

delivered by the Councils. These collected efforts will continue to promote, amongst other things, a road safety physiology for all members of our communities regardless of these personal circumstances.

As a matter of course, the Plan Partners will continue to monitor this relationship and will make serious efforts to solve any problems if they occur. Tyne and Wear Plan Partners are proud of our achievements in accident reduction, which is reported in the Technical Annex.

## 4. LTP Spending Programme

### 4.1 2002/03 Expenditure Overview

The Tyne and Wear Plan Partners were allocated £28.664millions in 2002/03 for local works on local transport programmes and small schemes. This allocation was divided between maintenance work and integrated transport blocks as illustrated in Table 7. An additional £10.109 million has been carried forward from 2001/02 under the 2 year SCA spending provision. In total, the level of resources available to the Plan Partners for investment in local transport systems was £38.580millions (excluding major schemes). In addition to these resources, the Plan Partners allocated a further, £864,000 to local transport programmes through the Single Capital Pot (SCP). This additional funding was necessary as bridging funds for a small number of projects which were delivered more rapidly than programme. It is probable that the financing arrangements within the partnership

will require that these funds are returned to the SCP of those authorities affected in the current financial year, meaning that in the next progress report there will be a reported under-utilisation of LTP resources. In effect, there will be a net nil effect of this use of the SCP in finance terms other than a small number of transport projects will have been delivered more rapidly than was programmed. The Plan Partners trust that Government will view this as an effective use of the SCP mechanism and a welcome acceleration of Tyne and Wear's LTP implementation programme.

The joint outturn accounts for Tyne and Wear LTP partners show that £39.356million was invested in local transport systems in 2002/03. This value is equivalent to 102% of the 2002/03 settlement plus all carry-over from earlier years. This level of expenditure has been made possible through far more effective programme management on a joint Tyne and Wear basis than in previous years. Also, a number of the Plan Partners have made use of the flexibility of the Single Capital Pot to manage the financial implications of accelerating their implementation programmes. In only one instance has there been a need to carry forward 2-year SCA funding from 2002/03 to the current financial year. This situation has arisen through a planned reprogramming of works associated with the Stephenson Corridor Link to enable the construction of priority measures at two ramps onto the Coast Road concurrently rather than spreading this work and causing inconvenience to road-users across two financial years. This modest reprogramming has required the carry forward of £88,000 2-year SCA into 2003/04.

| Plan Partner         | 2002/03 Original Settlement (£000's) | Additional Settlement (£000's) | Nexus Allocation (£000) | Nexus Adjustment for previous Years (£000) | Carry Forward (£000's) | Total Budget available (£000's) | Expenditure 2002/03 (£000's) | Variation (+/-) (£000's) |
|----------------------|--------------------------------------|--------------------------------|-------------------------|--|------------------------|---------------------------------|------------------------------|--------------------------|
| South Tyneside       | 3,440                                |                                | 126                     |  | 1,810                  | 5,376                           | 5,376                        | 0                        |
| North Tyneside       | 3,440                                |                                | 191                     |  | 441                    | 4,072                           | 3,984                        | - 88                     |
| Sunderland           | 7,493                                |                                | 505                     | -232                                       | 433                    | 8,199                           | 8,911                        | 712                      |
| Gateshead            | 4,234                                |                                | 331                     |  | 1,789                  | 6,354                           | 6,506                        | 152                      |
| Newcastle            | 5,293                                |                                | 699                     |  | 3,688                  | 9,680                           | 9,680                        | 0                        |
| Nexus                | 4,764                                | 64                             | -1,852                  | -25  | 1,948                  | 4,899                           | 4,899                        | 0                        |
| <b>Tyne and Wear</b> | <b>28,664</b>                        | <b>64</b>                      | <b>0</b>                | <b>-257</b>                                | <b>10,109</b>          | <b>38,580</b>                   | <b>39,356</b>                | <b>776</b>               |

Table 7 – Summary of budget provision for 2002/03 (excl. Major Schemes)

#### Notes

- 1) The totals shown are net totals excluding contributions
- 2) Sunderland's carry-forward of £433k is £459k carry-over net of £26k single pot allocation.

Table 8 – 2002/03 Expenditure on LTP Block Programme

| <b>2002/03 Expenditure by programme</b>    |                                     |                                    |                     |   |                                       |
|--|-------------------------------------|------------------------------------|---------------------|---|---------------------------------------|
| <b>Programme type</b>                      | <b>Planned expenditure (£000's)</b> | <b>Actual expenditure (£000's)</b> | <b>Variance (%)</b> | <b>Comments</b>   | <b>2003 - 04 expenditure (£000's)</b> |
| <b>Named schemes (over £250k)</b>          |                                     |                                    |                     |   |                                       |
| • Byker Link                               | 400                                 | 401                                | 0.2                 | Delivery as planned   | 251                                   |
| • Newcastle Coach Station                  | 470                                 | 473                                | 0.6                 | Delivery as planned   | 0                                     |
| • Wearmouth Bridge                         | 1,956                               | 1,956                              | 0                   | Delivery as planned   | 526                                   |
| • Old Durham Road                          | 310                                 | 310                                | 0                   | Delivery as planned   | 63                                    |
| • East West Link Road                      | 630                                 | 635                                | 0.8                 | Delivery as planned   | 0                                     |
| • Shelter Programme                        | 543                                 | 543                                | 0                   | Delivery as planned   | 242                                   |
| • Metro Car Cab Refurbishment              | 348                                 | 348                                | 0                   | Delivery as planned   | 0                                     |
| • PTI Replacement                          | 406                                 | 406                                | 0                   | Delivery as planned   | 0                                     |
| • Improved PA System                       | 428                                 | 428                                | 0                   | Delivery as planned   | 0                                     |
| • Track Signalling Renewals                | 279                                 | 279                                | 0                   | Delivery as planned   | 0                                     |
| • Lift Refurbishment                       | 370                                 | 370                                | 0                   | Delivery as planned   | 0                                     |
| • Hetton Interchange                       | 347                                 | 412                                | 18                  | Significant cost overruns incurred during delivery due to geological problems and requirements for additional street-lighting. The project has been reprogrammed.     | 248                                   |
| <b>SUB TOTAL</b>                           | <b>6,834</b>                        | <b>6,908</b>                       | <b>1.8</b>          |   | <b>1,330</b>                          |
| <b>Block Allocation</b>                    |                                     |                                    |                     |   |                                       |
| • Access for All                           | 994                                 | 1,772                              | 78                  | Large expansion of footway crossings programme delivered (circa 250% of planned outputs) to achieve improved BVPI score.  | 898                                   |
| • Cycling                                  | 1,098                               | 968                                | -11.8               | On programme – minor deficit  | 415                                   |
| • Safety and Security                      | 4,402                               | 5,352                              | 21.6                | Additional rolling out of “safe routes to schools” and CCTV at stations programmes in excess of earlier plans   | 3,122                                 |
| • Traffic and travel demand management     | 2,213                               | 2,727                              | 23.2                | Increased number of School Travel Plans, traffic management and traffic calming schemes delivered relative to planned programme.                                      | 1,571                                 |
| • Environmental Protection and Improvement | 1,665                               | 1,463                              | -12.1               | On programme – minor deficit  | 862                                   |
| • Economic development and regeneration    | 1,011                               | 848                                | -16.1               | On programme – minor deficit  | 636                                   |
| • Public Transport                         | 5,496                               | 4,075                              | -20                 | A number of public transport projects were deferred until the next financial year to enable completion of public consultation and essential TRO's                     | 4,445                                 |
| • Research and development                 | 360                                 | 364                                | 1.1                 | Delivery as planned   | 426                                   |
| <b>SUB TOTAL</b>                           | <b>17,239</b>                       | <b>17,569</b>                      | <b>1.7</b>          |   | <b>12,375</b>                         |
| <b>Maintenance</b>                         |                                     |                                    |                     |   |                                       |
| • Highways                                 | 7,328                               | 9,416                              | 28.5                | Deliver in excess of programme as deferred Integrated Transport funding was allocated to maintenance mid-year to aid delivery.  | 6,550                                 |
| • Bridges                                  | 6,318                               | 4,888                              | -22.6               | Provisionally planned structural maintenance schemes deferred owing to insufficient resources. Planning was initially in excess of the indicative settlement from DfT | 2,344                                 |
| • Other (eg lighting)                      | 600                                 | 571                                | -4.8                | On programme – minor deficit  | 90                                    |
| <b>SUB TOTAL</b>                           | <b>14,246</b>                       | <b>14,875</b>                      | <b>4.4</b>          |   | <b>8,984</b>                          |
| <b>TOTAL</b>                               | <b>38,319</b>                       | <b>39,352</b>                      | <b>2.7</b>          |   | <b>22,689</b>                         |

## Expenditure by type of works 2002/03

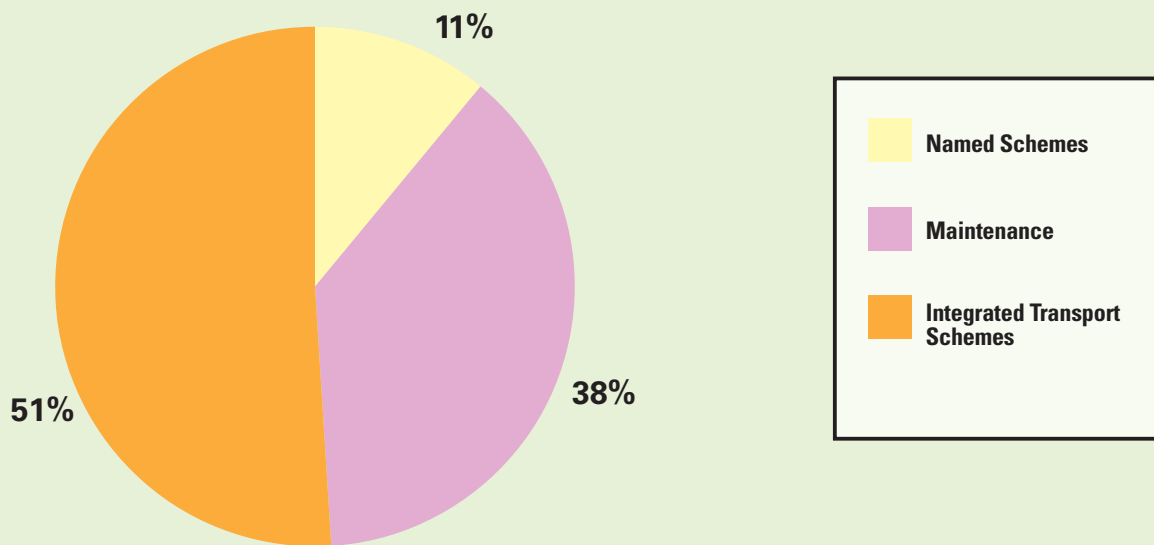


Fig. 12: Expenditure by type of works 2002/03

## Expenditure by Strategy 2002/03

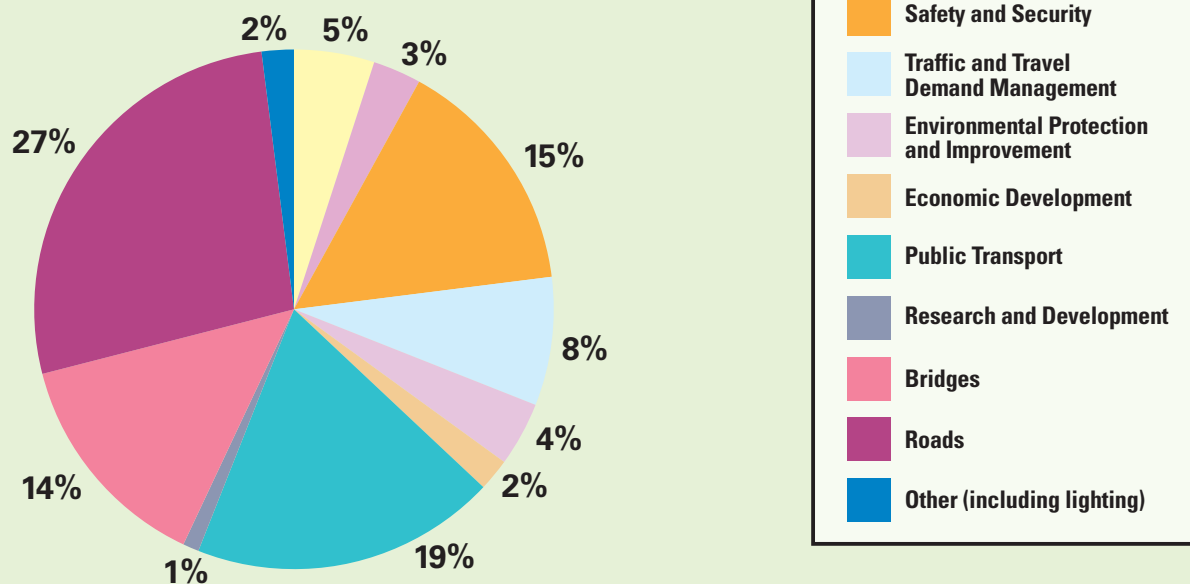


Fig. 13: Expenditure by strategy 2002/03

## 4.2 Planned expenditure programme 2003/04

The Plan Partners in Tyne and Wear are already well advanced in delivering their expenditure plans for the current financial year (2003/04). Jointly, we are intending to deliver over £22.6million of LTP block expenditure on integrated transport and maintenance projects, plus an additional £25.9 million on progressing the delivery of 7 major schemes that are currently funded across the area. It is intended that there will be initial progress on preparatory works for Scotswood Road major scheme subject to the Secretary of States full acceptance for funding.

Planned expenditure on the block programmes is broadly determined with regard to the overarching LTP strategies set out in the Local Transport Plan for Tyne and Wear 2001-06. The plan partners have a well-established "needs-based" appraisal mechanism for allocating funding from the block award to each of the plan partners. This process is revised every year to take full account of new data and current trends across the area. Using this approach, the plan partners are able to ensure that funding is equitably distributed with regard to the shared objectives of the joint LTP.

Detailed programmes of works for 2003/04 have been developed in consultation with key stakeholder and local residents to ensure that the delivery of LTP strategy commands widespread

support throughout Tyne and Wear. This year, the detailed programmes take account of prior use of funding and the impact of divergences from the planned programme in the previous year. Therefore, it may be anticipated that;

- Single capital pot funding used to bring forward a small number of projects last year will be returned to the SCP this year, causing the planned programme for LTP to be less than the total allocation of funding for 2003/04, and
- Those projects that were deferred in 2003/04 will, subject to a review of their contribution to LTP objectives, be completed in the current year.

Key features of the planned programme for 2003/04 include;

- Improved facilities for pedestrians (104 planned projects)
- Expansion of bus priority schemes (41 planned projects)
- Additional cycling facilities (114 planned projects)
- Increasing numbers of school and workplace travel plans (84 planned projects)
- Continued commitment to casualty reduction and safer routes to schools (140 planned projects) and
- Continued investment in improving the condition of roads (147 planned projects)

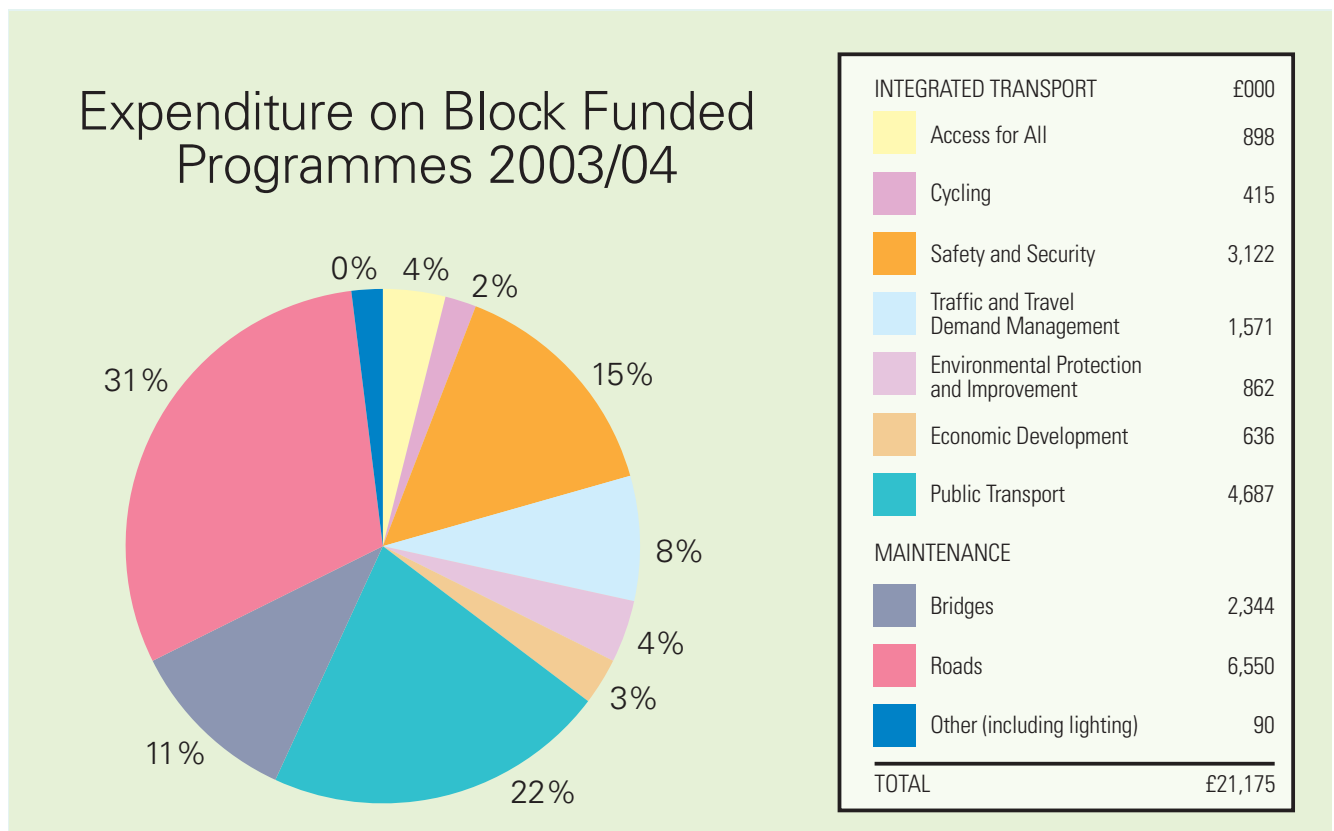


Fig. 14: Expenditure on Block Funded Programme 2003/04