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**TRANSPORT FOR TEES VALLEY**

**Meeting held at Castlegate Quay, Moat Street, Stockton on Tees, TS18 3AZ at  
2.00pm on Tuesday, 22<sup>nd</sup> July 2008**

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**ATTENDEES**

Councillor Bob Cook	Stockton on Tees BC	
Councillor David Budd	Middlesbrough BC	
Councillor David Lyonette	Darlington BC	Chair
Dave Stubbs	Hartlepool BC	
Martyn Pellew	PD Ports	
Richard Whitehouse	Durham Tees Valley Airport	
Barrie Mason	North Yorkshire County Council	
Nigel Astell	Tees Valley Regeneration	
Andrew Johnson	Government Office North East	
John Lowther	Tees Valley Joint Strategy Unit	
Jonathan Spruce	Tees Valley Joint Strategy Unit	
Steve Payne	Tees Valley Joint Strategy Unit	
Richard McGuckin	Stockton on Tees BC	
Peter Bell	Stockton on Tees BC	

**PRESENTERS**

Steve Spink	Highways Agency
James Finch	Highways Agency

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**APOLOGIES**

Mike Robinson	Stockton on Tees BC
Vanessa Gilbert	Highways Agency
Nigel Cay	Network Rail
Simon Dove	One North East
Liz Esnouf	Arriva North East
Penny Marshall	Government Office North East

**1 CHAIR'S WELCOME**

The Chairman (DL) welcomed attendees to the meeting.

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

The minutes of the meeting held on 22<sup>nd</sup> April 2008 were agreed as a true record.

**3 CONFLICTS OF INTEREST**

No conflicts of interests were declared.

**4 MATTERS ARISING**

National Transport Awards 2008

**JS** provided an update on the National Transport Awards 2008 submission.

The overall winner was Transport for London – Tour de France London Grand Depart 2007.

RESOLVED that the update be noted.

Letter to National Express

**JS** provided an update regarding the recent changes to the National Express East Coast rail timetable.

At the last meeting Members asked that the JSU write to National Express on their behalf stating concern at the proposals and how this may undermine the significant work being undertaken to improve local, regional and national connectivity via the rail network in the Tees Valley. A copy of the correspondence was attached for Members information.

David Franks MD of National Express Inter City East Coast franchise subsequently called the JSU to apologise for this. He stated it was an error rather than intent and he was now taking a personal interest in ensuring that it be rectified by the December timetable change. The letter had also prompted a review of the timetable change/consultation process by National Express.

RESOLVED that the Board note the content of the letter sent to National Express regarding the timetable change and the response received. The JSU would keep Members informed of any further information received regarding the intended re-instatement of the service.

## **5 TEES VALLEY BUS NETWORK IMPROVEMENTS**

Members were presented with a report on the Major Scheme Business Case (MSBC) for the Tees Valley Bus Network Improvements Scheme, the first of the major City Region transport projects to be progressed to this stage, was submitted to the Department for Transport on 29<sup>th</sup> February 2008.

The Executive Summary of the bid documents was tabled at the meeting on 22<sup>nd</sup> April 2008 for the Boards information. Officers of the Joint Strategy Unit met with Department for Transport on 18<sup>th</sup> March 2008 for preliminary discussions on the content of the bid.

The report provided an update on that meeting and some of the work undertaken over the intervening period. A formal decision on the bid was expected in the late Summer 2008.

**BM** asked if there would be any co-ordination with North Yorkshire.

**JS** outlined that in early September 2008 all the routes would be known and gaps could be identified. **JS** would be happy to meet with Officers in North Yorkshire to discuss this further.

RESOLVED that the work being undertaken since submission of the MSBC and the significant improvements to bus services across the whole of the City Region that the implementation of the scheme would deliver be noted.

## **6 TEES VALLEY METRO**

Members were presented with a report that provided an update on the progress of the Tees Valley Metro project, which had reached a critical stage in its development, with the publication of the draft GRIP3 report by Network Rail, in addition to a number of complementary documents.

As outlined at the last meeting, TVR secured additional funds to complete the GRIP 3 work and prepare a business case submission to DfT.

Currently no funding had been secured for the next phase of the Tees Valley Metro project. This phase would contain two key components – DfT review of the business case and the Network Rail GRIP 4 study. At the time of this meeting there was no agreement on how funds for this phase would be secured but TVR and Local Authorities were working to resolve this issue.

The outputs from all of the above work would drive the refinement of the project Business Case for submission to the DfT during Autumn 2008, subject to the necessary political approvals, and the inclusion of the scheme as a priority within the RFA programme.

**DS** outlined that it was very important to find funding for the feasibility study for the Hartlepool to Nunthorpe line in the current project phase.

**JL** reported that the feasibility study for the Hartlepool to Nunthorpe line must start straight away.

**AJ** felt that this was a big ask for the 5 Tees Valley Authorities. Another option could be for the DfT to take over this project. A small delegation from the Tees Valley could go and lobby MP's. The regional minister was aware of the scheme and was in support of the scheme.

**JL** felt that all the issues needed to be resolved and that the case needed to be presented properly to MP's.

Some members felt it was unacceptable that Bishop Auckland services would be severed at Darlington. **NA** clarified that a decision had not been taken on this issue but would need to be as part of the next project phase

RESOLVED that:-

1. The current progress on each of the main tasks relating to the Tees Valley Metro project be noted.
2. The Director of the Joint Strategy Unit liaises with TVR to resolve the outstanding issues.

## **7 A66/A19/A174 AREA ACTION PLAN**

It was reported that the development of a long term action plan to address the infrastructure requirements for the strategic road network to deliver the planned levels of development across the Tees Valley was a key element of the City Region

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Transport Strategy.

The Joint Strategy Unit (JSU), together with the Highways Agency (HA) and North East Assembly, commissioned the production of the A66/A19/A174 Area Action Plan in 2006, with the aim of providing just such a plan. Whilst initial development was satisfactory, the latter stages of the study had been beset by problems and delays relating to the consultants use of the available modeling tools.

In recent months the JSU and HA had combined to agree a new approach to the study that would provide much more transparent and robust answers and hopefully an agreed action plan by Autumn 2008. The report and the accompanying presentation provided the Board with the best way forward.

The presentation outlined in more detail how the process would work in practice and demonstrated the initial results emerging from the work done to date. All three models had been used in isolation and some encouraging results had emerged regarding early win schemes that would allow development to proceed without an adverse impact on the trunk network.

Members were very impressed by the new approach and the Highways Agency Traffic Impact Toolkit.

RESOLVED that the work being undertaken on the development of the A66/A19/A174 Area Action Plan and the significant benefits that are likely to accrue from the joint working with the Highways Agency be noted.

## **8 TEES VALLEY UNLIMITED BUSINESS PLAN**

A report was presented to Members that provided a working draft of the Tees Valley Unlimited Business Plan 2008/11 that had been agreed by the leadership Board.

The Business Plan drew together and updated the Tees Valley City Region Business Case, the City Region Investment Plan and the Multi Area Agreement and put a performance management framework around it. It was primarily intended to be used for internal partnership performance management purposes but it could also be used more broadly.

**JL** requested that Members endorse the Business Plan. He

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also asked if Members had any performance indicators to forward them to him before the next meeting of the Leadership Board. It was suggested that freight be included in the Business Plan and that TVUO 9 include visitor and residents economy.

RESOLVED that:-

1. The position on the development of the TVU Business Plan be noted.
2. The indicators that the Board will lead on/share responsibility be agreed.
3. Further work be undertaken with partners to identify the targets for the indicators.
4. Further work be undertaken with partners to identify the significant projects/pieces of work where progress should be monitored and reported quarterly.

## **9 DRAFT GOVERNMENT LEGISLATION PROGRAMME 2008/09**

A report was presented to Members that outlined that this was the second time that Government had published their legislative programme in draft prior to the Queen's Speech scheduled for 4<sup>th</sup> December 2008. This year's programme consisted of 18 Bills, which had different time tracks: some Bills were due to appear in draft and then be taken forward in the Queen's Speech after next, some were ready for immediate implementation.

Members were presented with a report that summarized each Bill and where possible focuses on the impact of each Bill to the Tees valley Unlimited Work Programme.

RESOLVED that the report be noted.

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

21<sup>st</sup> October 2008  
20<sup>th</sup> January 2009  
28<sup>th</sup> April 2009

