
TRANSPORT FOR TEES VALLEY

**Castlegate Quay, Moat Street, Stockton on Tees at
2.00pm on Tuesday, 28th April 2009**

ATTENDEES

| | | |
|---------------------------|---------------------------------|-------|
| Councillor David Lyonette | Darlington BC | Chair |
| Councillor Charles Rooney | Middlesbrough BC | |
| Mike Robinson | Stockton on Tees BC | |
| Simon Dale | Redcar and Cleveland BC | |
| John Anderson | Darlington BC | |
| Dave Stubbs | Hartlepool BC | |
| Nigel Cay | Network Rail | |
| Robin Knight | Stagecoach North East | |
| Barrie Mason | North Yorkshire County Council | |
| Penny Marshall | Government Office North East | |
| Andrew Johnson | Government Office North East | |
| Brian Glover | Middlesbrough BC | |
| Harris Harvey | Durham County Council | |
| Neal McCay | Durham County Council | |
| John Lowther | Tees Valley Joint Strategy Unit | |
| Jonathan Spruce | Tees Valley Joint Strategy Unit | |

APOLOGIES

| | |
|--------------------------|----------------------------|
| Councillor Bob Cook | Stockton on Tees BC |
| Councillor Mary Lanigan | Redcar and Cleveland BC |
| Councillor Peter Jackson | Hartlepool BC |
| Councillor David Budd | Middlesbrough BC |
| Vanessa Gilbert | Highways Agency |
| Martyn Pellew | PD Ports |
| Richard Whitehouse | Durham Tees Valley Airport |
| Simon Dove | One NorthEast |

1 CHAIR'S WELCOME

The Chairman (DL) welcomed attendees to the meeting.

2 NOTES OF THE MEETING ON 20th January 2009

The minutes of the meeting held on 20th January 2009 were agreed as a true record.

3 CONFLICTS OF INTEREST

There were no conflicts of interest.

4 MATTERS ARISING

Connect Tees Valley – A New Information Portal

JS updated Members with regard the Connect Tees Valley – A New Information Portal. The Connect Tees Valley Information Portal went live on 23rd March 2009. The second stage was now being discussed that would include Blackberry, mobile phones and cross boundary facilities.

5 PROJECT EXCEPTION REPORT

Members were presented with a report that updated Members 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.

With regard the Tees Valley Bus Network Improvements no further correspondence had been received from the Department for Transport (DfT) on the disappointing response provided by DfT Officials indicating any decision would be delayed until the end of May 2009.

JS detailed some of the further questions that had been received from the DfT. Members felt that if the scheme was not presented to the DfT Investment Committee on 20th May 2009 then a letter should be sent from TVU outlining the frustration that the scheme had not been progressed. **AJ** volunteered to speak to Bob Collins at the DfT to try and clarify the situation.

The Tees Valley Metro project had reached an important stage in its development. At the Tees Valley Metro Project Board on

27 March 2009, it was agreed that the draft Business Case would be completed by Easter for the purposes of undertaking a public consultation exercise in the coming months, and for opening negotiations with the DfT, the starting point for which was the visit of Lord Adonis, the Parliamentary Under-Secretary of State on Friday 17th April. At the visit Lord Adonis requested that the JSU send him a letter outlining the issues of the Tees Valley Metro project and that Officers from the JSU meet with him in London.

It was reported that there was progress being made towards a regional smart card scheme. Nexus were leading on the scheme and the JSU were preparing using elements of the bus network major scheme to secure funding for the Tees Valley's contribution to the scheme. The Tees Valley authorities were being asked for an 'in principle' commitment to support the scheme at this stage.

Work on the A66/A19/A174 Area Action Plan (AAP) had concentrated on agreeing development build-out profile that reflected the current credit crunch and likely recession, with more detailed testing of the preliminary schemes within the AAP, using micro-simulation models, to proceed once an updated development schedule had been agreed. Work had also progressed on an innovative funding mechanism for the AAP. **JS** reported that with regard the ramp metering scheme the JSU now had 6 weeks to prepare a business case.

RESOLVED that:

1. The update be noted.
2. If the Tees Valley Network Improvements scheme is not presented to the DfT Investment Committee on 20th May 2009 then a letter should be sent from TVU outlining their frustration that the scheme had not been progressed.

6 REGIONAL FUNDING ADVICE (RFA) ROUND 2

The final advice and guidance had been received on 28th February 2009. It was reported that part of the advice was non compliant in certain aspects and it would have to be reprofiled, focusing on the four large A19 schemes. An Officer working group had been established to look at the re-profiling. It was reported that 6 regional priorities for RFA Round 2 had also been confirmed if funding becomes available. **AJ** reported that he would circulate information from the RFA Board. **AJ** also reported the programme did not include £33 million that could

still be allocated to the two Tees Valley schemes.

RESOLVED that the update be noted.

**7 RECENT GOVERNMENT CONSULTATION:-
DELIVERING A SUSTAINABLE TRANSPORT SYSTEM
LOCAL TRANSPORT PLAN (LTP) 3**

JS reported that Government were seeking to set priorities 2014 – 2019. An outline work programme would have to be submitted by the end of June 2009 on behalf of the Region, and the Tees Valley was represented on the Sounding Board for this work. The LTP 3 guidance was very non prescriptive.

RESOLVED that the update be noted.

8 CITY REGION FORERUNNER SUBMISSION

It was reported that Government had wrote to all upper tier Chief Executives in England on 22 December 2008 inviting them to submit proposals to become a City Region Forerunner, as announced in the Pre-Budget Report in November 2008.

Tees Valley Unlimited (TVU) submitted to Government an Expression of Interest in becoming one of a City Region Forerunner to build on the Multi Area Agreement and officers from TVU attended a workshop with Government on 10th February. The feedback received was very positive and encouraged TVU to develop all the proposals. It was stated that whilst some issues, such as the long term funding commitment, were very difficult, particularly in the current economic climate. Government officials gave a very strong steer that TVU needed to provide strong evidence of the impact of the proposals and that Government was very keen to see proposals that could have an impact on business and skills. The pilot potentially offered the opportunity to substantially reduce bureaucracies and create efficiency savings through simplified processes and local decision making. This would enable economic development, regeneration, housing and transport schemes to be delivered more effectively.

JL outlined that the Tees Valley bid had not been successful. Members believed that the Tees Valley bid could have

delivered the greatest economic impact and that the decision should be challenged as the Tees Valley had been given a clear indication that the Tees Valley bid would be successful. Members felt that the TVU should continue the good work it had already started and not be disheartened.

RESOLVED that the report be noted.

9 A STRATEGIC RAIL PARTNERSHIP FOR THE TEES VALLEY

Members were presented with a report that outlined that in November 2008, the Joint Strategy Unit and Northern Rail jointly commissioned a scoping study into the potential for a rail partnership to cover the Tees Valley. The study considered the question of whether there was an appetite for a Strategic Rail Partnership in the Tees Valley.

The work that had been done to date included:-

* Interviews with stakeholders held in November/ December 2008;

* Workshop held in January 2009 to present initial findings and seek views on scope and benefits of a new partnership;

* Preparation of a draft scoping study report and a draft three year action plan.

Attached to the report extract was a summary of the scoping study report and includes a summary of the draft action plan.

RESOLVED that the report be noted.

11 ANY OTHER BUSINESS

Heathrow Flights

JL reported that BMI had withdrawn their Heathrow flights from Durham Tees Valley Airport. BMI had announced that they had taken this course of action due to the fact that BAA were charging the same landing charge at Heathrow for a large aircraft as they were for a small aircraft. **JL** had asked BAA to come up with a solution to the problem and for a full review of the landing charges. **JL** was also involving the Northern Way

in the situation and pursuing the possibility of getting a subsidy from Government. **JL** reported that One NorthEast would be producing a scoping report on the situation and that would be completed at the end of May 2009. **JL** would also be attending a meeting at Westminster on 14th May 2009 where he would be able to ask Ministers questions on the situation. There was also a House of Commons Select Committee Review and **JL** may be asked to go and give evidence.

RESOLVED that the update be noted.

12 DATE OF THE NEXT MEETING(S)

Tuesday, 21st July 2009

Tuesday, 20th October 2009

Tuesday, 26th January 2010

Tuesday, 27th April 2010

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