

CABINET ITEM COVERING SHEET PROFORMA

AGENDA ITEM

REPORT TO CABINET

26 NOVEMBER 2009

**REPORT OF CORPORATE
MANAGEMENT TEAM**

COUNCIL DECISION/CABINET DECISION

Regeneration & Transport – Lead Cabinet Member – Councillor R Cook

TEES VALLEY TRANSPORT SCHEMES CONSULTATION

1. Summary

This report follows on from the Cabinet/Council report “Tees Valley Transport Schemes” from 3rd September and 9th September 2009 respectively. It seeks to inform Members of the consultation mechanisms proposed for the projects discussed in the previous report, namely, the East Billingham Transport Corridor, the Tees Valley Bus Network Improvements and the Tees Valley Metro and asks Members to endorse these mechanisms.

2. Recommendations

It is recommended that:

1. Members endorse the consultation mechanisms for the East Billingham Transport Corridor, the Tees Valley Bus Network Improvements and the Tees Valley Metro.

3. Reasons for the Recommendations/Decision(s)

1. Community consultation is a key element for these schemes in order that they can meet the needs of the wider community.
2. Consultation will flush out any issues that need to be addressed on behalf of the community and stakeholders, thereby enabling an effective series of schemes to be delivered.

4. Members’ Interests

Members (including co-opted Members with voting rights) should consider whether they have a personal interest in the item as defined in the Council’s code of conduct (**paragraph 8**) and, if so, declare the existence and nature of that interest in accordance with paragraph 9 of the code.

Where a Member regards him/herself as having a personal interest in the item, he/she must then consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice the Member’s judgement of the public interest (**paragraphs 10 and 11 of the code of conduct**).

A Member with a prejudicial interest in any matter must withdraw from the room where the meeting considering the business is being held -

- in a case where the Member is attending a meeting (including a meeting of a select committee) but only for the purpose of making representations, answering questions or giving evidence, provided the public are also allowed to attend the meeting for the same purpose whether under statutory right or otherwise, immediately after making representations, answering questions or giving evidence as the case may be;
- in any other case, whenever it becomes apparent that the business is being considered at the meeting;

and must not exercise executive functions in relation to the matter and not seek improperly to influence the decision about the matter (**paragraph 12 of the Code**).

Further to the above, it should be noted that any Member attending a meeting of Cabinet, Select Committee etc; whether or not they are a Member of the Cabinet or Select Committee concerned, must declare any personal interest which they have in the business being considered at the meeting (unless the interest arises solely from the Member's membership of, or position of control or management on any other body to which the Member was appointed or nominated by the Council, or on any other body exercising functions of a public nature, when the interest only needs to be declared if and when the Member speaks on the matter), and if their interest is prejudicial, they must also leave the meeting room, subject to and in accordance with the provisions referred to above.

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SUMMARY

This report follows on from the Cabinet/Council report "Tees Valley Transport Schemes" from 3rd September and 9th September 2009 respectively. It seeks to inform Members of the consultation mechanisms proposed for the projects discussed in the previous report, namely, the East Billingham Transport Corridor, the Tees Valley Bus Network Improvements and the Tees Valley Metro and asks Members to endorse these mechanisms.

RECOMMENDATIONS

It is recommended that:

1. Members endorse the consultation mechanisms for the East Billingham Transport Corridor, the Tees Valley Bus Network Improvements and the Tees Valley Metro.

DETAIL

1. A report was taken to the Cabinet meeting of 3rd September 2009 that detailed the progress of the East Billingham Transport Corridor, the Tees Valley Bus Network Improvements and the Tees Valley Metro.
2. At that meeting, Cabinet endorsed the recommendation to allow officers to proceed with consultation on these schemes as well as progressing the development of each.
3. This report details the consultation strategies for these three schemes.
4. Officers have been utilising the existing consultation networks with Town & Parish Councils and other community stakeholders through the Area Transport Strategy process. The last round of meetings were held late September and early October. These networks will continue to be updated on a regular basis.
5. **Appendix A** shows the range of consultation proposed for the Tees Valley major transport schemes with associated timescales.

EAST BILLINGHAM TRANSPORT CORRIDOR

6. The East Billingham Transport Corridor (EBTC) was highlighted in the Council's Second Local Transport Plan (LTP2) as a major scheme to address the volume of HGV's (in particular tankers carrying hazardous chemicals) passing through residential areas of Billingham on route to the industrial areas to the east of the town.

7. Consultation for the original options report was carried out in 2004/05. This exercise sought views from the statutory consultees on several possible route options.
8. More recently, engagement with key stakeholders has taken place through Billingham Town Council meetings, a series of Ward Member Briefings and through the Northern Area Transport Strategy Steering Group meetings.
9. As discussed in the previous report, the proposed alignment of the EBTC is in the vicinity of the RSPB Saltholme Reserve and the medieval village of Cowpen Bewley and, as such, a full Environmental Impact Assessment (EIA) will be needed to ensure the design and construction of the road has minimal adverse impact on the surroundings and that mitigation measures are in place. As part of this process a consultation will take place with the statutory consultees including the landowners, Natural England, RSPB and the Environment Agency.
10. As the EIA process will ultimately determine the route that the new road will take, wider public consultation will need to follow part of this process.
11. It is hoped that a formal planning application will be submitted around March 2010. This will be subject to the standard 21 day consultation period.

TEES VALLEY BUS NETWORK IMPROVEMENTS

12. This scheme was approved entry into the DfT's Local Authority Major Schemes Programme (Programme Entry) on the 23 June 2009. On granting this approval, the DfT set out the conditions that must be satisfied following Programme Entry and further work that would be required to gain the required Full Approval.
13. The further work required includes further modelling work on a small number of individual schemes, confirming the Stockton Infrastructure Register, obtaining contractor prices for Year 1 schemes and processing and implementing any Traffic Regulation Orders (TRO's) required for Year 1 schemes. TRO's will be advertised on site and in the local press and will be subject to the statutory 21 day notice period, during which time any objections can be made. TRO's will be processed by the Corporate Director of Law and Democracy and they will receive any objections submitted.
14. Once this additional work is complete, a revised Major Scheme Business Case will be submitted to the DfT in a bid to gain Full Approval. It is anticipated that this Business Case will be signed off by the Tees Valley Bus Network Improvements Project Board at their meeting on 6 November 2009 and submitted to the DfT the same day.
15. The DfT have suggested that they would require around 6 weeks to review the revised Business Case so a decision would be expected before Christmas 2009. Subject to approval being granted, works 'on the ground' should commence early in 2010 (Year 1), with completion of the scheme as a whole envisaged by the end of 2012 (Year 3).
16. Consultation has been ongoing throughout the development of this scheme and has become more significant in the past few weeks. Leaflets are now available in community facilities throughout the Borough containing information on the overall project and details of "Year 1" schemes. The same information is available on the Council's website and comments have been invited. Information on the scheme has also been provided in issues of Stockton News and the Evening Gazette.
17. A member briefing note detailing Year 1 schemes was circulated to all Councillors on 23 October 2009. This was produced to ensure Councillors remained fully briefed on scheme progress and details of implementation works planned.

18. Local consultation will take place for the individual schemes within the project; indeed, this has already happened for the largest Year 1 scheme, improvements on Mandale Triangle.

TEES VALLEY METRO

19. Phase 1 of Metro (estimated cost £35m), scheduled for implementation between 2009 and 2012, includes the following elements:
 - a. New Platforms at Darlington and Middlesbrough Stations;
 - b. Relocation of Stations at Durham Tees Valley Airport and Wilton;
 - c. Station improvements at Eaglescliffe, Thornaby and Hartlepool;
 - d. A new station at James Cook University Hospital; and
 - e. Refurbished trains with higher levels of passenger quality and comfort than that currently used operating four times an hour between Darlington and Saltburn during the day.
20. In terms of elements proposed within the Borough; the improvements to Eaglescliffe and Thornaby Stations are scheduled for implementation during 2010/11 and will consist of upgrades to the current station buildings at both locations, a new footbridge with DDA lifts at Eaglescliffe and a contribution to a new footbridge and DDA lifts at Thornaby.
21. As an investment project on Network Rail land; the Metro project has to be assessed through Network Rail's Guide to Railway Investment Projects (GRIP). This project management system has 8 stages with stage 6 being the construction stage. Currently, the majority of the component parts of the Metro project are at GRIP3. There is now a need to undertake a GRIP4 feasibility study at a cost of £1.25 million, to be obtained through the RFA programme, to prepare more detailed designs, confirm feasibility and refine cost estimates. The GRIP4 process would also include applications for planning permission where required and involves public consultation on the detail of station improvements. This information will also be added to the Council's website.
22. It is anticipated that the GRIP4 process would take a maximum of 12 months meaning that any decision about whether to proceed further would be taken in summer 2010. In parallel to the engineering feasibility work contained in GRIP4, the Tees Valley Joint Strategy Unit (JSU) and train operator, Northern Rail, would lead on work to refine the benefits expected from phase 1 in terms of improved reliability, estimated increases in passengers and improved accessibility.
23. At present, a leaflet providing information on Tees Valley Transport Schemes is being developed by the Tees Valley Joint Strategy Unit on behalf of Tees Valley Unlimited. This will be circulated shortly and will invite comments on the proposals.

FINANCIAL IMPLICATIONS

24. None at this time.

LEGAL IMPLICATIONS

25. None at this time.

RISK ASSESSMENT

26. Tees Valley Transport Schemes consultation is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS

27. The proposed schemes will contribute to the 'Ambitions for the Future' of the Sustainable Communities Strategy under the following 'Core Improvement Themes':

Economic Regeneration and Transport

28. *Ambition: Improved transport networks* – all of the schemes in this report will improve the transport networks within the Borough by improving local bus services and accessibility, helping to reduce congestion, promoting modal shift to public transport and increasing linkages to the rest of the Tees Valley and beyond.

Health and Wellbeing

29. *Ambition: Improved access to health services* – The Tees Valley Bus Network Improvements and the Tees Valley Metro will both help to improve access to healthcare facilities by enhancing the public transport network in the Borough.

30. The proposed schemes will also contribute to the 'Ambitions for the Future' of the Sustainable Communities Strategy under the following 'Supporting Themes':

Older Adults

31. *Ambition: Real choice, control and equal access to facilities and services* - The Tees Valley Bus Network Improvements and the Tees Valley Metro will both help to improve access to key services for older people and help to overcome some barriers they may currently experience.

EQUALITIES IMPACT ASSESSMENT

32. This report is not subject to an Equality Impact Assessment because it does not involve a new policy, strategy or change in the delivery of a service.

CONSULTATION INCLUDING WARD/COUNCILLORS

33. Covered in the main report.

Name of Contact Officer: Chris Renahan

Post Title: Local Transport Plan Manager

Telephone No. 01642 526729

Email Address: chris.renahan@stockton.gov.uk

Background Papers

Appendices

Report to Cabinet, 7 September 2006 (Minute No. 521 refers) - TV Bus Network Improvements

Report to Cabinet, 30 August 2007 – TV Metro

Report to Cabinet, 19 June 2008 – TV Bus Network Improvements

Report to Cabinet, 3 September 2009 – Tees Valley Transport Schemes

Ward(s) and Ward Councillors

All

Property

N/A