to carry out this work – a Coordination Group jointly chaired by Alan Clarke and Roger Kelly (on which Paul Walker represented the Tees Valley) and a working group (on which John Lowther represents the Tees Valley). The issues which were being raised were:

1. Whether local authority block transport funds should be included in the advice in accordance with the Government's request.
2. Whether 10% of the work allocation should be top sliced to fund a Regional Infrastructure Fund.

3. Whether a broader grouping than the LSC is required to advise on adult skills.

4. Whether the region should accede to the Government's request to produce a regional map defining priority areas for regeneration.

The Government's response to the sub national review would be released in the next 2 weeks from the date of this meeting. As a temporary arrangement ANEC proposed that ANEC become the regional planning body with the Leaders' Forum and three or four other partners becoming the final decision making body on regional planning matters. The Government may well decide that this arrangement should be the permanent solution for approving the Integrated Regional Strategy.

JL

JL

It was reported that the board needed to ratify its priorities for transport schemes within RFA2 through the sub-regional submission. John Lowther outlined that he would email the draft sub-regional input to Members and ask for comments within one week.

John Lowther asked whether 10% of the work allocation should be top sliced to fund a Regional Infrastructure Fund. Members agreed that this was a good idea and it should be on a scheme by scheme basis.

RESOLVED that Member views be noted.

## **7 INSTITUTION OF CIVIL ENGINEERS' STATE OF THE NATION REPORT**

It was reported that each year the Institution of Civil Engineers (ICE) produced a "State of the Nation" report that concentrated on one area of the UK's infrastructure. In 2008, the report's focus was on transport, and the report was launched on 14<sup>th</sup> October.

In association with the national report, the North East Branch of the ICE had produced a regional briefing sheet that set out the Region's challenges and possible solutions. Given the work being undertaken by One NorthEast on future transport challenges and direction, and the upcoming Regional Funding Advice 2 process, it was felt that Members may be interested to see the briefing sheet.

Members accepted that the document had some good points but felt that it needed some more evidence to substantiate its analysis.

RESOLVED that the report be noted.

## **8 CONNECT TEES VALLEY – A NEW INFORMATION PORTAL**

Jonathan Spruce presented Members with details of a possible information portal for transport in the Tees Valley. The presentation detailed examples from other areas and an example of how the portal would look for the Tees Valley. It was outlined that all the information for the portal was already available and it would be a case of linking the information together.

With regard the cost for portal, it was reported that £60k was needed by February/March 2009 and then a further £30k would be needed to personalise the system to the Tees Valley. There would be a possible income from adverts that could be placed on the portal.

Members discussed the scheme and the benefits that the portal would bring to the Tees Valley and overall endorsed the scheme.

RESOLVED that:-

1. The presentation be received.
2. Members comments be noted.

**JS**

## **9 TEES VALLEY UNLIMITED ANNUAL CONFERENCE**

Members were presented with a report on the initial proposal for the Tees Valley Unlimited Annual Conference to be held in January 2009.

It was recognised that an annual conference was needed to communicate with the broader partnership the work of Tees Valley Unlimited and receive feedback.

The objectives and target audiences for the conference were detailed within the report.

It had been suggested that the first TVU Business Dinner be held the evening before the conference (potentially the Thursday evening with the conference on the Friday) with a

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speaker such as one from the Bank of England. The conference would start with initial plenary session(s) followed by a series of participating workshops on various key themes. High profile people were needed to facilitate these workshops and a note would be needed afterwards. In the afternoon a series of elective tours could be organised to highlight the development opportunities in Tees Valley and the world class facilities, businesses and developments already located in the Tees Valley.

A high profile person was needed to open the conference. Discussions were taking place with Hazel Blears' office regarding her availability. If Hazel Blears was not available an approach could be made to John Healey the MAA Champion.

An audience of 200 to 250 people was envisaged and a venue was needed which was central and could provide rooms for workshops. Possible options were Wynyard Hall or Wynyard Park. Sir John Hall had indicated that he would sponsor the event, providing the venue free of charge. Other potential sponsors were being approached. The Evening Gazette had shown interest in sponsoring the conference. The Academy for Sustainable Communities had also indicated that they would sponsor the event. One NorthEast had indicated that it could provide in kind support such as film material for use in a promotional DVD which would play in the background at the event and would be available to take away. The New Local Government Network had also indicated that it would like to be involved, potentially facilitating a workshop.

In terms of timescales to hold an event of the prestige and scale envisaged, to gain the involvement of a Government Minister and to secure the venue January 2009 was being looked. To deliver such an event to this timescale would be challenging and an event management company was needed to organise it.

The views of the Transport for Tees Valley Board were requested and the sub Board's agreement was sought for the JSU to further develop the agenda for the conference along the lines outlined above in consultation with the Chair.

**LE**

Members supported the idea of an Annual Conference and felt that the promotional DVD would be good tool to use after the conference to promote the area.

RESOLVED that:-

1. The report be noted.
2. Member's comments be noted.

**10 DATE OF NEXT MEETING(S)**

20<sup>th</sup> January 2009

28<sup>th</sup> April 2009

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