

CABINET ITEM COVERING SHEET PROFORMA

AGENDA ITEM

REPORT TO CABINET

10 JUNE 2010

**REPORT OF CORPORATE
MANAGEMENT TEAM**

CABINET DECISION

Regeneration & Transport – Lead Cabinet Member – Councillor Cook

TEES VALLEY TRANSPORT SCHEMES

1. Summary

On 3 September 2009 Cabinet were updated on the progress of the various transport schemes emerging within the Tees Valley and gave approval for officers to proceed with developing those schemes to the next stages. The purpose of this report is to provide a position statement with particular regard to the Tees Valley Bus Network Improvements, Tees Valley Metro and Thornaby Station footbridge replacement.

2. Recommendations

It is recommended that:

1. Cabinet note the award of full funding for the Tees Valley Bus Network Improvements Scheme from the Department of Transport and note the progress towards delivery of the scheme.
2. Cabinet note the progress of the Tees Valley Metro project.
3. Cabinet note the award of funding for the Thornaby Station footbridge replacement and authority be delegated to the Acting Head of Technical Services in consultation with the Cabinet Member for Regeneration & Transport to proceed with the design and delivery of the project.
4. Cabinet note that recent Central Government announcements and the Autumn 2010 Comprehensive Spending Review may place risk on the funding associated with the above projects.

3. Reasons for the Recommendations/Decision(s)

Improvements to the public transport infrastructure are central to the delivery of key elements of the local transport plan and will make significant changes to the mode of travel available to the community.

The Tees Valley Bus Network Improvements are intended to not only halt the decline in bus patronage but to make positive changes to the way in which people travel to and from work and access services and facilities.

The Tees Valley Metro scheme will deliver improved facilities on the existing heavy rail network and pave the way for future improvements in frequency and quality. Again this will make positive changes to the way in which people travel to and from work and access services and facilities.

Central to these projects will be an improvement in the quality of the public transport services offered in the Tees Valley which will be measurable through the satisfaction level of passengers. Consultation programmes and publicity campaigns will raise the profile of public transport in the area and encourage modal shift towards more sustainable transport.

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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RECOMMENDATIONS

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DETAIL

Tees Valley Bus Network Improvements

1. The revised Tees Valley Bus Network Improvements Major Scheme Business Case gained Full Approval from the Department for Transport (DfT) and Ministerial Approval on 26 March 2010. DfT funding of £37.498m has been awarded to the project which has an estimated full cost of £57.236m. The remainder of the costs will be made up of local contributions from the five Tees Valley Authorities and third parties.
2. The project will be delivered over a four financial years with Year 1 being 2010/11. Officers are currently working on delivery of all Year 1 schemes which includes major improvements to the bus corridor through Mandale Gyratory and improvements on Durham Road. Officers are also working to finalise schemes in Years 2, 3 & 4 as well as commencing design work on schemes for implementation during 2011/12.

3. Consultation associated with the current financial year schemes has been ongoing with Ward Councillors and locally affected residents and businesses through both publicity and statutory processes. Consultation is due to start shortly for year 2 schemes which will be commencing from April 2011 onwards. **Appendix 1** of this report shows the public information document that has been prepared by Tees Valley Unlimited and is being used to provide general information on the purpose of this scheme.
4. Should the funding for the Tees Valley Bus Network Improvements Scheme be withdrawn the projects identified would not be able to be delivered within the availability of the Local Transport Plan or Council balances.

Tees Valley Metro

5. As part of Tees Valley Metro Phase 1 improvements are planned at Eaglescliffe and Thornaby Stations (detailed below) and are scheduled for implementation during 2010/11 and 2011/12. These improvements are currently being designed by the Council in consultation with Network Rail and other key stakeholders including Station Operators.
6. Ward Councillors have been briefed on the developments and progress associated with both Eaglescliffe and Thornaby Stations. As the design work developments further Ward Member briefings will be held and more detailed consultation will be undertaken with local residents, businesses and users. **Appendix 2** of this report shows the public information document that has been prepared by Tees Valley Unlimited and is being used to provide general information on the purpose of this scheme.
7. Should the funding for the Tees Valley Metro be withdrawn the project would not be able to be delivered within the availability of the Local Transport Plan or Council balances.

Thornaby Station

8. As part of the Tees Valley Metro scheme a contribution (£290,000) will be made to provide a replacement footbridge at Thornaby Station. This will form part of a 'funding cocktail' with other contributions coming from Network Rail (£560,000) and the Council (£100,000).
9. The remainder of the funding will come from the Council's successful Access for All bid that was announced in March 2010. The successful bid for £250,000 is the final element of funding for the replacement bridge, which has an estimated cost of £1.2m, and has allowed Officers and Network Rail to start work on the project. It is anticipated that construction work will start towards the later stages of 2010/11.
10. Should the element of funding from Metro be withdrawn, this would leave a shortfall of £290,000. Opportunities to pursue this funding gap from other services would then be actively pursued and a further report to Cabinet brought on the options available.

Eaglescliffe Station

11. The improvements at Eaglescliffe will include refurbishing the existing station building to create a ticket office facility, improvements to the current ramped access to the pedestrian bridge to ensure it is fully DDA compliant, improvements to waiting facilities and improvements to the car parking facilities. As part of the scheme there will be provision of CCTV and a Customer Information System (CIS).
12. In terms of delivery, work at the station is anticipated to start towards the end of 2010 and be completed by March 2011.

13. In parallel to the work above which is funded by the Tees Valley Metro, officers have been working with Northern Rail and Grand Central Trains to develop a scheme to increase the size of the car park at the station. Funding for this is coming from Grand Central Trains and from the Council's approved Local Transport Plan for 2010-11. The design and development of this scheme is now advanced and this will also be completed by March 2011, therefore the risk to this funding is within the control of the Council.

FINANCIAL IMPLICATIONS

14. Budgets required for these projects have already been identified through current programmes such as the Local Transport Plan Capital Programme and funding already allocated to the Tees Valley Authorities from the Regional Funding Allocation for transport.

15. Recent Government announcements with regard to publicly funded projects have placed an element of risk over the funding for the Tees Valley Metro and Tees Valley Bus Network Improvements schemes. Should the funding be reduced or withdrawn by Central Government then the prospect of these schemes proceeding is unlikely due to their high value.

16. The Council has already committed resources with respect to design development and procurement costs which are planned to be recovered through the Central Government funding mechanism. If this funding is withdrawn those costs may not be eligible for recovery.

LEGAL IMPLICATIONS

17. All the legal implications for these projects are summarised below and will be dealt with by Legal Services.

18. For the Tees Valley Bus Network Improvements, Traffic Regulation Orders (TROs) associated with the individual schemes in the Stockton Infrastructure Register will be processed and implemented between 2010 and 2014 (TRO's for Year 1 schemes have been processed). Any objections received will be considered by the Acting Head of Technical Services in consultation with the Cabinet Member for Regeneration and Transport.

RISK ASSESSMENT

19. The main risk at present is that associated with certainty around Central Government funding as documented above. Placing that risk aside paragraphs 20 to 24 outline the delivery risks.

20. The activities flowing from the recommendations contained within this Report are categorised as medium risk. Existing management systems and daily routine activities will be sufficient to control and reduce risk.

Tees Valley Bus Network Improvements

21. Effective management of risk will be crucial to the successful delivery of the scheme. For this reason, the Major Scheme Business Case includes both a Strategic and a Project Risk Register, identifying all of the potential risks to delivery together with the mitigation measures necessary to address them. Risk assessments of individual schemes will be carried out as necessary.

Tees Valley Metro

22. In taking up the DfT's offer that under £5 million projects can be fast-tracked without the need to go through the full DfT appraisal procedures, scheme promoters accept that they will bear any overspends on these projects should they arise.

23. The GRIP Stage 4 work will give far more clarity on the costs of these elements, and the Council will have the opportunity to review its commitment to proceed with some or all elements of Metro Phase 1 if costs increase above the current budget.

24. Also, should these elements increase significantly in cost, scheme promoters need to recognise that they may need to adhere to DfT's appraisal requirements for major schemes, and hence require a full major scheme business case

SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS

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

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.

Healthier Communities and Adults

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.

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

Older Adults

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

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

It is intended to undertake publicity campaigns for the schemes discussed in this report. There will also be detailed consultations carried out with the following:

- a. All wards and Ward Councillors.
- b. Area Transport Strategy Steering Groups.
- c. Local Residents.
- d. Landowners.

The overriding priority to emerge from the consultation carried out during preparation of the Second Stockton-on-Tees Local Transport Plan, which covers the five-year period from 2006 to 2011, was the need to improve both the quality and coverage of the bus network within the Borough. Regular updates on the scheme have been given to the four Area Transport Strategy Steering Groups, whilst presentations have also been made to the Economic Regeneration & Transport and Environment Thematic Partnerships and the four Area Partnership Boards of Stockton Renaissance. The Major Scheme Business Case was also covered in some detail at the Tees Valley Bus Users' Forum and the Stockton-on-Tees Bus Users Forum.

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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

Tees Valley Bus Network Improvements

All of the proposed schemes in the Stockton Infrastructure Register can be accommodated within the existing highway boundary, with the exception of Scheme Ref. S10 (Southern Gateway). The land assembly associated with this scheme was considered by Cabinet on 20 December 2007 (Minute No. CAB 112/07 refers).

Tees Valley Metro

The proposed scheme can be accommodated within the existing highway boundary.